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ROCK  
ISLAND  
EMPLOYEES  
MAGAZINE

Replacement  
Cover

# FINCK'S DETROIT SPECIAL OVERALLS

Get  
off

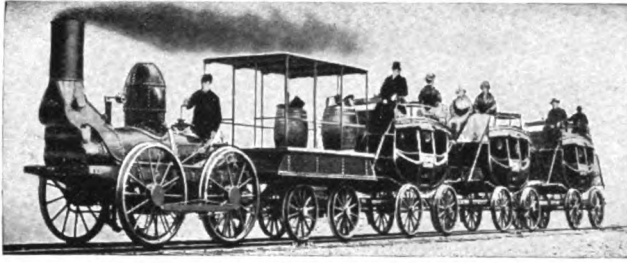
My  
Overalls  
Wear Like  
The Pig's Nose



## W.M. FINCK & COMPANY

JAMES L. LEE TREAS. DETROIT.

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.



Since the first railroads

# Stifel's Indigo Cloth

Standard for over seventy-five years

has been the "old reliable" Over-  
all---Uniform---Shirt---Jumper---  
cloth for the "men of the road."

To three generations of railroaders it  
has demonstrated that *it's the cloth in the  
garments that gives the wear.* Stifel's  
Indigo wears like leather and looks good  
as long as it lasts.

Be sure you see this mark  
on the back of the cloth,  
*inside* the garments before  
you buy. It's your guarantee of the genu-  
ine Stifel Indigo.



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*Cloth manufactured by*

**J. L. STIFEL & SONS**

*Indigo Dyers and Printers.* WHEELING, W. VA.

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BALTIMORE.....	114 W. Fayette Street
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BOSTON.....	31 Bedford Street
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ST. JOSEPH, MO.....	Saxton Bank Building
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ST. PAUL.....	238 Endicott Building
TORONTO.....	14 Manchester Building
WINNIPEG.....	400 Hammond Block
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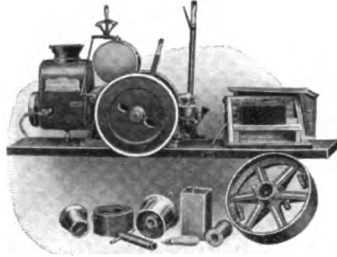
can still be made from our Winter Stock, but at the rate orders are pouring in it won't last long.

### NEW FAIRMONT 4, 6 and 8 H. P.

You get more horse-power for your money.

No governor parts to wear out—throttle control like automobiles.

Uses a third less gasoline per year than any other engine.



Our Auxiliary Bypass and Ball Valve (patents allowed) keep the Spark Plug clean and enable engine to run without "missing" on less than *one-fifth* of the gasoline taken by other throttled engines.

Get your engine now, on easy payments, while we can ship quick, before the season's hardest work commences. It costs no more—why wait?

**Fairmont Gas Engine & Railway Motor Car Co.**

Formerly Fairmont Machine Company

**439 N. Main St.,**

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Tel. Blue Island 109.

## BURLINGTON, IA.

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Tel. 926.

## CHICAGO, ILL.

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Suite 1103, Tower Bldg.,  
6 N. Michigan Av.  
Tel. Central 4120.

## CHICAGO, ILL.

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7845-47 Winneconna Av.  
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## EL RENO, OKLA.

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Office, First Nat'l Bank  
Bldg.  
Residence, 321 S. Rob-  
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Residence 74.

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Dr. S. B. Hall,  
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Residence 277.

## WYOMING, ILL.

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## JUST TO REMIND YOU

That we have in operation a complete plant manufacturing Artificial Limbs.

### ALSO

That all of our workmen making Artificial Limbs wear them, and by so doing know just the requirements necessary to make a Perfect Limb,

### WHICH

Insures COMFORT, FIT, DURABILITY and SATISFACTION to wearer.

Send for our 62-page complete, illustrated Catalog of Artificial Limbs, sent postpaid on request.

## SHARP & SMITH

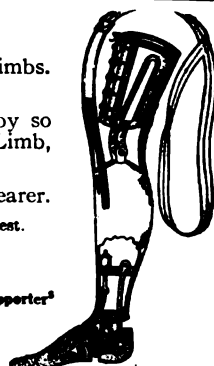
High-Grade Artificial Limbs, Orthopedic Appliances, Trusses, Elastic Stockings and Abdominal Supporters

155-7 N. Michigan Blvd. (Two Doors North  
of Randolph St.)

ESTABLISHED 1844

CHICAGO, ILL.

INCORPORATED 1904



When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

# Rock Island Employees' Magazine

Edited by Harley E. Reisman

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

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

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

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

THE ROCK ISLAND EMPLOYEES' MAGAZINE  
La Salle Station, Chicago

## Carpe Diem

---

Awake! A new day dawns about you.  
Rise! Wipe the sleep from off your brain!  
Give thanks to God for all His mercies,  
And that you have opportunity again,  
Opportunity that comes with every moment  
Dances by—and knocks at your door.  
Every hour has something hidden,  
Every day holds more and more.  
Throw away your thoughts of failure—  
Let the world know you're alive.  
Watch out! Some other fellow's waiting  
To grasp your chance. So Be Alive!  
Let the past—its gains—its losses,  
Be your teacher for today.  
Start your life anew this morning,  
Be a man and seize the day!

—J. W. Sargent,  
Timekeeper, E. Iowa Division

# ROCK ISLAND EMPLOYEES' MAGAZINE

**HARLEY E. REISMAN**  
*Managing Editor*

Copyright 1915 by H. E. Reisman

**JNO. A. SIMPSON**  
*Editor*

LA SALLE STATION, CHICAGO

Vol. VIII.

APRIL, 1915.

No. 10.

## COURTESY AS AN ASSET

BY FAY THOMPSON, DIVISION PASSENGER AGENT

*"How sweet and gracious, even in common speech,*

*Is that fine sense which men call Courtesy;  
Wholesome as air and genial as the light,  
Welcome in every clime as breath of flowers,—*

*It transmutes aliens into trusting friends,  
And gives its owner passport round the globe.*

—James T. Fields: 'Courtesy.'"

Mr. C. R. I. & P. is the manager of a very large department store. Coming directly under his supervision are many branch stores, in charge of agents who have for sale box car space, an innumerable supply of excess baggage books, mileage books, card tickets, simplex tickets and interline tickets, with prices varying according to the distance traveled.

As a salesman, floor department manager, or agent for Mr. C. R. I. & P., have you ever asked yourself this question: "Am I doing everything within my power to sell the goods in my store? Am I bringing customers to my place of business? Do I make those who come to my store feel that I am taking a personal interest in their welfare? Do I make the man, woman or child, who patronizes me, feel that I am grateful for their business? If not, why not?"

Are my duties any more arduous than those of the thousands of young ladies who report for duty at an early hour,

often remaining on their feet until midnight, with only a brief relief for their noon-day meal? They answer just as many, if not more, questions during the day than I and in a polite and courteous manner. When a purchase is made they always terminate the deal with "I thank you," even though the purchase made is placed on the charge account.

How long would I patronize a shoe merchant, haberdasher, dry goods merchant, groceryman or Mr. Hotel Man, if some outward sign of appreciation of my trade were not made manifest?

The next time you go to a butcher shop and make a purchase, no matter how small, I'll venture to say, yes, I'd gamble with you, that Mr. Butcher says, "Thank you," as he delivers his little brown package to you. You demand from the merchant and his employees courteous treatment, which you yourself refuse to give in your own business.

If the shoe merchant, haberdasher, dry goods merchant, groceryman, hotel clerk and grocery boy appreciate the value of courtesy in his particular line of business, fully realizing what it means to his bank account, how long do you intend to allow our business to suffer because you refuse to acknowledge that courtesy in the handling of tickets which is our cheapest commodity and biggest asset?



You say your duties are too numerous, you haven't time to say "Thank you" when selling tickets. What an absurd excuse. A gentleman is never too busy to be polite. It is part of his nature. Get the habit of saying "Thank you" to every passenger to whom you sell a ticket and the first thing you know you will be using the two little words "Thank you" and never realize it, but the man on the other side of the window *will* and you begin to lay the foundation for a better position. Why? Because every one likes to know that his patronage is appreciated and he will call on you again. You are going to bring trade to your office instead of driving it away. Your superintendent, assistant general manager, general manager and general passenger agent will notice this. If they should not, some other *firm will*.

I have in mind a young man, who 15 years ago was selling tickets at a station where the sales amounted to \$30,000 per month. This young man had acquired the little habit of saying "Thank you" to every one to whom he sold a ticket. Finally one day a president of a certain bank, who had watched this ticket clerk for six months, 'phoned him to come up to his bank. The young man thought the banker contemplated making a trip and as soon as he could leave the office made a personal call on him. Instead of seeking information pertaining to a trip, he was seeking a man for a vacancy in his bank, who had acquired the habit of treating the public in a courteous manner. It was not very long before this young man was made paying teller; from paying teller he was advanced to assistant cashier; from assistant cashier to cashier and then to the vice-presidency, which position he now holds with one of the largest banks in Ohio. All because he appreciated the value of courtesy due the traveling public, at the same time enhancing his own value and giving good service to his employer. A man worth while, and courtesy made him. He acquired the habit. Why don't you?

I recently visited a certain station on our line where several complaints have been registered account discourteous treatment by our employes and attempted to point out to the agent, his ticket and baggage men, the value of courtesy, giving them several examples where the

courteous man had brought business to his employer, especially endeavoring to impress upon them the value of saying "Thank you" in our store. Here the baggage man at that point, a young man of about 22 years of age, remarked, "Last summer I worked in a drug store, and whenever I waited on a customer, I always said 'Thank you' *and it took me two months to get out of the habit after I started to work at this point.*" I asked this baggage man why he said "Thank you" to his customers in the drug store. He replied, "Because the man for whom I worked demanded it." I then said to the agent, "Can you expect courteous treatment from those under you unless you yourself are courteous and demand the same as the drug merchant that courteous treatment be given our patrons by all of the men reporting to you?" There is but one answer. What that answer is you well know.

It is beyond comprehension why our men cannot fully realize that we have something to sell the same as any other merchant, and just as courtesy pays in other legitimate lines of industry so it yields good returns to the railroad we represent and which incidentally defrays our expenses as we travel through life.

There are times perchance when your patience is tried to the point of an upheaval, but when the success of your chosen vocation depends so largely on your ability to judge mankind, judge not too harshly for tomorrow he may see the error of his way, feel more kindly toward you and will probably forget the fact that he informed you he would "get your job." No truer proverb was ever uttered than, "A soft answer turneth away wrath."

You may think your particular position is a hard one; that it is impossible to give satisfaction to all concerned. I have heard the boys who sell our tickets remark, "This is a H—— of a job." Suppose it is? Did you ever stop to consider how you could improve your little Hades? It can be improved, and it is up to you entirely. The flame of censure frequently experienced in your particular little Hades would soon flicker out if you would endeavor to cultivate a more agreeable personality and make courtesy your watchword.

Just because the telephone rings, or

the dispatcher happens to be pounding the brass (your call), "burning up the wire," which you know is imperative for you to answer, is this sufficient reason why you should be brutal to the gentleman who calls at your store to make a cash purchase? Under such circumstances some have been known to say "Excuse me a moment, please," and no word of complaint was ever heard from the passenger. Suppose you try it, if only to see how it pans out.

You will find that "Excuse me" will help build up your business almost as much as the little "Thank you."

In other words, use your head for something besides a hat rack. If you do you will find in your own mind that your

cross disposition is responsible for many of your troubles.

The world is all right; it is like a mirror, if you just smile at it it smiles back.

If you scowl at people they scowl back at you. You know *that*.

If you have a grouch, shake it.

Successful merchants, salesmen, hotel keepers and railroad men must look happy and be happy. It is just as easy and lightens the load. Feed the public something besides gloom and doubt. Cheer up—cultivate a more pleasant personality. Make Courtesy your watchword and see how much more you enjoy life and at the same time watch the business at your station grow. May your happiness increase with your usefulness.

## MR. EMPLOYEE, IT'S UP TO YOU

[*Editor's Note.*—President Mudge recently forwarded to every Rock Island employe in the state of Iowa, the letter which we quote below, relative to passenger fares in that state. Every man, woman and child, whether railroad employe or not, should interest themselves in this matter and do all in their power to bring about a better condition.

*The same conditions as in Iowa prevail in many other states through which the Rock Island runs, both on state and interstate traffic, and the same interest should be shown on all parts of the line to enable the railroad to receive remunerative passenger rates for the service they perform.*

*Discuss this matter with yourself, your family, and your neighbor. You can all do a great work in this important matter, and we are sure you will never regret it.]*

\*

"You are doubtless aware that an appeal has been made by the railroads of Iowa, to the proper state officials, for authority to increase passenger fares to maximum of 2½ cents per mile.

"When the two cent a mile law went into effect in 1907 the railroads of Iowa accepted it and made a sincere attempt to live under it without impairment of passenger service. The theory that reduction in fares would stimulate travel and thereby make up the revenue lost has not worked out.

"The Chicago, Rock Island & Pacific

Railway Company is one of the greatest (if not the greatest) business institutions in the state of Iowa, and is, therefore, one of the greatest assets of the state.

"In the face of increased cost of all material and supplies, increase in number of employes, increased wage returns to such employes, public demand for increased speed and comfort of passenger trains, substitution of steel equipment, etc., we have to contend with a decrease in our rate per mile of 33⅓ per cent, and owing to continued business depression, a decrease in actual number of passengers handled. This condition is not confined to our own company, but is likewise true of every railroad within the state. Can Iowa be prosperous when its greatest business institution is not prosperous?

"Census of 1913 showed 54,652 employes of all railroads in the state of Iowa. On basis of 5 to a family, total number of persons directly dependent, in that state, on railroads, 273,260. In other words, one person out of every eight in state of Iowa is a railroad employe, or the family of an employe.

"In addition to being the largest employers of labor, the railroads are the largest buyers of steel and iron products, of coal, lumber and many other supplies, as well as the largest tax payers of the state.

"New York state has four times the

population and practically the same area as Iowa; Pennsylvania has three and one-half times the population and a slightly less area. In these states, and in New England with a greater population than Iowa, there is no state-wide two cent per mile passenger fare. Is it fair to compel the railroads of Iowa to handle passenger business at a lower rate than prevails in the more densely populated states referred to, when density of population is the principal factor in passenger traffic?

"After the most thorough and painstaking railroad inquiry ever undertaken in this country, the Interstate Commerce Commission has found that passenger fares in western two cent states are too low, and that such fare does not permit passenger service to bear its fair share of operating cost; and that steadily improving service is, in equity, worth more than travelers are paying for it.

"The constant trend of public demand is for better service, and the railroads of the state of Iowa cannot long continue to meet this demand in the face of stationary or declining revenues, while expenses are constantly growing.

"Enclosed herewith is a petition. In support of this campaign, please have same signed by such citizens of your community as are of the opinion that the railroads are entitled to increased revenues sufficient to meet increased expenditures and leave a fair margin of return on the capital invested.

"Please present this petition to each merchant and manufacturer in your community, their employes, to each farmer in your section, and to the editor of each paper. If there is a commercial, mercantile, or other civic club, in your community, see that it is brought to their attention and signatures secured and, if possible, favorable resolutions adopted by such clubs in favor of our campaign.

"Use tact and discrimination in soliciting signatures for these petitions, being careful to ask for signatures only at appropriate times and from desirable persons. A few well chosen words of explanation may assist materially in the matter, but any unwise discussion, or heated argument, should be avoided. All we want is an expression from the people, such as taxpayers have a right to

make, and a public service corporation may reasonably ask for.

"At the larger stations where it is not practicable for the agent to personally handle the matter, the superintendent or the agent should delegate some employe who will circulate the petitions and secure the signatures effectively.

"Every thinking man, employe or otherwise, must realize that the welfare of the local community is closely dependent on the prosperity of the railroad, and each of our employes should stand ready to assist by his influence and work in bringing about a more prosperous condition to the industry in which he is employed and thus insure a brighter future for himself, his family and his community. The assistance of every employe, regardless of the department in which employed, is earnestly solicited in this campaign.

"Note that we are asking the return of only *one-half* of that taken away; viz., an increase of  $\frac{1}{2}$  cent per mile in the passenger fare.

"The petitions, with signatures, should be returned to the division superintendent, and all returns should be received within the next two weeks. The co-operation of employes in giving the matter prompt and preferred attention is requested, and I shall be pleased to receive any comment that you deem desirable to communicate to me in connection with the matter."



## LOSS AND DAMAGE FREIGHT

F. NAY.

The snail received another boost upward in February but we cannot quite express the charges to operating expenses for loss and damage-freight in seven figures. The following is the story for the eight months of the current fiscal year:

July, 1914 .....	\$100,002.76
August, 1914 .....	110,918.36
September, 1914 .....	124,956.28
October, 1914 .....	96,554.99
November, 1914 .....	124,685.10
December, 1914 .....	93,856.17
January, 1915 .....	110,034.62
February, 1915 .....	100,161.92

Total for the 8 months...\$861,170.20

A decrease in February over January of \$9,872.70.

Now here is the combined result for eight months:

Two-thirds of amount charged for loss and damage-freight, year ended June 30, 1914 .....\$923,824.95  
Amount charged from July, 1914, to February, 1915, inclusive ..... 861,170.20

Gain for eight months....\$ 62,654.75

Another railroad has been working hard to show a gain of \$100,000 in loss and damage-freight, and has already reached its goal. Shall we not reach the same mark at the end of April, 1915? Shall we let that other railroad stay ahead of the Rock Island? We are striving to reduce operating costs to a minimum. Here is the best place to reduce; viz., by reducing damage to freight. It is the best way, I say, because it not only reduces expenses directly by giving better satisfaction to our patrons, but it gets us more business. Let's get busy. You know how.



## SILVIS SHOPS GLEE CLUB

The social event of principal interest to the Silvis shops last month was the Silvis Shops Glee Club dancing party, held Monday evening, March 16, at Recreation Hall, Moline.

Each club member had the privilege of inviting one guest and his lady, and with his own partner, the company numbered about fifty couples. Wrixon's orchestra of six pieces played a program of lively dances, and games and stunts occupied the intermissions.

One especially interesting feature was a field meet which furnished no end of amusement and helped relieve any formality that might have existed among the company. Judges of the games were the chaperones, and the teams were termed the "Mutts" and the "Jitneys." The honors were won by the "Jitneys," but the "Mutts" claimed everything, so to be polite and not make a fight, the "Jits" were really quite nice about it.

Each dance number brought with it some innovation and with the playing of "In Old Japan" and "Chinatown," ladies were given lighted Japanese lanterns sus-

pended from long hooks, then the lights were turned low, and the varicolored glow of the pretty swinging lamps as the dancers encircled the hall made a picture supremely beautiful.

Mint frappe was served during the evening. Carnations in different colors decorated the serving table, and were also given as favors. Programs were dainty Volland pictured booklets with the verse of "The Old Rock Island Lines" within them.

As in everything else connected with the doings of the Glee Club, Mr. Elvin MacLeod worked for the success of this splendid affair; and most of the cleverly arranged ideas were carried out under his leadership. Surely the spirit of good fellowship which "Mac" has introduced among the workers at Silvis shops would make any mortal proud; and the thorough enjoyment of this latest event was shared by everyone present.

Chaperones of the event, who were also judges in the athletic meet, were: Mr. and Mrs. S. W. Mullinix, Mr. and Mrs. Paul Linthicum, and Mr. and Mrs. J. C. Kirk.



Mr. W. L. Stout, the popular freight agent for the Rock Island Lines at Memphis, has just forwarded to the Magazine Department an order for two dozen Rock Island Emblems, to be worn by every member of his office force.

Agent Stout believes in boosting the Rock Island whenever possible, and this is certainly a fine idea in that respect.

Every Rock Island man should be proud of the company with which he is employed, and an easy way to show this is to wear a Rock Island Emblem, the cost for which is very reasonable. Other agents might adopt the same methods.



Mr. S. W. Carr, who has been with the John J. Grier Hotel System at Kansas City for the past seven years, has been placed in charge of their Chicago office in the Insurance Exchange Building.



District Superintendent C. C. Cox of the Pullman Co. will move his office on March 29th from Grand Central Station to suite 536-40 Webster Bldg., Chicago.

# SOME INTERESTING AND INSTRUCTIVE DATA FROM OPERATING STATISTICS FOR THE FISCAL YEAR ENDED JUNE 30, 1914

The interest, insurance, taxes, depreciation and maintenance on an average freight car approximates forty-five cents per day, which is the rate per day (per diem) paid by carriers for the use of each other's freight cars.

The equivalent value of a freight car, either system or foreign, is, therefore, forty-five cents per day. Excluding work and stored equipment, and considered from the above standpoint, the Rock IIs and spent for freight cars \$22,500 per day, or 42 per cent of the total amount expended for conducting freight transportation. In other words, for every dollar chargeable to freight service in the accounts for supervising transportation, station service, yard service, road engine service, train service and other transportation expense, forty-two cents was spent for the freight cars with which to handle the traffic.

Excluding work and stored equipment, the average miles per car per day was:

System .....	19.4
Foreign .....	31.5
Both .....	24.6

The average earnings per car was:

\$0.10 per mile (loaded and empty).  
\$1.80 per hour when actually moving at rate of 18 miles per hour.  
\$2.46 per day. Only moving 17.6 per cent of time or 1 ft. 22 inches per day.

There were cars stored on some parts of the system nearly all of the time, and, considering the above mileage, it would seem that there is ample equipment to take care of the traffic, and, inasmuch as the company owns enough equipment to take care of its needs, it should not make use of *foreign* cars to any greater extent than is necessary, consistent with economic railroading.

There is room for a very substantial saving in the expense for the use of foreign cars. Had system cars been moved as rapidly as foreign cars, the business could have been handled with 11,000 less cars per day, or the equivalent of approximately \$5,000 less expense per day.

HOW THE SAVING OF \$5,000 PER DAY MAY BE APPROXIMATED.

(1) By impressing *everyone* who has

to do with the movement of a freight car, with its importance as above outlined.

(2) By obtaining a complete yard check and rendering correct car reports daily.

(3) By seeing that every foreign car has a complete and bona fide *home route slip* upon its receipt or arrival, or immediately obtaining same through superintendent's office, instead of waiting until car is loaded or ready to move before asking for such data.

(4) By promptness in the switching, movement and delivery of loaded as well as empty cars. With a surplus of freight power existing, there should be no delay on account of power shortage. The road holding up a car at 11:59 p. m. pays the per diem for that date. This emphasizes the importance of making deliveries to connections before that hour each night. On many divisions, specializing on this point will save enough in per diem to pay the expense of a train or switch crew.

(5) By not billing empty foreign or system cars, nor holding foreign cars for prospective loading, unless instructed to do so; by asking for permission to store system cars if no disposition given.

(6) By using foreign cars in line with car service rules, and not using them for loading company material unless specifically instructed. This will save many dollars in per diem, as well as many empty car miles.

(7) By keeping the superintendent fully advised of the fact with respect to car supply and the best information as to probable future demands, putting it squarely up to him to authorize storing or other disposition of cars.



## RECOVERING GRAIN.

F. NAY.

The following letter from Mr. C. W. Thatcher, our wide awake agent at Silvis transfer, shows how a neat little sum of money may be saved to the company which would otherwise be wasted:

"November last we constructed a rat proof grain bin which holds 25 or 30 bushels of grain and began a systematic arrangement of saving grain from sweepings of empty cars set to our platform

for loading; this cleaning process is necessary and to take care of the grain is but a slight increased effort; also watching for any grain spilled from bad order cars in Silvis yards which we gather up, also with comparatively no extra cost to the company as we are enabled to use men whom we must have on the work and can spare them for an hour or two without hindrance to their regular duties.

"During November we recovered and sold and turned into the treasury through the local agent at Silvis via his 54 report:

	\$ 15.05
December, 1914 .....	71.80
January, 1915 .....	64.10
February, 1915 .....	116.60

Total to date.....\$267.55

"It is possible there may be other points that could be lined up to do this to a greater or less extent; of course, we do not get full value as it is nearly always damp and more or less dirty but makes good chicken feed for which we have no trouble in finding ready purchasers at about 80 cents per hundred, but here is \$267.55 that otherwise and formerly was a complete loss to the company."

### RAILROAD ACCOUNTING.

By William E. Hooper.

(Associate Editor of the Railway Age Gazette.)

Since 1907 the Interstate Commerce Commission has been engaged on a comprehensive system of uniform accounting, and in 1912 completed its general scheme. "Railroad Accounts and Accounting" analyzes the ends which accounting attempts to accomplish. The forms of accounts and methods of accounting prescribed by the commission are taken up in detail, explained and applied to the returns made by the roads since the commission's orders first went into effect. The organizations and practices of some of the largest railroads are described in detail. This work has been done under the direct supervision of executive officers of railroads. The forms used are fully illustrated. In describing the American practice and the Interstate Commerce Commission's theories of accounts, English and other foreign practices are discussed by way of comparison. Throughout the book an attempt has been made to keep clearly in mind the fact that accounting should serve as a record of facts intelligible not only to the accountant, but to any one who will take the trouble to make a study of the figures recorded. D. Appleton & Company of New York are the publishers.

### HARVEY J. WHITCOMB

Harvey Jay Whitcomb, traveling agent, freight claim department of the Rock Island, an old veteran and one of the most widely known officers of the company, through his connection with the road since 1887, was stricken with pleuro-pneumonia in Colorado while on duty February 10 and brought home to Topeka a few days later, was removed to Stormont Hospital for consultation and



Late Harvey Jay Whitcomb.

special treatment. After a brief illness of seven days, died on the 17th of February. The funeral services were held at his late residence, 200 Woodlawn avenue, in Potwin Place, on February 19, and the body was taken to Hubbardsville, New York, by his wife and laid to rest. This village was the early school days of Mr. Whitcomb and where he was born on August 12, 1844. Floral emblems and magnificent bouquets covered the grey plush casket. These loving remembrances were extremely beautiful, especially the immense wreath of immortal white rose buds from the freight claim department in Chicago, and

all along the company's line the friends of Mr. Whitcomb expressed their heartfelt sympathy by sending floral offerings from the different offices where he had been employed. An atmosphere of simplicity and dignified silence marked the sad rites at the beautiful home and at the cemetery.

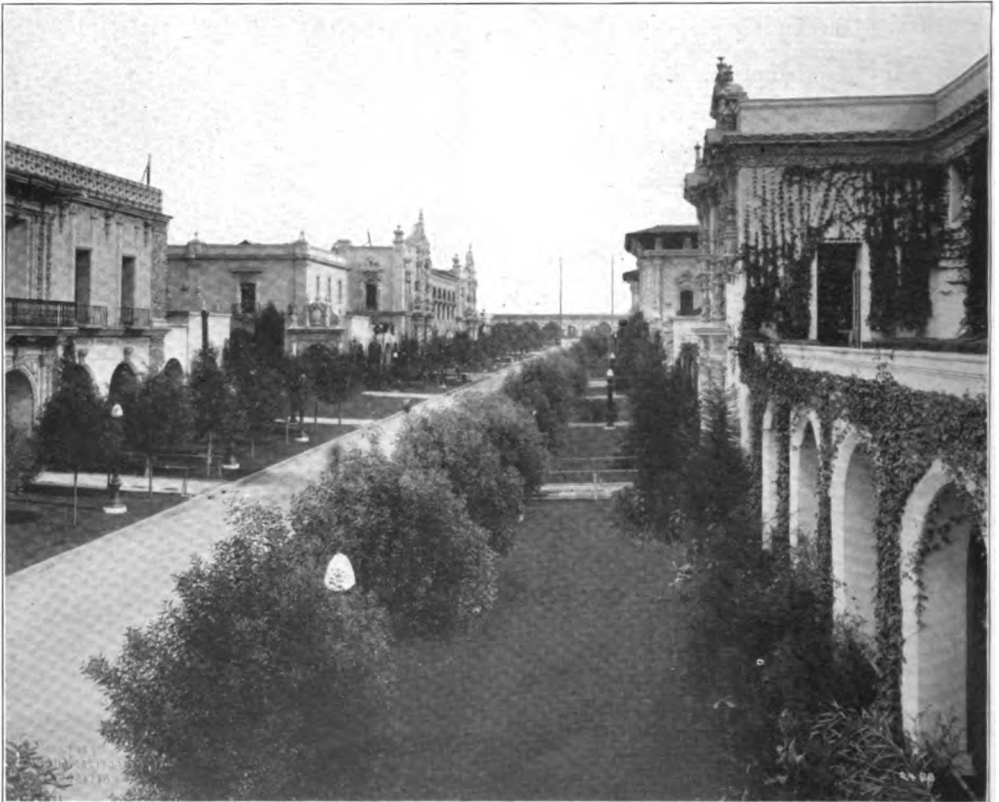
The pall bearers were all Rock Island men—Paul Walker, Elmer Strain, J. A. Stewart, George B. Hetherington, C. E. Bascom, Luther Burns, L. L. Collins and C. E. Cartlidge. Mr. Whitcomb was a Royal Arch Mason and belonged to a fraternal order in Chicago, the National Union, or Council of the Red, White and Blue, and a member in good and honorable standing for twenty-six years. Mr. Whitcomb entered the railroad service in the passenger department under the late John Sebastian. He was transferred to Kansas City under the late A. H. Moffet. Later Mr. Chas. S. Tewksbury, another old veteran of the Rock Island, placed Mr. Whitcomb in the freight claim de-

partment, and he was transferred to Little Rock, Ark., for several years and was employed under Mr. W. O. Bunker, freight claim agent, Chicago, and later with headquarters in Topeka.

Mr. Whitcomb had the faculty of making friends, doing little deeds of kindness. He was ever active in his work and loyal to the company, a proud and modest man. The contestants for claims were always ready to grasp him by the hand after business transactions.

A good moral lesson may be learned from the activities of this man, and his genial countenance will be greatly missed by all who knew him. He was a kindly, loving and affectionate, true and helpful husband.

Mrs. Whitcomb wishes to express her thanks, especially to all of the Rock Island employes, for the sympathy extended her in the bereavement, during the sudden sickness and death of her beloved husband, and for the telegrams and letters of condolence.



*East from the Plaza de Panama—San Diego Exposition.*

# What Would You Do If You Were the Boss?

**T**HE problem illustrated in the cartoon from *Power* published below is one that every railroad official has to meet on frequent occasions. It is an interesting and somewhat complicated situation that confronts the boss. All of the men before him are competent, loyal, of good character and good health.

The man in the chair is balancing in his mind "company duty," for he knows that a corporation must be human and recognize obligations of service, just as an individual must recognize them.

He is also carefully weighing the future value

of each man's service; his ability to rise and meet unusual occasions, and his skill in dealing with his fellow-men.

The boss knows full well that his own success depends in large measure on his ability to surround himself with competent subordinates. Their mistakes reflect on him, and he must be responsible to the man higher up for *all* errors of the organization he has built.

The problem shown in the cartoon is a live one, for many railroad officials are making just such decisions today. Therefore, it is worth discussing in this

magazine, and we will pay \$10 for the best answer reaching us before April 22 from a Rock Island employee. In case of tie for first prize, the amount mentioned will be divided equally. For the second best answer we will give one of the new Federal Safety First Electric Lanterns.

Each reply must be concise and contain not more than 500 words. The author's name will be published or withheld, just as he chooses.

Let us have answers from everyone to this most interesting question.



A Problem, Who Gets the Promotion?



# ROCK ISLAND LINES



## SAFETY BUREAU

### THE CEDAR RAPIDS DIVISION AGAIN IN THE LEAD

BY L. F. SHEDD, GENERAL SAFETY SUPERVISOR

Since the very inception of the Safety Bureau, the Cedar Rapids division, its superintendent and his official staff, as well as the division and shop employes, have been doing things that count for the advancement of the "Prevent Injury" movement. The splendid semi-public meeting held at Cedar Rapids some time since bore testimony to the fact that every one in and around Cedar Rapids and on that division as well as in the shops, were alive and awake to the necessity of making the movement a successful one. Subsequent committee meetings held in the room set apart in the general office building, and where just such meetings should be held, also proved to be the kind that encourage and advance the work of saving life and limb. Superintendent Merrill conducts his meetings in a way that would convince the most skeptical that he is in earnest, and that personal injuries and deaths among his employes must be reduced to the lowest possible mark. On January 19th, the regular monthly meeting of the Cedar Rapids division was held, at which twenty-three members of the committee were in attendance, with a record of twenty-eight visitors, the latter embracing every vocation among the railroad men. The meeting was such a splendid one that accounts of it appearing in the daily papers of Cedar Rapids were enough to convince the most skeptical, be he railroad employe or a citizen otherwise engaged, that the movement to "Prevent Injury" was a worthy one, and one not alone confined to railroads, but that in its good and praiseworthy work,

the best people of this great country of ours were interested and engaged

The meeting is spoken of, and wisely so, as a school, where safety is taught, and where carelessness and other causes of injury and resultant death are shown to be wrong.

The Cedar Rapids division deserves credit for its splendid and effective work, and to Superintendent Merrill, as well, for his untiring efforts to interest those under his jurisdiction, the same credit is due and to both, is hereby extended by the Safety Bureau. If you have any doubt about what the safety movement can do and will do, or if you are not quite sure how a "Prevent Injury" meeting should be conducted, attend one at Cedar Rapids and you will not have to journey further to become an ardent advocate of that great and splendid cause. They surely do things on the Cedar Rapids division.



#### **NOTHING COLD ABOUT THE AMARILLO DIVISION SAFETY COMMITTEE MEETING EXCEPT THE WEATHER.**

Amarillo, Texas, is one of the nicest towns on the Rock Island Lines, and is one of those communities where everyone is interested in the welfare of their town, and nothing is too good for it. The safety committee of the Amarillo Division is naturally imbued with that spirit, evidenced by the way they handle the work of the "Prevent Injury" movement on that division. Superintendent Van Hecke is ALWAYS the presiding officer at these committee meetings, and to say that he is an ardent advocate of the movement is but to express the facts. It is an admitted doctrine that the "Way to Bring Up a Boy" is to go that way yourself, and we believe this doctrine finds strict ap-

plication in the bosom of the Amarillo Division Safety Committee. The chairman is a man who sees and realizes the great advantages to be derived by employe, home, children and the management of our lines alike in the successful accomplishment of the management's desire to "Prevent Injury" and is doing his utmost to advance the work. His committee, therefore, with such a leader is naturally one that is interested, and herein lies the secret of their success in the handling of the problem of preventing loss of life and limb.

January 26th, in Amarillo is described as a very cold day and with the wind blowing a "gale," but the record of the meeting held at Amarillo that date sets all doubts at rest as to whether or not such weather had any deterring effect upon that committee. The record shows that EVERY committeeman was present, save one who was on vacation, and in addition the goodly number of TWENTY-ONE visitors. Is any further proof needed to convince that the committee mentioned is in earnest?

This is not the only good meeting reported. In fact, it would be a disappointment to hear of a meeting held at Amarillo that was not well attended and where interest in the movement was at all questioned. The "boys" of the Amarillo Division take pride in the work, as well as in themselves, and the division generally, and we acknowledge our appreciation.

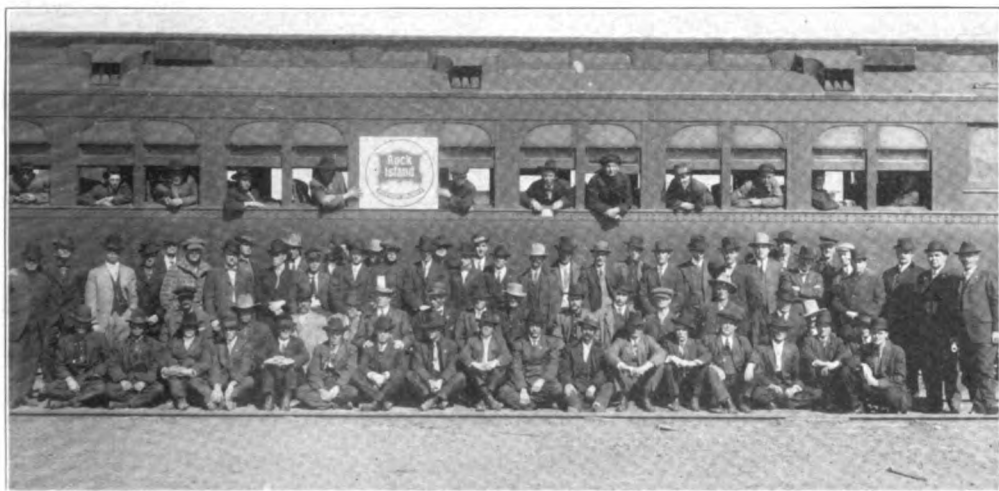
TY-ONE visitors. This is but typical of Mr. Greenough's meetings, and it would be but a repetition to tell you each month of the very splendid attendance he has at his meetings. Attend one if the sincerity of the movement is not properly understood.

The Nebraska Division meeting was an earnest one. Superintendent Shehan in the chair was the best evidence that a thoroughly business meeting would be the order of the day. EVERY member present but one. How unfortunate that ONE had to be away. Seven visitors added to the interest, and those present expressed the undoubted belief that the "Prevent Injury" movement was progressing splendidly.

The Colorado Division comes along with EVERY member present. One of the very best assurances that Superintendent McDougal and his committee are getting together. Not one absent, think of it, and strive to emulate it. SIXTEEN visitors, too, that's the kind of a meeting to have. Thanks, Mr. McDougal.

The St. Louis Division records TWENTY-SEVEN members present. Two visitors. It is safe to say that those of that division were all "OUT" or they would have been at the meeting.

The Kansas City Terminal were unfortunate in not having Mr. Saunders with them, sickness having prevented, but there was



"Safety First" Meeting at Amarillo, Texas, Feb. 18, 1915.

### SOME DATA OF THE MEETINGS.

In addition to those meetings above mentioned, there were other exceptionally splendid meetings held in January. Space will not permit honorable mention of every one, although EACH is appreciated and EACH one brings its own evidence of the advancement of the "Prevent Injury" movement. Note the following:

The El Paso Division records the attendance of TWENTY members and of FOR-

an earnest "bunch" of fellows gathered with Mr. Breisch just the same, and the meeting was a fine one. Six visitors added to the list of SIXTEEN members, making a very good showing.

The Panhandle and the Southern Divisions held the usually good meetings. Twelve present, four absent, and NINE visitors in the former and nineteen present, seven absent and one visitor present in the latter. Numerically not quite as large as

some of the others, but not lacking in interest you can wager.

The First District meetings show the following records:

	Present.	Absent.	Visitors
Des Moines Valley ....	18	2	10
Iowa Division .....	23	4	0
Missouri .....	22	5	6
Illinois .....	25	3	1
Chicago Terminal ....	25	3	2
Minnesota .....	26	1	3
Dakota .....	19	4	10

The shop meetings, eight in number, were held on schedule dates and each proved to be interesting and admittedly, a power for better and safer conditions. It is indeed interesting to attend a shop meeting and hear the suggestions brought to the attention of the General Foremen by those who wield the sledge, who handle the "air gun," who rivet, chip, grind, weld and perform many other duties in and about the shops, every suggestion a practical one, and every one an idea to advance safety among ALL. Such assistance, coming as it does from the heart, not alone from the head, is just what is going to make the "Prevent Injury" movement on the Rock Island Lines, and in OUR shops the successful movement we planned it to be.



### SAFETY FIRST.

Safety First, the Commission cry,

Don't risk lives and limbs

Or you may die.

Don't use car ladders

That are not firm;

Don't between moving cars

Try to squirm.

Don't straighten draw-bars with your feet,

Or a foot you're apt to be miss'en;

Don't cross the railroad tracks

Unless first you stop and listen.

Don't give a signal

Until your partner's seen;

He may be under a car

Fixing a broken brake beam.

Don't move an engine

Unless you are the engineer.

For the superintendent or trainmaster

May be somewhere near.

Don't think when you stop

There is no train coming behind,

For the dispatcher may have

Some other train in mind.

Don't think lightly

Of Safety First.

You may be the one

Who needs it the worst.

No matter whether

It's June or November;

Safety First is a motto

You can well remember.

So always bear in mind,

Safety First, last and all the time!

### HAILEYVILLE ON THE IOB.

Haileyville, February 14, 1915.

Mr. L. F. Shedd,

General Safety Supervisor,

Chicago, Ill.

Kind Sir: I notice in the February Journal that El Dorado, El Reno and Fort Worth terminals have been credited with the honor of not having a single car man injured in that department during the month of January.

Did you ever hear of "Haileyville"—the most disputed division point on the third district located half way between Shawnee and Booneville? And, behold, our record for the month of January—not a single man injured, neither in car nor mechanical department. How about this for team work?

Yours truly,

(Signed) S. J. ELKINS,  
General Foreman.



### OUR MINING DEPARTMENT MAKES FRIENDS FOR THE RAILROAD— READ WHAT ONE PARTY SAYS.

Coeur d'Alene Miner's Mine Development Company.

Burke, Ohio, February 25, 1915.

Mr. Carl Scholz, Manager Mining Dept.,  
Rock Island Lines,

Chicago, Ill.

Dear Sir: In your office about December 15, I had a talk with you about a mining proposition in western Montana. You gave me some very valuable assistance by advising of some gentlemen who might be interested. I had in the end fine luck and now have all the capital I wanted and more back of me. The only regret I have is that the place is not along the line of the Rock Island Railway. As I told you I would write a letter to the president of the ——— railroad and tell him I got more assistance from the Rock Island than from his company, although the line of the Rock Island was more than one thousand miles away. I also advised him to buy the Rock Island mining department even if he had to buy the whole system to get it.

I came west over the Rock Island, though it was further, and I shall advise others to travel the same way, and you can depend upon me to say "The Rock Island has them all beat when it comes to the development department." I have had experience with the ——— railroad, ——— railroad, and ———, but the Rock Island for me. I shall from time to time keep you advised of our development work. You will remember I told you in your office we had not only opened a mine, but a new region. I am still sticking to that. We are men who will bear watching—we've got the courage, the money now, and the heart.

Thanking you for the generous sympathy and encouragement you gave me while I was in that awful fight for capital, I am,

Your friend,

(Signed) LEWIS M. DANTZLER,  
Treasurer and General Manager.



### CALIFORNIA EXPOSITION TRAVEL.

To accommodate increased passenger traffic, we have inaugurated another through passenger train between Chicago and California, via Kansas City and El Paso, known as the "Californian" (trains Nos. 1 and 2), full details of which have been announced in circulars and time tables.

The inauguration of this new train provides us with double daily service of the highest type via both routes to California, viz.: via Kansas City and El Paso—the direct line of lowest altitude—and via Denver, Colorado Springs and Salt Lake or Ogden—the Scenic Route.

It is gratifying to note the increased volume of passenger traffic to Pacific Coast we have enjoyed during recent months, and it is apparent that the advantages offered by our through lines are being appreciated and taken advantage of by an increasing number of California passengers.

During the recent excursion fares to California we found it necessary to operate the Golden State Limited, from Chicago and Kansas City, in extra sections on February 7, 8 and 9, and the number of California passengers handled during that period eclipsed all previous records.

Extra sections of California trains were also arranged for during March, and the prospects are that the volume of business we will handle during the exposition period will show a substantial increase.

During the life of the expositions in California, a great many employes of the Rock Island Lines, regardless of the department by which employed, will have relatives or friends who will make the Pacific Coast trip; many employes will also casually hear of persons who intend to make the trip. This will create an extraordinary opportunity to personally solicit the patronage of such persons in our behalf. If the employe is unable to make personal solicitation, give the passenger traffic department the information that such persons are going to make trip of this kind, with names and addresses, and they will immediately be written, attractive literature sent and, if necessary, a passenger representative will call on them. Employes wishing literature for purpose of solicitation may secure same on application to nearest representative of passenger department.

If every employe can be the means of securing at least one Pacific Coast ticket during the coming season, the efforts of the passenger traffic department will be ably seconded, and the Rock Island will take its proper place as the "Premier California Line."

While expressing appreciation of the past efforts of our employes, which have brought such excellent results, the hope is also expressed that the success already met with will impress the fact that **increased efforts bring increased results.**

The excellent service we have to offer, combined with earnest solicitation on the part of all our employes, will result in securing for the Rock Island Lines a large share of the California traffic during the exposition period.

### HINTS ON HANDLING BAGGAGE.

An effort is being made by the General Baggage Agent to bring about a better enforcement of the regulations governing the transportation of baggage. Lack of a clear understanding, possibly, of the regulations, often results in sending free as baggage many articles that cannot legally be so classed, thus depriving the company of revenue to which it is entitled.

Some of the articles referred to which have been actually checked are boxes of fresh meat, dressed poultry, apples, pecans, walnuts, dishes, bedding, sewing machines, commodes, coops of live chickens, coils of wire and sacks of harness, all of which should, of course, have been handled on a revenue bill.

The fact that train baggagemen and agents at destination in many instances protect the company by collecting for excess at gross weight, or turn over to the express company, does not excuse the agent at originating point, nor should the possibility of that being done influence the receiving agent to check improperly, as credit for revenue received is taken by the alert, on-to-his-job agent, while the agent at receiving point should have such credit.

To illustrate the extent to which this irregular checking of merchandise is being carried on, attention is called to the fact that at one station in Oklahoma alone, the agent collected express and freight charges to the amount of \$62.94 on household goods and other articles of this nature, which had been checked in to him as baggage.

A statement will be prepared showing the checks, under which this baggage was received and points from which checked, in order that each agent where shipments originated may be cautioned against repetition of such violations. If one small station can accomplish this in one month, it is easy to see what additional revenue could be secured for the company, if all stations gave the matter the necessary attention.

Irritation and annoyance to the patron of the road would be avoided if, when such articles are offered for checking, a polite explanation is made of baggage regulations, together with suggestions to either turn the matter over to the express company or ship by freight. This course would cause far less irritation than if the articles are accepted without question and the owner finds, when he presents his check at destination, that charges have been assessed.

Frequently requests of this kind are made by personal friends or patrons of the company as an accommodation, and it is sometimes difficult to refuse, but agents should remember that such practices are in direct violation of the law, and a discrimination against the man who ships the same articles in a proper manner and pays regular charges.

The same applies to failure to collect full excess charges. It is, therefore, important that the rules governing excess baggage be strictly complied with.

The company is dependent upon agents to protect its revenue in this regard, and this reminder of conditions as they are found to exist, will undoubtedly be all that is necessary in order to bring about the desired proper handling which, if done, will be reflected in increased revenue.

A gratifying spirit of co-operation is manifested by agents and train baggagemen with whom this question has already been discussed and this same spirit, undoubtedly will become general when the abuses are once pointed out and the remedy for same is suggested.

Next month the question of excess baggage and storage collections will be taken up.



### NEW STATION AT KANSAS CITY, KANSAS.

The attention of agents is directed to the establishment of a station at Kansas City, Kansas, which was opened for passenger business on February 1, 1915. All passenger trains in both directions, between Kansas City and the west, stop at this new station. The time between Kansas City Union station and Kansas City, Kansas, is 12 minutes.

Until such time as Kansas City, Kansas, is properly shown in the rate sheets, agents in territory east of the Missouri River should add ten cents to the Kansas City, Mo., fare to make a rate to Kansas City, Kansas.

Agents in Nebraska, Colorado, Oklahoma and New Mexico should use fares quoted to Kansas City, Mo.

Agents in Kansas have all been sent tariffs quoting fares to this new station.

### AGRICULTURAL WORK IS APPRECIATED BY FARMERS.

Following is a letter from a new farmer in Arkansas which illustrates the need of agricultural development such as is done by the Rock Island Lines, under the direction of Prof. H. M. Cottrell, as well as the fact that the farmers appreciate the company's efforts in that respect:

Mr. C. M. Allen, Passenger Traffic Manager, C. R. I. & P., Chicago, Ill.

Dear Sir: I have read several copies of the Southwest Trail, and they have been an inspiration to me. While it is generally believed that one can farm easier on paper than on a piece of ground, there is so much valuable information in your publication that I don't believe I can afford to miss a single issue.

This year I am cash renting as it is my first year in Arkansas (coming from Illinois) but intend to buy next year if I am satisfied with results, and I want to be. Therefore I am taking advantage of your offer to send literature to interested parties in your territory. The bulletins that I especially wish are:

"How to Double the Yield of Corn."

"How to Double the Yield of Potatoes."

"How to Make Poultry Pay."

"The Southwest Trail on Kaffirs."

The Southwest Trail on Spanish Peanuts."

I realize that this is a pretty large order, but I want them—need them in fact—and you are the only ones I know of to get them from. Any expense in connection I will be glad to pay as they will be worth money to me.

Later I want to take up the subject of cutover land, but not until fall.

Trusting to hear from you soon, as you know we are ready for planting here now, I am,

Yours truly,

H. J. WALSH.

Argenta, Ark., R. F. D. 1.



### RUSSIAN FARMER GRATEFUL TO ROCK ISLAND LINES.

Every business house is on the lookout for the "satisfied customer." Whenever an individual is found who gives voluntary expression to his pleasure over the purchase of an article which has been recommended to him, the business man is duly thankful for the compliment. And the railroad corporation does not differ from the individual business man in that respect, hence the satisfaction with which the following letter is published. It comes from a Russian farmer who settled at Plains, Kans., about three years ago, after some correspondence with the company's Immigration Department, at that time in charge of Mr. C. B. Schmidt. It is addressed to C. J. Kasputis, foreign correspondent, who made the English translation which follows:

Plains, Kans., Jan. 24, '15.

My Dear Mr. Kasputis: We have received

your letter for which we thank you very much. We are very glad to know that you have not forgotten us and we wish you prosperity and a pleasant life.

So far as we are concerned, we are glad to say that we are getting along very nicely, and have certainly made good this year. We paid \$1,300 to Mr. Collingwood for land, \$235 to Wilson and \$380 to Parsons for various materials and merchandise. We have built two grain bins, one with 3,000 bushels and the other 1,100 bushels capacity. We have a third one in our barn. In addition we have erected a new barn for 24 head of cattle and at present are completing our new living house, which will cost from ten to twelve hundred dollars. Today we have nine horses, five milch cows, several calves, twenty hogs ready to be killed and a good herd of pigs. We have plenty of corn this year, about 1,160 bushels of milo-maize and feterita; forty-five tons of hay and 23 tons of cane. We already have 400 acres in wheat and intend to plant thirty acres to barley, should we have a wet spring. To milo-maize and feterita we expect to sow 145 acres.

Paul (a relative of the writer) married January the 19th. The wedding was very gay. We would like very much to see you again, Mr. Kasputis. You will observe for yourself the great difference between the old and the new farm. This winter looks good and we hope to have another fine crop. \* \* \*

Your thankful friend,

B. BABICKI.

It may be of interest to add that, only three years ago Mr. Babicki was employed in a factory at Cleveland, Ohio, making about \$12 a week, out of which he had saved about \$900 when he went to farming in Southwest Kansas. His present prosperous condition is the best evidence of the thrift and energy exhibited by foreign born set-

tlers on the new lands in Rock Island Lines territory.



### CONSCIENCE FUND INCREASED.

We quote below a self-explanatory letter dated February 23 from party who has used Rock Island transportation to which he was not entitled:

"Several years ago I had the opportunity to use R. I. transportation to which I was not entitled, and did so. Eight years ago I was saved, got the "old time religion" that makes a man straighten up his back track, but this matter did not occur to me until just recently.

"Now I have figured up as accurately as possible what this transportation amounted to with interest for fifteen years, and enclose draft for the amount—\$120.00."



### NEW SELLING AGENTS.

For the Stark Rolling Mill Co. of Canton, Ohio.

The Stark Rolling Mill Co. of Canton, Ohio, announce the appointment of the Dearborn Steel & Iron Co. as their selling agents in Chicago, Northern Illinois and Wisconsin.

The Dearborn Steel & Iron Co. is a new company, composed of H. C. Perrine and E. L. Lyon.

Both were formerly connected with Jos. T. Ryerson & Son, and Mr. Perrine more recently was associated with the Fred Gardner Co.

Much time will be devoted by the new company to the sale of the well known Toncan metal products of the Stark mill, and at the same time they will actively solicit orders for regular black, galvanized and blue annealed steel sheets and formed products.

Offices have been opened in the People's Gas Building, telephones Central 660 and Central 8410.

## PENSIONERS WHO HAVE PASSED AWAY

Name.	Occupation.	Location.	Died.
Andrew P. Nelson,	Section Foreman,	Galva, Ill.....	1-24-15
Frank M. Danner,	Station Agent,	Peoria, Ill.....	1-31-15
John Sidney Crippen,	Section Foreman,	Des Moines, Iowa.....	2-26-15
Wm. H. Sperry,	Jt. Tr. Bge. & Expman,	Des Moines, Iowa.....	2-28-15

## EMPLOYES PENSIONED

Name.	Occupation.	Location.	Effective.
James Stauffer,	B. & B. Carpenter,	Kansas Div.....	10-1-14
Wm. Winter Lewis,	Crossing Flagman,	Ottumwa, Iowa.....	3-1-15
William H. Dunham,	Loco. Engineer,	Eldon, Iowa.....	12-1-14
George Thos. Munn,	Loco. Engineer,	Cedar Rapids, Ia.....	12-1-14
John Lyons,	Section Foreman,	Pipestone, Minn.....	6-1-14
Thomas Jackson,	Car Inspector,	Iowa City, Ia.....	4-1-15
Geo. Edw. McCaughan,	Claims Attorney,	Chicago, Ill.....	5-1-15
Jas. Wyley Smith,	Loco. Engineer,	Iowa Div.....	10-1-14

# SAFETY TO LIFE AND PROPERTY MEANS THE STUDY OF PREVENTABLE CAUSES OF LOSS AND INJURY

There is hardly an exceptional instance where the railroads of the country are not giving special attention to the "Safety First" movement, and every effort through individuals, committees, officers, etc., is tending to decrease what was formerly a large and preventable number of accidents and loss of human life. In this humanitarian study the railroads are to be and have been commended, and there is no reason why with this concerted effort the ratio of preventable accidents cannot be further reduced, and, in fact, eliminated.

DO THE RAILROADS, ON THE OTHER HAND, AND THEIR MANAGERMENTS GIVE AS GREAT A CONCERN AND TAKE THE SAME MARKED INTEREST IN THE WASTE OF THEIR PROPERTIES AND PROPERTY VALUATIONS AND INTERRUPTION TO THEIR BUSINESS WHICH FIRE LOSSES PRODUCE? Have committees been formed on various roads to study these problems, either generally or locally, to impress upon the employes that they have a self-interest in prevention of loss by fire to properties in which they are employed second only to that in the self-preservation of themselves and fellow workers against accidents and injuries? The management does not want the operations interfered with from any cause whatsoever, and there is always a delay in the various ramifications of railroad operation when a fire is experienced. This, incidentally, also introduces a loss of time for the employes, who may be thrown out of work until the operation is resumed through reconstruction of the destroyed property.

We advocate, through our inspection system and co-operation, not only the individual study of the problem of prevention of fires but a collective study through committees, and the establishment of a constant self inspection to eradicate those causes which have produced or will produce fires, and which are easily preventable, with a due amount of precaution.

ALARM—When a fire is discovered

act quickly and keep cool. Pails of water or chemical extinguishers should be used immediately if available and the fire can be reached with them. The fire alarm should be turned in as quickly as possible. If the fire is beyond the water bucket or chemical fire extinguisher stage get water on from hose as quickly as possible and carry the play pipe as close up to the fire as the heat will allow. A "solid stream" will "knock out" a fire, while a spray is practically useless. Play the stream at the base of the flames, so as to drench the material actually on fire. Fire brigade should remember that one good stream is more effective than two poor ones, so don't put on too many streams and thereby reduce your water pressure. Detail responsible men to watch flying sparks and embers and to extinguish small fires caused by them. As soon as possible notify persons in charge of property of the fire. When you realize that a building, which is on fire, cannot be saved, immediately devote your best efforts to preventing the spread of the fire to adjoining buildings. If any of the buildings on fire are equipped with standpipes or automatic sprinklers, give special attention to the water supply, and when a building has collapsed, or the fire is absolutely beyond control, see that the water supplies have their connecting valves closed, so that the fire mains will not be drained by broken piping inside the building. Use water freely to check a fire. Once the first is under control, however, use water as sparingly as possible, so as to minimize water damage to stock. This is especially important if the water supply is limited.

AFTER A FIRE—As soon as the fire is out use every effort to save the materials and stock, safeguard machinery and do exactly with the property as if there was no insurance upon it. Keep an accurate account of all expenses incurred in this salvage work. Put on special watchman, if necessary to safeguard the property.

Remember that all fires have a small beginning, and can be extinguished if you act quickly; therefore keep your fire

apparatus ready for instant use and drill your fire brigades regularly and thoroughly. Have your men well informed as to location of all valves and other apparatus.



# ROCK ISLAND SERVICE IS HIGHLY COMMENDED.

Robert M. Gehl, Rough Rice Buyer.  
Representing Empire Rice Mill Co.,  
Ltd., New Orleans, La.

Stuttgart, Ark., March 23d, 1915.

Mr. A. E. Walker,  
Superintendent C., R. I. & P. Ry.,  
Little Rock, Ark.

Dear Sir:

Just a few lines to express the writer's appreciation of the courteous and efficient service rendered by your road during the rice season of 1914-15 through your employes here, namely, Mr. Grimes, the agent, and his assistants, and Mr. Payne, the conductor on the local between here and Mesa, and his train crew.

These men co-operated thoroughly in giving impartial and prompt service and,

if a little extra accommodation was desired in the way of getting cars on short notice, having loaded cars pulled promptly, etc., if the request was within reason and not impossible, both Mr. Payne and Mr. Grimes saw to it that the accommodation was rendered and I know of several cases where it put them to quite a lot of extra effort to give such service, which was rendered not only to myself but to the other buyers, and, as previously stated, this same spirit reflected by all of your employes here without one exception.

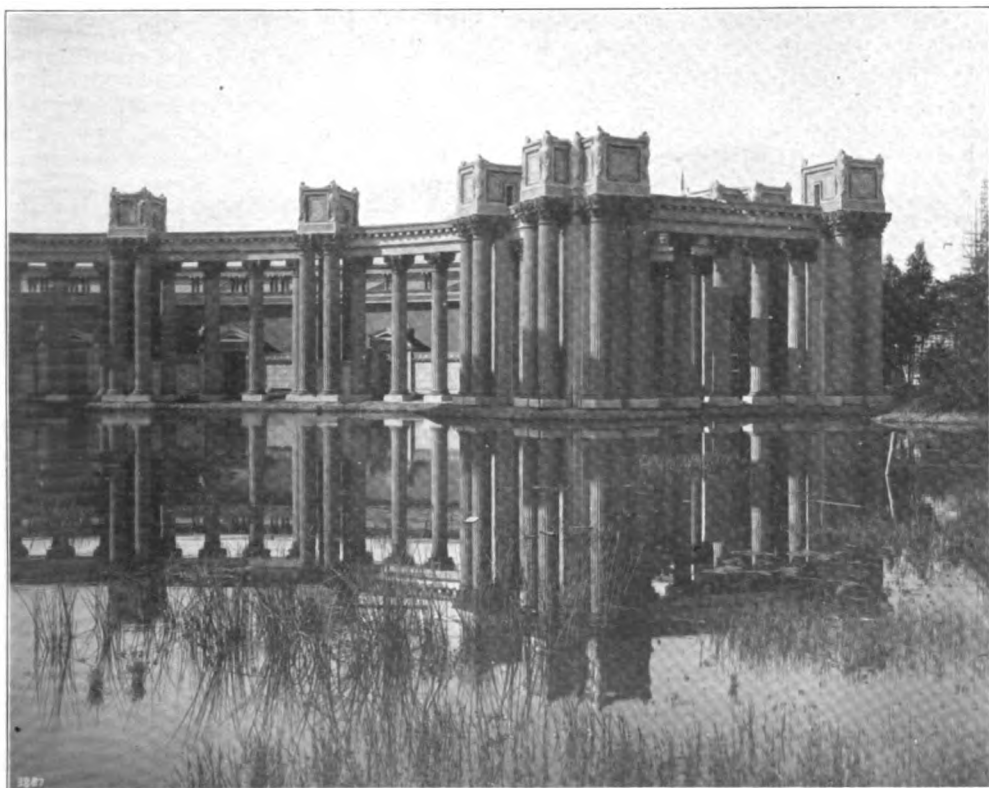
The part about it that prompts this letter is that this service was given in a spirit of genuine accommodation, for the only reward that any of your men over here would accept is best expressed in their own words, "If you appreciate the service give us more business."

Needless to state, this has made many friends for your road along the branch and at Stuttgart, of which the writer is one.

Signed.

Yours very truly,

R. M. GEHL.



*Palace of Fine Arts—San Francisco Exposition.*



## OF INTEREST TO AGENTS

Clayton, Mo., Feb. 10, 1915.

Mr. John A. Simpson, Editor Rock Island Employees Magazine, Chicago, Ill.

Dear Sir: Having just finished reading Conrade McGuire's article in the February issue of Rock Island Employees Magazine, "How to Increase Revenues," I wish to make known to all readers of this magazine my hearty endorsement of the methods and advice given in this article, which if followed by each and every Rock Island agent, are bound to produce good results in increasing our revenues as well as in establishing a uniform system that will make our work so much easier and more pleasant to handle. In my fourteen years of service as agent, relief agent and operator, that has always been my policy and I am proud to hear from brother agents or anyone employed on our great Rock Island Lines whose opinion and methods of doing business are the same as mine. To give you some idea of what can be done, I will give you herewith a few figures which speak for themselves in one single item handled at all stations in car service or demurrage. During the 25 years previous to my time at this station, records only show collections of \$129.00 demurrage charges, while my records show during the last ten years collections of \$2,335.00 for my own office and \$665.00 for Olivette, Mo., a non-agency station I handled for eight years, making a total of even \$3,000.00 with storage charges in proportion to the amount of business done. It is true that I met with a great many difficulties at first in enforcing and living up to our rules and tariff authority, it being necessary in some instances at the non-agency office to have cars with demurrage accrued thereon switched to some point where they could not get to them to unload until consignees paid the demurrage. In some of these instances consignees would go take up with division officials and manager car service department and were going to oust me and do all kind of bad things to me until they found that my company stood by me in doing my duty and we had no more trouble after that, and now that they know the demurrage and storage charges are just and legally due when goods are not moved within the free time allowed after arrival and notification, they either find some way of moving goods within the free time allowed or pay their storage and demurrage charges without any argument just the same as they do their freight and other charges. It has also helped in getting cars released promptly and if enforced everywhere there should be no reason for car shortages which we have every year. Another important feature I have found that has produced good results is getting in the habit of asking everybody that asks for a ticket, if they can't use a round trip ticket, which is often to their convenience in getting on trains at nights at points where the ticket office is closed

or at non-ticket offices, arriving at stations too late to buy tickets for certain trains, etc., even when I had nothing better than a double one way fare to offer for the round trip. Let the public see that you mean business and that you are working to their interest all you can as well as to the interest of your company and trying to increase your revenues in a fair and legitimate way and they will help you all they can. True I have had many things asked of me from parties, that could not be granted without a violation of our rules and instructions, and to many of these parties I have asked them the question: "If you have a man hired to work for you, you would certainly expect him to do what you told him to do wouldn't you?" Their answer would always be very quickly that if he didn't they would fire him at once. I would then explain to them that such was my position and they could not expect me to do anything that was against the rules, as no discretion is allowed us. I work at a suburban town just eight miles from St. Louis Union Depot, where we are practically surrounded with all kinds of competition, and I have learned many ways of increasing and getting business for our own line that might have gone to our competitors had I not worked for it. I will be glad to hear from any other agent, through your Magazine, of their ways and experience they have found to be good for our company and themselves, that we all may profit by the experience of others. I am,

Yours truly,  
W. A. MELTON.



## ACCIDENT INSURANCE BUSINESS

Although 1914 was a year of very general business depression it evidently proved a most successful one for one of our advertisers, The Standard Accident Ins. Co. of Detroit.

During 1914 this company completed its thirtieth year in business and celebrated the occasion by showing a big increase for the year in insurance written, in assets and in surplus. It also increased its capital stock to one million dollars.

That this record was made under such unfavorable conditions speaks well for the reputation of the company with the insuring public, which is fast learning that it is wise to investigate a company and learn its reputation for prompt and fair dealings with policyholders, BEFORE buying insurance instead of after the accident happens.

**WHEN A FELLER NEEDS A FRIEND.**



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# MERITORIOUS SERVICE

## These Gentlemen All Deserve Special Mention.

Mr. M. E. Swords, engineer, while dead-heading on train 50 February 15, when engine became disabled, did not hesitate to volunteer services in making repairs, and although not attired in working clothes, got down under engine and cars and did everything possible to make repairs.

Mr. C. E. Witte, engineer, while in engineer's wash room at Eldon, and learning that the switch engine was without an engineer, volunteered his services until regular man could be called, thereby saving delay to yard work. For this service he put in no claim for time.

Mr. C. M. Welsh, car inspector, Depue, Ill., while Extra 2527 was passing Depue on March 13, noticed a broken bottom arch bar on car M. & St. L.-1612 in that train, and train was brought to a stop and car set out.

Mr. R. W. Reese, section foreman, Dodge City, Kans., on February 16, discovered brake beam dragging under car in train No. 563, stopped the train and removed brake rigging.

Mr. J. W. Crowley, engineer, and Mr. Roy Rowland, fireman, Pratt, Kans., on February 19, train No. 3, while conductor was working on hot box at Greensburg, they put on a steam hose, and at Bucklin and Kismet assisted with hot boxes on mail car, thereby avoiding serious delay to No. 3.

Attention has been called to the performance of engine No. 619 on train No. 159, March 4, wherein the cylinder head blew out on one side of this engine, and to the manner in which Mr. T. E. Dunster, engineer, Blue Island, handled the train, taking it to destination with the engine in this crippled condition. This is the second or third time he has succeeded in taking a train to destination in a crippled condition.

Mr. J. R. Perkins, roadmaster, Des Moines, on No. 912 arrived at Allerton, that there was an engineer from the Missouri division on the train that was not familiar with the road between Allerton and Valley Junction, and to avoid delay to train, he acted as pilot to engineer.

Mr. W. E. Furman, section foreman, South English, called attention to a car door that was falling off from carload of horses for Chicago in train 814 February 26, which enabled conductor to get the door fixed and saved a possible injury to horses and a claim against the company.

Mr. F. E. Poole, engineer, on February 23 noticed a young lady attempt to board train 137 at Normal Park Station, after the train had started, she running up from the north stairway after the train was in motion. The engineer's observance of this young lady and the prompt stopping of the train indicates his attention to duty. It is possible that this prompt action avoided a serious injury.

Mr. C. W. Schanefelt, water service repairman, Herington, Kans., on train 23, February 18, rendered service in assisting the crew to chain up brake rigging on coach 3024 at Marion, making it possible to get the train moving with but little delay.

Mr. Luther Herring, brakeman, Fort Worth, on extra 2119, on February 9, while picking up three cars of wheat from the transfer at Bowie discovered that S. P. 17736 was leaking, and on making an examination found that a hole had been bored through the floor of the car.

Mr. J. W. Nell, Brakeman, Pratt, Kans., on February 5, engine 2570, train first 93 came into Hutchinson out of coal. He assisted in coaling engine, thereby avoiding additional delay to No. 93.

Mr. Frank Love, Carlisle, Iowa; Mr. J. E. Carter, Indianola, Iowa; Mr. J. F. McGlothlen, Spring Hill, Iowa; Mr. A. Holling, Spring Hill, Iowa; Mr. Don Boan, Petterson, Iowa, all section foremen on the Des Moines Valley division, rendered some great service during the recent storm which destroyed the telegraph line between Carlisle and Winterset. The wires between these points were broken down for miles by the heavy snow and sleet storm, and account line men being busy elsewhere we no doubt would have been seriously handicapped on account no telegraph communication had it not been for their valuable work.

Mr. W. J. Crawford, brakeman, Fort Worth, on train No. 23, March 10, when regular fireman was taken sick, and that it was necessary to take the fireman off of train No. 84 at Stoneburg, and that he voluntarily fired the engine on train 84, Stoneburg to Waurika, thus saving a bad delay to the train, for which he was credited with ten merit marks.

Mr. Kelly Waylor, brakeman, Ft. Worth, on train 99, February 1, leaving Waurika, account of fireman being taken sick he fired the engine from Waurika to Bridgeport, thus avoiding delay to train No. 99, and his record has been credited with ten merit marks for the service performed.

Mr. M. H. Keasler, agent, Groom, Texas, when No. 42 was pulling out of Groom, Texas, on March 10, noticed something dragging and called to flagman who stopped train. It was found that the turnbuckle bottom brake rod had been broken, and Mr. Keasler has been credited with ten merit marks for his good service.

Mr. Edward Ward, engineer, Fort Worth, Texas, a passenger on train No. 24, Sunday morning, February 28, at the time engine on this train was derailed between Park Springs and Bowie, voluntarily rendered every assistance possible in re-rolling the engine, and he has been credited with ten merit marks for the interest displayed in this case.

Mr. A. J. Williams, fireman, Trenton, Mo., has been credited with ten merit

marks. While on siding with Extra 1648 February 14, he found draft plate down on engine, and regardless of the disagreeable features which surround such an undertaking, satisfactorily adjusted the draft plate and went into terminal without delay.

Mr. W. J. McKisson, engineer, Trenton, Mo., has been credited with ten merit marks. While on siding with Extra 1648, February 14, he found draft plate down on engine, and regardless of the disagreeable features which surround such an undertaking, satisfactorily adjusted the draft plate, and went into terminal without delay.



### APPOINTMENTS.

Mr. R. J. McQuade has been appointed master mechanic of the Kansas City terminal division, with headquarters at Armouredale, Kans., vice Mr. O. C. Breisch, resigned.

Mr. Bert Smith has been appointed general foreman at Fairbury, Neb., vice Mr. E. N. Newton resigned.

Mr. W. H. Burleigh has been appointed general foreman at Eldon, Mo., vice Bert Smith, promoted.

Dr. S. J. Stone has been appointed local surgeon at Spirit Lake, Ia., to succeed Dr. E. L. Brownell, deceased.



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

Through the efforts of Mr. J. A. Lines, conductor, Kingfisher, Okla., Mr. N. Helm of Chandler, Okla., purchased two tickets Oklahoma City to Summerfield, Fla., via Memphis, and that in addition to these two people there will be four or five more which we will secure on account of the interest manifested by Mr. Lines in behalf of this company. This is greatly appreciated.

Mr. C. O. Varney of Chickasha was instrumental in securing for our line ticket to Seattle, Washington, passenger in question would have gone via another line if it had not been for the interest manifested by Mr. Varney in behalf of the Passenger Department.

During December, party riding on train 1064 with ticket to Worthington, Brakeman J. F. Maher learned party was going to New York and on arrival of train at Worthington, Minn., Brakeman Maher brought him to the ticket office and he purchased ticket through to New York, and had it not been for interest shown party may have purchased via another line.

Mr. C. E. Burke, storekeeper, Argenta, Ark., by personal solicitation, secured passenger from Argenta to Stuttgart, Ark., who had intended to use the line of a competitor.

Mr. G. W. Reed, conductor, Eldon, Iowa, is deserving of special mention for his efforts in securing five cars of Chicago stock from Van Nostrum Switch, near Harvey, to Chicago, January 21st.

Messenger John Conley, who runs between Omaha and Denver on trains 7 and 8, recently secured a passenger from Denver to Topeka for our line who contemplated using competitive line. This is certainly appreciated.

Mr. George N. Warren, freight house foreman, Peoria, Ill., is again deserving of special mention for another case wherein, through his influence, this company has been favored with the routing of about 500 tons of plate iron for the Murphy & Walsh Company at Peoria from Chicago.

Conductor Roscoe of the Illinois division recently lined up two of his friends who were going to El Paso, Texas, on another line. Conductor Roscoe, after talking with them, switched them over to our line.

Conductor J. P. Waylor of the Southern division is quite a booster for the Rock Island and has given us a number of tips regarding prospective passengers.

Mr. A. M. Weaver, who is employed in the office of the auditor of freight traffic at Hamilton Park, by personal efforts secured the following passengers for the Rock Island Lines: Two passengers, Chicago to Omaha. Two passengers, Chicago to Iowa Falls. One passenger, Chicago to Cedar Rapids.

Mr. V. B. Eubanks, engineer, Amarillo, through his solicitation, we secured for train No. 42, February 27, two passengers from Amarillo to Knoxville, Tenn., using our line to Memphis and the Southern Railway beyond.

Conductor J. R. McPartland, Cedar Rapids, was instrumental recently in having two passengers use our line to Chicago.

Mr. A. L. Martin, operator, East Yards, Oklahoma City, has written to a number of his friends located in New York, asking them to favor the Rock Island with business from their stations to California during the exposition.

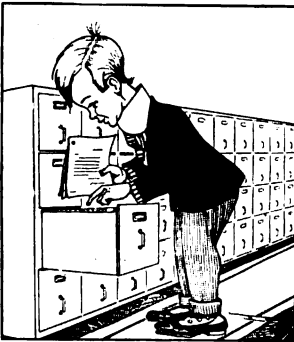
Mr. William Godfrey, checkman, La Salle Street Station, has again been successful in inducing a passenger to use our line instead of going over one of our competitive lines. The passenger came to our check counter to claim his suitcase, which arrived via N. Y. C. to Chicago from New Haven, Conn., and started to tell him about going further west. He immediately inquired of him what his destination was, and was advised Denver, he having the intentions of using another line. Mr. Godfrey explained to him the service, etc., the C., R. I. & P. lines offer passengers, therefore he purchased a ticket.

Mr. C. F. Hoberg, car foreman, Oklahoma City, Okla., has been instrumental in securing two passengers and one car of freight routed via Rock Island Lines from Oklahoma City to Beloit, Wis.

# MONTHLY FILINGS

BY THE FILE CLERK

IT'S THE LITTLE THINGS THAT COUNT; A QUARTER INCH SQUEAK KNOCKS ALL THE GLORY OUT OF A BRAND NEW SEVENTY-FOOT PULLMAN



THIS IS ME.

## NO MORE PUZZELS.

Gee Whiz! I won't rite any more puzzels I been gettin' more male than the boss for the last month. Didnt no this rale rode had so many brite employez. The puzzel "Why is the Golden State limited like a royal flush."

The winners 1st priz. Mr. Brown Smith-Jones Supt. HanCar Construct-shon Dept. Ch i c a g o. Wont giv any secand priz as nobody cum clos enuff.

Anser. Becaus it cant be beat.

My gurl said that we wuld get married when I got a private car. Im goin to by a base ball with the muny I was savin to get a marriage lisenec.

Speekin of puzzels sum peepel hav a awfull time with a ralerode folder.

## SAV A NICKEL A DAY.

This sav a nickel a day is about the britest idea

I hav seen resently. A fello with a gurl cant save any muny of his own but he can save for the Co. he wurks for. A firm in this bilding moved the other day and I snooped aroun and found a lot of stuff they didnt want. Sum excelunt file backs, sum ink, sum bloters, sum rappin paper and a hole lots of stuff I figer that i saved this Co. about \$2.65 by my ingenuaty. Hav you dun yur share?

## A PROBLUM.

Why duz the clock go faster when you dont watch it so mutch?

Talk about a spread. Did you ever look at a map of the U. S. showin the Rock Island Lines. Ther aint many places in the center part of this countrie that the Rock Island misses.

## WHITCH IS YURS?

Sum peepel take the bee as there model. A bee is bizie I wont denie but did you ever watch a pile driver. Rane or shine its on the job. Their is and their isnt a lot of difference between a bee and a pile driver.

## AT THE MOVIES.

Me and my gurl went to the pitcher sho the uther nite. It cost me 20 cents. Wun pitcher was a dandy. It was about a gurl hoo was ritch and her unkel tride to get her muny. He tide her in a emty hous

but her pet dog nawed the ropes in to and she got away. She run to the depo and jumped on a trane that was just pullin out and waved her hand over the observashun end to her unkel hoo tride to ketch the trane but cud-ent. I jumped up and yelled and attractd lots of attenshun. My gurl turned red in the face and asted what on erth was the matter with me. I said "Dont you see the electrick sine on the back of that trane" It was a pitcher of sum ornges with the wurd Golden State around them. It was a dandy pitcher.

Teecher. What is the rode to sucksess.

Pupal. Rock Island Lines

Teecher. Go to the hed of the class

Wish I cud go to Washington D. c. and see Mr. Interstait - Comerse Comishion. He must be a mitey big man to run all the ralerodes in the united States.

Sum peepel are scared to death when you talk about a gost walkin around, but i notice that these same peepel hide there fears in a closet on pay day.

Funny that you never herd of a successfull man that started in life as a file clerk, but I aint dis curgaged. My motto is Wurk away and save a nickel a day.



## AMARILLO, TEXAS. Sorghum Bill.

Advice that costs nothing is worth what it costs.

If you are not in business for your health, you'll never have good health or much business. Money comes incidentally to a service rendered—not by grabbing for it.

No man with whiskers should ever be allowed to run an automobile or to ride in one.

If the devil finds you idle he will set you to work sure as Hell.

The man who does not know, and is not afraid to say so, is in line of evolution.

A live language has no grammar; dead ones have.

It's tough to be a hasbeen, but to be a never-was is fierce.

Idleness is the disgrace not busyness.

To have friends be one.

Every knock is a boost.

Knowledge consists in having a stenographer who knows where to find the thing.

Seek and you shall find, knock and nothing shall be opened to you.

The young man who can smoke cigarettes or leave them alone is the first one to be laid off when the panic comes.

The world has always acted on the principle that one good kick deserves another.

Only a big man is able to wear a nickname and carry it off jauntily.

How do ewe due? J. S. Austin? How's de vetter on der 47th street? You're a fine fellow—just for fun. But say, "kid," just gettin' back at you in an old-fashioned way. I really admire your inquisitiveness for I never thought any one ever knew or heard of me and cared less. But when you talk 47th street you got near my nerves. Because I played lame soldier, run, sheep, run, la loo, baseball and mumble-de-peg with your old grandpap and his whiskers are as long as mine now. That was in 1877. As a kid in 1881 I busied myself during vacation from school carrying water for the L. S. & M. S. Ry. for 80 men laying what is now practically the third track in on the elevation. Our home, built in 1875, stands as No. 220 45th court (at that time it was known as 45th street and only open from State to Wentworth avenue) and is there today and owned by the man that built it and I expect its architecture is as ancient history now, but was the first two-story building between the Rock Island and Halsted street and 43rd and 47th streets. Now it used to be a short cut to the big board fence that enclosed the Rock Island shops, etc., later Bass' foundry, corner 47th street and Wentworth avenue, where us kids used to slide on our bellies under the fence and dodge the "Pen Pilot." Our school was and I guess is yet near 47th on the east side of Dearborn street, called the Coleman. There's where "Bill" went up to the fifth grade except Saturdays us kids would go over to Armour's and get a string of hearts or liver for the taking; now they phonograph the squeal and sell it out here for music. Now, I am not undertaking to tell you anything new. But going along the Rock Island a little farther. My father took a section at Marseilles, Ills., 77 miles out, in 1885 and at 14 I stood up against Dutch and Irish and Swedes alike for 3 years on the section and on May 16, 1888, I was made a section foreman at Minooka, a lad of 18 years of age and 36 years old. I found out too, why the old man was so particular about many things. But the main thing then was your build and your strength and endurance. What you didn't have in your head your heels would make good. See!

Now then, I was transferred to Washington

Heights with 3 mains from 83rd street to South street, the South Chicago track, Dummy Jct. at 87th street and expected you to clean, disinfect 175 stock cars a day, with an inch pipe to pour the water into a string of cars when an old government scout came up and laid down the law. Believe me, everybody had a fit. The pressure too light, the handles in the hose too short, brooms too limber and the devil knows what else. Anyhow, we did well to get 11 out for a few days, then we tried it the old way, with a few promised we got by. Then the B. & O. come across over the South Chicago line; about that time I was moved to Ottawa for a period of 13 years—to 1905. I served in every capacity on track and roadway work. When after a period of 20 years of service I was transferred to the present zone of operation and to date have right at 30 years seniority. Why shouldn't I have them "whiskers?" I never owned a gun in my life, have none now. It's time my trousers are of hair from a sheep's back. I do love my "Granger Twist." I can ride any "bronc" that Fairbanks-Morse ever turned out and guarantee I will make her go. I never let my feelings get away from me and never bought anything larger than a No. 7 Stetson and if I were made president of this line when they lay me away a No. 7 will fit. I never shoot both guns at once. It's better to go it one at a time—you last longer. "Safety first" (we just had meeting today, 18th.) Now your last sentence hits the nail square on the head. I am just a plain old scout, raised and fed by the Rock Island for 30 years, worked hard as many and what's more, good for 30 more, my boy. Not passing any clever remarks, but that's what a whole lot haven't, can't, nor are able to do.

I don't mean just draw pay for 30 years or get "by" most of the time. But get out and fight the game honestly, energetically and victoriously, winning every battle. That's what I mean and have done and hope I have set an example.

Now, kid, I'll go to see ma and pa some time and I'll show you "me," and now I will make you a proposition. If you come out to Amarillo I'll see that you go fed and clothed, see the picture shows, play on my fiddle and show you a trick 247 miles long, to meet the best set of officials and men from section man to superintendent, that you ever met, bar none. You'll go back to "Chi" wishing it was summer oftener so you could come and visit your friend, "Old Sorghum Bill," and meet the rest of the bunch. Waiting for the word. I don't know what Hiram or Georgia have up their sleeves or will they come clean?

Have patience, boys and girls, it takes lots of butter to choke some calves.

Price of "steers" going down now, the market is off.

Hey! Wat's Sorghum worth now, Pete?

Reckon the winter's back is broke now, see the gophers are able to get their tails over their backs and run about as fast as "Nellie." That's a good sign.

"Read 'Ad' of Jack Shannon Co. in this issue." Sorghum is great stuff. Steers get fat on it. Some men get a reputation by it. It will, as a last resort, keep track from going to "HeH."

Lots of people read the magazine and get onto how Jack Shannon Co. budded out wid his sporting goods and "kidding" mits. He had the right kind of goods, he's one of them old timers too. Write him and see that 25 per cent discount coupon for the Rock Island boys. I only got 6 myself now and every blamed one is speculating on Jack Shannon's stock. Get the coupon to him and you'll need that sweater anyhow, "ball or cry."

D. A. Davis is acting agent at Texola. Mr. Ricketts has gone to the farm.

Jimmy Andress of Benonne says when his lights are out the boys from Texola come over to do it. That reminds me when I was living at 47th street we used to run out to Blue Island to get a ride back on a bob sleigh only this hasn't the red cheeks' tint nor the wet feet and last the paddling we got.

Since the last issue of the magazine you can see a hundred hogs around where Wilmoth saw those pig tracks. They must have shook their "seed" and new ones sprouted up. Any way I must say that stunt Brickell, Sorghum and Pat pulled off left its good effect. J. T. walks around as limber as a two-year-old and Pat—sure, all he'd have to do is to take 'em by the ear and pinch it and they'd mind but the funniest of all is those squeals I was telling you got away in the 67 mile per gale went around the earth and just landed yesterday. They'll be shipped to the Phonography for canning in rubber. It's good tango music.

The usual Baker Heater committee, also the "Third" Hounds, car toads, roundhouse rats, greasers, snipes, water jammers, number grabbers and swipes have the election of officers, new superintendent, president, master mechanic, in fact north is south and west is the middle with them now and they're all crazy. What'll we do with them? May be they're right. Let 'em alone, they ain't hurtin' nobody.

Mr. H. W. Blanchard, roundhouse foreman, made his "getaway" from the safety meeting today. He's up in Kansas some place resting up.

Bert Sadoris' children are getting along nicely at Sayre. All been down with scarlet fever.

Did you see the fine picture taken of the February safety and staff meeting? 54 were made up and I'll bet none would take a dollar for it and give it back. It only cost 50c to get one. See Jack Ames.

Jack Ames, the clerk to Roadmaster Gruhlkey, liked to busted when he read the journal although he's only 4 feet 6. Since I told what size horn he blowed in the Amarillo band I am afraid he'll hire out on me. But he and Worley have got to square it with me on that deal where that glunny got me for the fifty cents. I say scholarship to the next one, "I will."

I can't chronicle any visitors this month back except Mr. Gilliland, the safety man. When the track's bad they have business at home. So do we.

Mr. Van Hecke, supt., Mr. Gruhlkey, R. M. & M. C., and Mr. Worley, the lineman, took "Maud 4400" to Tucumcari and showed her a few new kinks and she showed us several. We couldn't hardly charge that semi-failure to the "Mick Dept." Guess that's one on ourselves, eh?

At Glenno this season some wideawake grain men got out in that country and skirminished up a business that no one dreamed of. Lots of maize, Kaffir and wheat through the country. Some of the Quay County people ought to get busy and develop the roads to help their struggling farmers if they expect to get them on their feet. We have donated cinders and water and helped as far as we could. Another try and Glenno must have an agent to do the business.

I don't think G. Hiram Y. missed a single one in his poetry. Say, Hi, did you see what was on 47th street last issue? Those Chicago kids only heard of Possum, saw the pictures of them in the old intermediate fourth reader hanging by the tail on page 23. Southern Div. ought to get one up to them and send a "nigger" to fix it up for them and if Georgia M. don't break even with J. S. A. I'll miss my guess. Go to it. Of course, I was raised in the "Kerry Patch," where those lads grew up. I knew their fathers and mothers well. They were fine decent people.

Jack Sansing, agent at Jericho, taking a leave of absence.

Frank Easdon, of Jericho, section foreman, has been transferred to Wildorado.

Dudley McKindree, section foreman, Wildorado, was transferred to Vega. Harvey Thurmond resigned.

U. S. Elkeman has taken charge of Jericho section; his first attempt. Go to it hard with eyes open and mouth shut. You'll make it go.

Mr. Webb and G. Davis with the I. C. C. out-

fit, are progressing nicely and making surprisingly good time with tedious work.

Mr. and Mrs. McDaniel of Yarnall, came back much improved from Mineral Wells, Texas.

Mr. Devor, agent at Tucumcari, is a good fellow. This month the "Wooden Axle line" is getting all the cinders; that is a big help and U. S. sees that we get them right. But the New Mex. state has my friend and neighbor, Lane, of the El Paso Div. pinched on the embargo business; his ties are all tied up in stock cars. Texas is no different.

Supply Car Higgins came around with a stiff upper lip this month armed with an order to not supply without a req. Moral: Be on time with your req. and be fair; maybe we can get our wants.

Bro. Watts has them yaller and green flags at 768 again. First time the cows get out and able to walk the wooden slats for guards they'll eat the flags up. Get metal signs and fool 'em.

The engineers and conductors ought to be commended for the assistance they have been to the roadway department in locating bad spots and placing slow orders thereon. The roadmaster has no wings and can't be two places at once on 250 miles. He needs the help and co-operation of these men and gets it and right here he is extending his appreciation broadcast; you're reading it now. Get it?

Next issue I will write up what the result of the mile and a half of gravel is doing for us. The Little ex-gang are now putting it under. Bridge gang lining and lifting B3553 to give the lads a speed way through the "Bad Lands." What once was the worst will be the best.

Considerable old history this time, boys and girls. Some wit.

Enthusiasm is the great hill climber.

Be enthusiastic about your work.

All things come too late for those who wait. Keep up your nerve—a bull calf today may be at the head of the herd next year. It has happened so.

The things that should be left unsaid are often the things we like best to hear.

Every man is a damn fool for five minutes every day. Wisdom consists in not exceeding that limit.

Bro. Smith; I mean the "brake master," got a "tip" that a flock of "storks" was to storm Arkansas and he left a-sailing too. Wonder what he'll win? It's like gambling with a crook. You don't know whether it's kings or queens. May be a pair.

### ABNER'S BRIEFS ON THE ARDMORE BRANCH. G. Hiram.

It is a long ways to Tucumcari. But the Butch is strictly neutral, he don't care who buys his papers.

Say, have you noticed the improvement along the Branch? Shucks, I know you have, though.

The baggageman on 651 and 652 wishes to call your attention to the fact that there isn't as much blood being spilled these days in the war, noticing of course that the head lines in the papers are not red like they were a few weeks back. O, he is some observer.

The reason that Jack Spurlock started to wearing socks no doubt is that he is in sympathy with the BUY A BALE of cotton movement.

The Branch had an increase in population some few weeks back in the form of Mr. Irvan, the train auditor. He was on the Submarine Job (the Motor Car run) out of McAlester before coming here. Stay with 'em, Togo, there ain't no Earlsboro or Lima extracts from Africa there that will make you move your capital.

The agent at Wapanucka wants to know what makes Sam Aldredge stay so fat. Sam, you know, weighs something like 126½ in Jack Spurlock's new sock feet, according to last report from the Western Weighing Assn.

Tom Cook says when one listens to a conversation by a Gink that fences it all around with "I" until it looks like a chicken yard, you can mark him B. O. in the regions of his understanding and be safe from ever getting any Brownies for leaving him, as he won't fit.

D. A. Sweet, the engineer on 651 and 652, says next to getting something for nothing,

there isn't anything like getting nothing for something. Having been in the oil business he ought to know what he is talking about.

If you don't happen to know anything good of a man just say, "O, I know him only when I see him," and let it go at that, instead of saying, "I know of him."

From now on Todd Hughs says that there will be ushered into the world new names for old drinks at the drug store every day.

It was after night and they were unloading shale at Mile Post 381-20. Mr. National Dump took a notion to jump off of the track, and the conductor, Mr. Hackney, just slipped over to the side of the tank and grabbed the frogs and hopped Mr. National Dump right back on the rails in a jiffy, finished unloading the rest of the shale, and backed up to, reload the frogs, when the engineer inquired, "Who has been so careless as to leave their frogs here?" "No one," answered the conductor. "Well, who's are they?" "Yours," said the conductor. "Well, what are they doing there?" further inquired the Hogger. "Well, we had a car off a little while ago, and I used them to reraill it."

"Well, now, I got twelve long hours of hay before coming out at the 'Y' for my two bits, and my eyes are just as good as they were when I used to spy out the ripest apple in our neighbor's orchard when I was a boy down on the farm, my ears are trained to notify me of attacking bed lizzards at intermediate points when the 16 hour law catches me, but that beats me, Charley, that beats me. To get a car off, let a train crew come and swipe my equipment from under my nose, get the car on again and without my suggestions on wrecking and all without me knowing it, gets my goat." For further dope ask Engineer Zeb Mansfield.

One advantage over the rest of the agents on the line, the one at Stuart can use the New Dipping Vat they are putting in at the stock pens by reason of the foot and mouth disease, for a bath tub, for the eliminating of ticks this summer.

Abner Spilvens, of Unchuka, points to himself with pride as being the first one in this country to see that WILHELM, GEORGE, POINCARÉ, FRANCIS and ABDUL are all acting in the restraint of trade. And says that if they don't look a little out he will have the Co-operation Commission in behind them.

Our friend George Wheeler of the yard office at Haileyville broke the news to us right sudden like the other day that spring was here. He says the reason that he knows is that the fish worms are lots closer to the top of the ground than they were along in December.

Ray Fence, a ladies' man brakeman, says that next to believing one-fourth of the war news there isn't nothing so hard as to believe that all Russia is on the "water wagon."

The editor of the Blanco, "Busted" Air Hose comes out with a long story that all the town's folks inclined to be a booster should pay Engineer Hugh Thompson for being late to the extent that he had to light his headlight the other evening. Says that so seldom a town of that size ever gets to enjoy the blessings of a Great White Way like Hugh's headlight made. Since Hugh heard of the action, he don't report anything now but more work to be done on the glimmer.

It behooves everybody to be a booster, and if these blooming beknighted "busy bees" can't get in line, make 'em-beat it.

Our friend, Mr. Sally, the operator at Shawnee Yard, will appropriate quite a lot of his money this coming summer for hair tonic, in order to train it to stay roached back. He has been told that it would make him look taller.

"Blondy" Wollard, conductor, of Shawnee, will continue in the chicken business this coming summer, so he says, and we notice that he is some judge of poultry from the looks of the one that he was with the other night. Oh, you can't get by, Blondy.

Did you loose any money? No? Well we saw a Penny doing the second trick at the yard in Shawnee, as operator, and didn't know, that's all.

After explaining the word neutral to Brake-man Paul Springer, he remarks that some men didn't seem to care who's girl they went with.

Operator Harden of Wewoka says that he is going to quit going to Shawnee, for every time he does he gets broke, even if he takes just a

thin dime or as much as six bits it's the same. We always knew that when a country boy came to town he had better place his money in his mouth.

The agent at Durwood says that the editor of The Daily Durwood Draw Bar advises that in the future he will run the war news in the same column with oil and "Gas" listenings, so as to give room for two more want ads and other stuff of importance.

She had four grips and therefore five seats, she had one ticket, but she was old, and entitled to lots of consideration, even as you and I, no doubt will. She kept packing and unpacking, arranging then rearranging her belongings all night long, and every time she started to pack up again she seemed to have more than she could get back into the grip. She needed help, and got it, but that didn't have anything to do with Conductor Cobb taking advantage of the fact that a spool of No. 50 black thread falling out of a grip, getting all tangled up with it on purpose, walking through the train until it was all unwound. He says that he saw she wasn't going to have room for it and he was helping her out. Well, that's one way, all right.

Opportunity only knocks once in every so often to pay a visit to the Air Instruction Car No. 1801, also remember those that don't respond get to pay their respects by following up to some other point for their lesson. Have you any doubt as to what I mean?

We are looking forward to the time when someone will invent something that will prevent hot boxes, Mexican revolutions, "busted" air hose, the commotion caused by a NEW BLOND coming to a boarding house, also the social unrest so noticeable when it becomes known that the beaneries can't get nothing but store-bought eggs that goes with your customary hog hock. Oh, indeed the field for fame is wide even though science has done much.

Mr. Pony Moore, our special agent, says there ought to be some way of preventing a modern mince pie recipe from going on record as the standard, like those made at two or three places that he has visited here lately. He managed to run the matter down to the extent of finding out that some high school girls got together in a Domestic Science Class a lot of green tomato peelings and some other things accidentally and christened it mince pie material, which Pony says that if allowed to get hold on the already mixed minds of some of the beany mechanics, why the result will be a Mince to the traveling public that partly depends on mince pie, as well as being a Mince to the organs of digestion. Anything you can do for the benefit of the cause will be greatly appreciated by Pony.

We tremble in fear for the safety of Duce Stegall if he DOES take that doctor up on the proposition of straightening Duce's bow-legs, as Dock might not be able to get them both to straighten at the same time.

Around these little shanties that you see in train yards that are most generally infested with switchmen and car men, one can always get the latest time card long before it goes to the press, or is thought of by the actual distributors of demerit marks. The day bunch always has all the trains come in on the night men and the night men put up an argument that the railroad company has decided that it won't run anything at night, all of which excites the eternal envy of the other man having the best job. But, well, you know.

Every little town movement has a rake-off all it's own, except one, and that was the movement that got all of the section foremen and all the agents together at Haileyville on Feb. 21st, from Ardmore to Haileyville, for the purpose of discussing things that were of great benefit to every one concerned. This was not a reform movement, but a "Lest We Forget" representation of all the towns, and to say that there was a great benefit derived therefrom would be putting it lightly.

A special car placed on 651 and 652 to handle the jolliest bunch of section bosses that ever watched the raising of a low "jint" or ever knocked the steps off of the rear end of a caboose or a passenger coach with his head as he went down to mother earth on his all fours sighting along the rail for high centers as well as raising himself in the eyes of the road-



master that might happen to be just riding around. Imagine if you can them mixed up with all those agents of town trouble and expense bills. A big dinner was fixed up by the big hearted secretary of the "Y," who seemed to be a fortune teller when it comes to figuring out what will make the best plastering for your ribs. Mr. Straw is there at that, from the way they went after the dinner.

The following officials were there: Mr. H. F. Redding, superintendent; Mr. J. McNerny, train master; Mr. W. H. Dick, train master; Mr. J. E. Henderson, chief dispatcher; Mr. R. B. Brown, chief clerk to the superintendent; Mr. Bolton, W. B. McAdams and Mr. Trainer, road masters; Mr. J. P. Copp, master carpenter; Mr. C. R. Richards, civil engineer, and Mr. J. J. Turlington, car foreman.

Beginning at Ardmore, every section was represented by its foreman: Ed. Spour, Van Riley, W. A. Ellis, Joe Lindsey, Sam Bialock, W. P. Randolph, J. H. Bick, Tom Cornell, R. L. Davis, Henry Wheeler, Albert Odill, J. F. Crark, J. W. Hays, W. H. Kilmer, J. E. Emmerson and R. W. Wafford.

The agents were, commencing at Ardmore: J. C. Barr, W. C. Holmes, Phil Wallace, F. Baskett, W. C. Mitchell, H. W. Roberts, C. W. Suggett, H. M. Germeny, W. C. Riggs, R. S. Hutchinson, H. F. Herbig and W. F. Stilly.

The only thing out of the ordinary (and not for him either) was our friend Ed. Spour, section foreman at Ardmore, didn't have enough roasting even though he was known to have eaten six large slices for dinner, so he went into the roasting business on the way back home and remarked that the most he regretted was in having to eat with the train crew and the Butch. Now, he was considerate, for there might have been some outsider that would probably think that the crew knew him, although they tried to act as though they didn't. One of his brother bosses gave out the information that the trouble with Ed. was a case of being overfed. He was hurting, we knew, and also noticed a fullness in his face. You know that lots of people's face hurts from many reasons other than being overfed, he thinks like us though, if everything is all right sing, and if it hurts, why holler; we were going by outward appearances and think he had a holler coming. He that roasts last, roasts — O, well; finish it for yourself. Ed. is all right now, he hadn't been to town in so long that you will have to overlook him, even if he did overfeed himself.

"Read 'Ad' of Jack Shannon Co. in this issue."

### BLUE ISLAND SHOP NEWS.

VOL. 1. SATURDAY, APRIL 10. NO. 14.

#### BLUE ISLAND, ILL.

Listen, my friends, and you shall hear Of all the things that happened out here, And if you doubt our words so true, Why, ich ka bibble, if you do.

News, news, news, my gossiping friends,

I have wonderful news to tell—

A lady with me her compliments sends,  
And this is the news we tell.

Starting with this issue, this column will be known as Blue Island Shop News.

C. R. Dobbson, general foreman, Cedar Rapids, was a shop visitor on March 11.

Bill Biege, car inspector, certainly is getting some reputation as a joker. Where do you get all that stuff, "Bill"?

Understand William Zelasko, our air brake foreman, is going to return to the old country and fight for the Czar. The Germans needn't worry, for if he can't shoot any straighter than he throws snowballs, the Germans are as safe as far as he is concerned, as if they were at home in times of peace.

Marshall Mier, formerly assistant timekeeper at this point, has been transferred to Hamilton Park.

Joyous Easter greetings from everybody at 124th street shops.

Mr. Schultz of the Chicago Interchange Bureau was a shop visitor on March 12.

This for Mr. Wiessner: Leo tells us, put Mr. Wiessner's name in the magazine again, as he likes to see it in print. So we have complied with your request.

### SOCIETY NEWS.

The annual entertainment given by the Elbow Club will take place in the near future. The following array of home talent has already been engaged, and is hereby announced for the approval of the public:

Act. No. 1—Albert Ryde, the Swedish Nightingale, in high-class singing.

Act. No. 2—Blanche Inman, in a very realistic imitation of Eva Tanguay, singing her song hit, "I Don't Care."

Act. No. 3—Arthur Mogle and Leo Pabst in a one-act play-let, entitled, "The Long and Short of It."

Act. No. 4—Ed Schneider, German comedian.

Act. No. 5—Waldemar Kich, fancy roller skating travesty.

Act. No. 6—Singing by the Swedish Imperial Quartet, composed of Ben Johnson, John Larson, John Nordquist and Herman Linstrom.

Act. No. 7—Sparring match, between Hippo Burke and Knock-out Jack Ritchie.

Act. No. 8—Frank Sucker and Jim Fineron, in a singing and dancing bill.

Act. No. 9—Philip Harris, as a Yiddish comedian.

Act. No. 10—Tommy McMahon, Irish comedian.

Act. No. 11—Vocal numbers by the Elbow Singing Club.

Some of the following numbers will be rendered:

"Nobody Knows How Dry I Am"—Arthur Mogle.

"It's a Long Way to Tipperary"—John Edgar.

"The Watch on the Rhine"—Leo Pabst.

Tickets may be obtained from Henry Brandt, Herman Schwachow and Clarence Phillips.

### WAR NEWS.

There is no war news in this issue, account Mr. Pabst, our war correspondent, having been kept so busy keeping our office clean that he had no time for anything else, but he has promised to devote some of his time to this subject next month.

### WANT ADS.

Wanted—A few good fireman. Apply to Fire Chief Schwachow.

Wanted—A good looking stenographer. If not good looking, need not apply.—Jack Willard.

Wanted—Two good ball players to join the Blue Island Shamrocks. E. Haack, and Sid Payne need not apply.

Wanted—Someone to love me; must be young, wealthy and good looking.—Jim Fineron.

Wanted—Bright young man for office, between 16 and 18 years old. Good opportunity. Reference required.—Jack Willard.

### LOST AND FOUND.

Lost—One file, on Southern car 34321. Finder please return to Harris, file clerk, and receive reward.

Lost—Some time between August, 1913, and the present, Rock Island cars 90110 and 80194. Finder please notify this office.

Lost—Two tonsils. Finder please return to E. Schneider, and receive reward.

### MERITORIOUS SERVICE.

Bill Biege, car inspector, was credited with fifteen merit marks, he thought he was entitled to last month.

Leo Pabst was given twenty-five merit marks for cleaning out the car inspector's car on March 21.

Jim Fineron was rewarded five merit marks for closing the window on March 3, thereby saving the lives of the rest of the boys from freezing to death.

O. Burke received five merit marks for getting out the force report before 8:15 on March 31.

### ADVICE TO THE LOVELORN.

Dear Editor: While visiting at St. Joseph, Mo., I met a young lady with whom I am very much infatuated. Since then I have been corresponding with her regularly. Now she wants me to send her my photo. As I am of a modest disposition, I thought I had better find out if this is the proper thing to do.—Frank S.

Answer: In answer to your question, let me say this: Although it is not the proper thing to do, do not think there would be anything wrong in doing as she requests.

# SHOP NEWS.

Arthur Mogle and his able assistants, Lenard Nylander and Otto Summerfeld, make things hum on the foreign work. If in doubt about this, ask the MCB clerks.

Pretty soft for Tony Scholl and Wm. Stewart. All they have to do is stencil cars.

Mr. L. A. Richardson was a shop visitor on March 5.

## XX A WARNING. XX

Pinky Phillips will please leave John Edgar alone, or suffer the consequences for this crime. —XX (Black Hand) XX.

Frank Rothman, steel worker, has returned to work, having been on the sick list for the past month.

It seems that Mr. Davis does not believe in the Safety First movement, as we saw him chasing and getting on a moving street car on 63d street one day last month. Some sprinter, too, take it from me.

Owing to the vast proportions Oliver Burke, chief clerk to the general yard foreman is growing to, we have decided to re-christen him UTL-1746.

## SOME SIGNS OF SPRING.

Schneider quit wearing his overcoat.

Ed. Fredette talking nothing but baseball.

Bill Haskell getting up at 5 a. m. to play golf.

Jim Smith, carpenter, is thinking seriously of getting his hair cut again.

Leo Pabst looking longingly at last year's straw hat.

## SPORTING DEPARTMENT.

Our "White Hope," Price Clerk Oliver Burke by name, is down to hard training at present, running a mile every night to catch the street car. He claims he is going to challenge the winner of the Jack Johnson-Willard fight.

Answers to sporting questions:

Q. How is the game of golf played, and what are the rules for same; also what benefits are derived from playing golf?—A. Ryde.

A. We have to refer you to Wm. Haskell, as he is well versed on this subject, and I am sure can give you the required information.

Q. Who is the present champion trap shooter of the world?—C. R.

A. Fred Gilbert; and the champion bunk shooter, Arthur Mogle.

## NEWS OF THE MUSICIANS.

Understand Mr. J. W. Davis is going to re-organize his Hegewisch band. Mr. Davis had quite a reputation as a bandmaster, and I am sure his efforts in this direction would meet with the approval of the general public.

## BEAUTY QUESTIONS ANSWERED.

We have engaged the services of Blanche Inman to take charge of this Beauty Department, and as she is a graduate of the Best Beauty School in this country, I think you will be well satisfied with her services.

Miss Inman:

Q. How can I remove a red spot from the tip of my nose?—H. Peglow.

A. Drink nothing stronger than water and milk, and I am sure it will disappear.

Miss Inman:

Q. What is a good, reliable hair tonic, which you are positive will make hair grow?—A. Ryde.

A. Take one-half cup turpentine, one-third pint red box car paint, and one cup alcohol. Mix this thoroughly, and apply every night before retiring. This recipe has made hair grow on a billiard ball, and I am sure it will help you.

## PERHAPS IT'S HERE.

Our janitor was slightly indisposed one day last month, but after consulting Dr. Albert Ryde and taking his treatment, he speedily recovered his good health.

Bill Hemrich, clerk, car distributor's office, was a shop visitor on March 12 and 16. Come again, Bill.

## MENTIONING NO NAMES.

Bill Haskell was the golfer,

Who missed a little putt.

And after he had missed it

He merely murmured, Tut.

He may have acted proper.

But I bet you forty beers

He'll never make a golfer

In twenty thousand years.

# BURR OAK TRANSFERS.

## By "Bandy."

Again we take our pen in hand to please the boys and girls here and others who may be interested in us and the news from Burr Oak Transfer. Last month's issue was read with pleasure by our help and all think it good dope, even if some of the feminine members of our organization did take exception to some of our remarks and told us a few things of sharp nature. However, we all get write-ups at times and get bawled out as we often deserve.

However, everybody is happy here and our correspondent "Bandy" is still alive or this stuff would not be coming out, and he is thankful for the good spirit that prevails here and which saved his hide.

Under this heading we might add that some of our girls got just a little bit up in the air about our March items, but after explanations they came out of the arms of Mr. Peev Ish Ness and are now associating with us again.

Our janitor, Joe, enters complaint about the many olive pits he has to clean up about some of the desks, particularly at one desk at the north end, and it is up to Grace to square herself with Joe.

Harry Watts, our passing clerk, made a flying trip to Denver to see his parents before they left there for their summer trip to the coast. Harry reports a fine trip and no delays en route except in one instance where five hours was lost in Kansas on account of power trouble—water shortage. Seems funny Kansas should also be dry in water, too.

We have some chicken fanciers in our office and they would like to get into correspondence with some of our rural friends with a view towards exchanging notes and eggs. Our experts are Carl Groskopf, Tom Cruger and U. S. Boor, who are our light farmers on the side. Tom is the man with the record on queer hens and one day he received from 25 hens one egg, the next day none and the third day 17 eggs. He wants some one to explain this matter. Perhaps Mr. Monahan at Hamilton Park can enlighten him in the matter as he also is interested in chickens.

While under the head of chickens here is one that is original, at least out here. How many L. P. T. cars were required to transport the Sultan's harem when they fled Constantinople? Perhaps our car accountant can answer this from files on car orders.

Our special agent department has not yet located the red indelible pencil that was reported stolen from our chief clerk in February, but we presume they have too much other important items on the calendar to handle in preference.

Paul Kowalewski (Czar), who is our chief east-bound rate man, has his hands full these days with the regular east-bound, together with the fruit from the coast, and trying to get the farmers out west lined up on hoof and mouth disease matters so that their pigs for New York will have sand bedding and side boards about the cars to keep pigs from falling out in transit and spreading the germs in Mr. Knickerbocker's yard.

We commented last month on the troubles that Gus Klein had at the county office, and it is now with sad heart that we inform the many friends of the Burr Oak champ biller of his sudden departure of this (single) life on Saturday, March 6th. His departure was due to the insidious ravages of the microbe known as Dani Cupiditis, and although he was a patient sufferer for a year or more, and his friends expected his time was closing, still it came as a severe shock to have him taken away. He is sincerely mourned by his friends who will miss his smile and gentle voice, and he was attended to the end by Miss Christian Schultz, and the general opinion is that his passing away was partly the result of over-attention on the part of the nurse.

Promotions and changes are slow and far between here at Burr Oak Transfer, as our force is now well set and we hope to stay awhile. In years gone by Burr Oak used to be a sort of boomers' rest but no such animals need apply here now. Maybe the boys stick around more closely now since we have such a nice feminine part in our organization. Our boys are all home spun and of the right sort and they know a good thing when they see it and they are going to hang about close and tend to business and

hope for a vote "Yes" when they want to join the city.

Rudy Stortz is our revising clerk and he is after the biller's errors, but the latter are getting scarce and his record is being lowered. We hope our friends out on the line like our machine work, but if they don't we would like to know why. In this connection, we think we have the world's record in the matter of correct billing and we offer Walter Crossland as our champion, as in February he billed 11,411 tallies and made but a total of 29 errors, or one error in 400 tallies billed.

Benedict Klein is our champion on speed and with a good record for correctness and with Crossland and Klein we have a team to make them set up and take notice—come on with your dope to match us, Klein having billed 689 tallies in six hours.

Roy Staley, who was formerly our night messenger, has been recently promoted to position of yard clerk at outbound and we all miss his smile, especially the girls. Never mind it, Roy, as you can still see them as they go past your office on their way home.

Capt. Martin Mahoney, our freight inspector, springs some good ones at times, the latest one being as follows: What kind of a picture can you get out of a frame of mind? And then Whitney comes back with some Swedish drollery: How can he be sick when I know him so well? Some comedians?

Reel No. 2 continued from last issue—Our Force.

Now come our billers, six in a row. All fast, good looking, and none very slow. Ed Kordewick first, he bills Illinois. Then Klein has Davenport, Des Moines, OI, OI. Hank Rack bills Kan City and a lot more. Crossland has Cedar Rapids and territory galore. Bill Rohde bills west territory, too. Slim Dresherf bills Southwest and then some few.

These are the boys that make some dough, But they work hard and earn it, ain't that so? Now comes Lester LaCount, our per diem clerk. Always on the job but never hard at work. Geo. Groskopf, grain clerk, and Ed Longfellow, too.

Frank Guerin across from them checks cars, not a few.

Ah! Ahem! Helen Lossenhop extends charges all day, And keeps billers supplied with tallies—that's no play.

A. Banderob, Our "Bandy," six feet, two and slim,

Asst. to Tom Cruger but built different from him. U. S. G. Boor, joint rate inspector is he, Nevada, he says, is the land we must see.

Geo. Caswell, advance charges, gets them down right.

Or else with the night force you may have a fight.

Cliff Longfellow next and he is some tonnage clerk,

Keeps track of the freight handled on piece basis work.

Here comes Hilmer Carl Anderson, but the whole name don't go.

Several jobs has he, but files he most knows. Harry Watts in the corner, interline way bill reports,

Gets them out mighty fast with a few jumps and snorts.

The last of this reel is a record room stunt. Dan Madden and Geo. Danforth are hounds in the hunt.

But the files are in order, bound a la McBee. Hunting records is a pleasure, we all now agree.

To be concluded in our next.

Since the recent marriage of our billers, Bill Rohde and Gus Klein, we are wondering who will be the next. Must be Ed Kordewick, as he has been seen tagging after the first two some in the past. Don't ask any pointers of those ginks, Eddie, but write to Marion Harland and she will tell you how to get a good cook for your bungalow.

After our three reel farce is ended anyone can get extra information relative to the characters by writing to "Bandy" and enclosing a self-addressed and stamped envelope; if your inquiry pertains to any of the ladies then your photo must come also.

Osborn Thomas of our cashier's department

is now playing first violin in the orchestra at the Princess at Blue Island. Osborn has a real "Strad." and we understand he is there with the goods. Go to it, Scatty, and we hope to see your name classed some day with Kubelik and Kreisler. Burlington, Iowa, papers will please copy.

I wonder if dreams come true. Ask Helen as she can tell you about dreams and their significance.

Our phone operator is on her job all right. A certain "someone" asked her the other day if she had a line that was not working, and right away she said, going fishing? That is right, Myrtle, make them make their bow right, but how could you be so cruel to the poor simp?

Dan Longacre, our cashier, was visiting in Dallas, Texas, with his daughter the latter part of March. Mrs. Longacre, who was there ahead of him, returned with Dan and they report a great time in the sunny south. Their daughter, Laura, who is also visiting at Dallas, will remain longer before returning to Blue Island.

Some of our girls might be inclined at times towards sentimental ideas, but they don't want anyone to know it or to have their names connected with such ideas, hence the following:

Meet me tonight in dreamland,  
Indeed I will, like the song so grand,  
Let's not forget that it might be true,  
Do not regret for we think you true blue.  
Remember that it will be all right,  
Each night as you turn out your light,  
Don't do your dreaming in daylight.

## FORTY-SEVENTH STREET LINE.

Ray C. Wolf, Editor-in-Chief.

Here's a toast to all who are here,

No matter where you're from;

May the best day you have seen,

Be worse than your worse to come.

## FROM THE EDITOR'S PIGEON HOLE.

A little cheer this month to start the column will go good, so glance at the few following words and cheer up—talk business, not war. We are indebted to Mr. Louis Buttrou of Givens Station, Ill., for the following:

I was stopping at a "hotel" in a Missouri town. The first evening there I entered the dining-room and was shown to a table by a waiter, and, after bringing the customary glass of water, said:

"Will you have some pork and beans, sir?"

"No, I don't care for them," said I. "I never eat pork and beans."

"Then, sir," said the waiter, as he moved away, "dinner is over, sir."

A few months ago I was obliged to stop at a "hotel" in a small western Illinois town, and, going to wash myself, noticed an old-fashioned roller towel.

I said to the man in the wash-room, "Don't the owner of this hotel know that it's against the law of the state of Illinois to use roller towels now?"

"He knows it right enough," said the man, "but that law wasn't passed when this towel was put up."

We are sending our famous war correspondent, who has just returned from the battlefields of Europe, to report to our agent at Chihuahua, Mexico. A staff photographer is accompanying him on this trip and our readers will have the first real photos of this wonderful southern country, also a vivid and realistic description with each photo. Our correspondent is considered a great military strategist and many of the crowned heads of Europe accept his advice on military matters. He was chief adviser to that great soldier, General Von Hindenburg, when he was engaged in winning that monstrous battle that will be known in history as the "Battle of the Mazurian Lakes." His reports will appear in the near future.

It causes me deep grief to think that Mr. Hatfield inveigled me so thoroughly that I had the whole office force extend their congrats to Mr. Kinney. However, it causes me great gladness to hear that Mr. Kinney does not intend to become a benedict, as it may be that his "Queen" would object to his great fame and notoriety as editor of the "Hamilton Park Crispettes" and compel said "King" to abstain from further writing for said column—and woe be unto him who does not obey the law of his better half.

We therefore humbly apologize to the King and accept the nomination as president of the "Goat Club" with Harry Hatfield as the professional goat-getter.

# PROPOSAL.

Dearest:

I have waited Oh, so long, to say "I love you." Now is the time and you are the "Darling Girl." For sometimes I have a very queer feeling of lonesomeness. At first I thought it was rare illness, or sore throat, but now I have come to the conclusion that it is "love."

At night I dream of you, by day I think of you and long to be near you. I have often pictured you and I in a cottage built for two, sitting side by side. In the farm yard a lovely white goose is running around. There are also chickens, hens and an old brown mare and bossy cow in the barn, and on a fine sunny morn at 4 a. m. you and I dearest, are listening for the first robin, watching for the first flowers of May.

My dear little darling, think it over. Your most sweet and loving disposition has won my heart. There is no one in the wide, wide world that I could idolize and adore as I do you.

Well, love, dearie, darling, precious, I await anxiously your reply, with love and kisses as ever.

# YOUR TOOTSIE OOTSUMS.

Or, if the above does not suit Arthur he can try this one:

Dearest Sweetheart:

Why are you so bashful? There is no reason why you should be so, as I love you and always want to have you by my side. I want to feel my strong arms around your neck and hear you whisper words of love into my ear. Oh, that the time were here when you and I will be as one. My heart is yearning for that happy day. With lots of love and kisses, I am

# YOUR OWN LITTLE LOVER.

Arthur: Beware of a black horse and don't play to win. Also beware of the girl with black hair and eyes, if you want to keep your money and desire to live in happiness.

Understand that Daniel Kelly of the round house is intending to become a husband within the next few months. He sent us the following verses dedicated to his only love:

The evening's splendor lights her face,  
Shading with gold her sun-kist hair,  
It falls on pearly folds of lace  
And all the sweetness hidden there.

I thought her exquisite by day,  
Yet, in these waning shades of light,  
When twilight embers fade to gray,  
She seems more beautiful at night.

Dear love, the darkness veils the land,  
Softly the vesper sparrow sings,  
And while I hold thy gentle hand,  
I would not change my place with kings.

Oscar Hellman is some boy, what?

Our sympathies are extended to Miss E. Starr of the store department in her deepest moment of grief, account the death of her brother, who died recently.

I understand the storehouse "doll" is wearing a wedding ring. When did it happen, Frank?

The Maricopa Socials wish to announce their 9th informal dancing party to be held at Westminster Dancing Academy on Friday evening, May 1, 1915. We cordially invite everybody to attend and make it a "Rock Island" gathering.

Here's to the whole world  
For fear some fool will be sore  
Because he's been left out.

May our eyes be no keener when we look upon the faults of others than when we survey our own.

Mr. A. F. Stuebing, special apprentice at 47th St., has been promoted to round house foreman, Hulbert, Ark., effective March 10, 1915. He has the best wishes of his friends for continued success.

Our heroic and genial friend, Frank "Barnaby" Gooch, has quit working for a living and has gone into politics. He joined the police force so that he could get a chance to "pinch" some of his boiler shop pals.

Mr. Wm. Jenkins, chief motive power clerk at Rock Island, has accepted the position as chief clerk to electrical engineer at Chicago, vice J. G. Eberler, promoted.

Here's to the chaperone!

May she learn from Cupid

Just enough blindness

To be sweetly stupid!

Tip to married men: Never give away the baby carriage because the first kid has learned to walk.

Wish to thank Mr. Hellman of the storehouse for the interest he displayed in trying to fix me up with a mate. It's all wrong, Oscar, all wrong, and cigars are not in order.

# SPORTING.

The 47th St. shop club is to have the second largest bowling tournament in the history of the Rock Island Bowling Association, according to the first count of entries sent out by Secretary Joe Bunting. His official count shows 512 teams entered, as compared with 504 at Peoria and 596 at Denver. All the other tournaments were smaller. The Back Shop leads in entries with 218 teams, four more clubs than the Peoria roundhouse showed.

Counting in the smaller entries from the Terminal locomotive points, the count shows 265 five-men teams, one of the greatest delegations ever sent in by one department in the history of the club. Denver showed only 46 clubs and Peoria came next with 38. The roundhouse was second in point of entries with twenty-nine teams, the storehouse running twenty-two, while Joliet, the home of President F. J. Ondrak, furnished eighteen. A later report may show more teams, although Secretary Bunting figured the returns were all in when he closed up the report at this writing.

Some of the Back Shop clubs entered in the tournament, according to Secretary Bunting's books, were as follows: Bumm Steers, Bob Sweltzers, Riley's Champions, Lonesome Brood, Hy Class, Budwaiser Boosters, Old Taylor Orioles, Night Owls, Hamilton Park Tamers, Pickle Clubs, 1 & 3, Movie Flends, Fat Men's Hope, Don't Worry's, Scotty's Kids, Bingo Bumpers, Drexel Cafe, World Beaters, Weary Luke's Fighters, The Nut Club, Old Style Lager, Bunco's, Office Pats, 1, 2 & 3.

Flipper Reilly, an oldtimer among the local bowlers, featured last night's bowling by gathering in enough pins for the Office Pets No. 1 of the M. M.'s office to average 232. His counts were 248, 225 and 223 and his team captured two games from the Union Club No. 2 of the storehouse by averaging 978 against 966 for their opponents.

The Union Club shot a big game of 1,050 which saved them from a whitewash, and the Office Pets won their first game with a score of 1,009. Adam Willms tried to speed up the Union Club by setting a pace of 214, but the only member of the team who could follow him was Goldstein with 203.

The scores at the end of the roll-off stood as follows:

OFFICE PETS.			
Reilly	248	225	223
Wolf	223	190	209
Ondrak	157	180	153
Herlihy	190	147	146
Comerford	181	164	177
	1,009	906	908
UNION CLUB.			
Willms	234	196	180
Goldstein	203	131	144
Carlson	199	169	164
Hellman	189	163	189
Anderson	225	193	170
	1,050	852	847

The tournament will be held on the Bensinger Randolph St. alleys beginning April 16, 1915, and a large crowd is expected to view all the contests. Both floors will be used on Tuesday and as long thereafter until all the teams have either qualified by reaching the 1,200 mark or dropping out. Entry fees \$2.00.

The cash prizes are as follows:

First high score, \$5,000 and loving cup presented by President Ondrak.

Second high score, \$3,000.

Third, fourth and fifth high score, \$1,000 each team.

Next five high scores, \$500 each team.

In case of a tie each team so tied will roll one game for high score. Entries close April 12, 1915, at 8 p. m.

"Read 'Ad' of Jack Shanon Co. in this issue."

#### RE-CHALLENGE.

Don't forget, King, that the 47th St. shop has some baseball team and is willing to meet any nine on the Rock Island system—either home or neutral grounds. If I remember correctly it was only last year that 47th St. arranged a game with Hamilton Park to be played on a certain Saturday in Washington Park. The Friday before this certain Saturday Hamilton Park called up the manager and refused to play us because they said the shopmen were too husky and could hit the ball too far, especially the boiler makers. That settled the baseball situation as far as Hamilton Park was concerned last year. However, 47th St. shop will be most graciously pleased to get a chance to play Hamilton Park at this national sport and any challenge from said Hamilton Park will be cheerfully accepted if sent to the manager, Mr. Frank Melchior, machinist, 47th St.

The entertainment given by the 47th St. Pleasure Club last month was a great success. There were 22,341½ people present and at least 12½ of these paid admission. The fractions present were Oscar Heilman and James Austin. Oscar bought a ticket and Jim slipped in through a side entrance.

The variety bill was fine and there was either a laugh, a thrill or a tear in every move of the performers. The ring engagements took down the house and were pulled off according to schedule. Lemm & Connell went 10 rounds and were then stopped by the referee as they were both winded and could hardly stand upright. Reilly won over Kelly in the 8th by a left hook to the jaw for a knockout. Cook and Kenny fought to a draw in 20 rounds. The championship match between Hogan and Wilms lasted 35 rounds and Hogan won by a knockout. Both men entered the ring in fine condition and were given a rousing ovation.

At the opening of the 35th round Hogan brought his French training into play and kicked Wilms in the face. Wilms came back and grabbed Hogan by the legs and threw him over his shoulder, where he lay for a count of 5. He then got up and started to bang away at Wilms with all fours and certainly made it pretty lively for a time. Wilms clipped him on the ear with his right and Hogan retaliated by knocking his head against Wilms' nose, which brought a stream of crimson. He followed this up with a left to the jaw and a right uppercut on the chin which ended the fight. For particulars of the battle by rounds see "Hamilton Park Crispettes."

#### SOCIAL NEWS.

Mr. Carlson of the A. D. dept. at Hamilton Park is running in the Examiner "Own a Home" contest and also the Examiner "California Expositions" contest. A certain party on the Western Indiana is running against him; let's all get together and clip the coupons from the Examiner and send them to Mr. Carlson. Watch Rock Island win.

Somebody up at Car Shop sent an Englishman down to Jerry Connell for the "Masonic Temple" and a "sky hook." Mr. Connell informed the gent that he was out of them and that he should try the storehouse.

Henry Stenson, machinist helper, was up to see our heart specialist regarding a love affair of his. He wanted to know when he should get married. This to advise that no personal interviews will be given and all inquiries must positively be made by letter; Henry had better stay away from our heart specialist or Oscar Heilman will be on his trail.

Understand that Miss Kinney of the Laboratory, fears that we will give her a write-up in the mag. Wishing to set her fears at rest we take this opportunity to advise her that we wouldn't put her name in the mag for worlds as she is so dig-ni-fied.

#### HAIR RAISING CONTEST.

The two parties mentioned below entered into a so-called "hair raising" contest as described in the contract following. Mr. Reilly advises in confidence that he does not expect to live through it, but says he will try anything once.

Mr. Bunting's wife simply adores a little fodder on the upper lip so that he stands a good chance of becoming a Charley Chaplin disciple. "The said parties, namely, Joseph Bunting and Philip Reilly, agree to grow hair on the upper lip from Wednesday, March 10, 1915, until Thursday, April 1, 1915, or forfeit the sum of \$1.00 in case of failure to comply with all rules of this contract.

"Witness our hand and seal this 10th day of March, A. D. 1915.

"Signed: JOSEPH BUNTING,  
PHILIP REILLY."

Witnesses:

F. J. ONDRAK,  
B. D. GOLDSTEIN,  
RAY C. WOLF.

Received the following invitation to a swell function from a Southern subscriber:  
Africa, Near North Pole.

Dear Friend:

Yourself and company are cordially invited to attend the moonlight afternoon picnic in the morning given by the Katzenjammer Kids of Sunny World at Insane Grove.

The music will be furnished by Happy Hooligan, directed by Happy Heine. Admission, half-fare. Orphans accompanied by their parents admitted free.

#### Directions.

Take the car you just missed; if you miss the train, swim after the boat as nothing will be charged for waiting. You are requested to bring a basket of water along in case your friends get hungry.

Men without legs will race for a silver cup made of the finest brass, given by the Groucho Club. The winner will return the cup. Four murders will be committed to amuse the children. \$5,000,000.00 worth of fireworks will be displayed if you bring them yourself. Two shots will be fired at each person. Two railroad stations will be given away with each drink of bread. Meals at all hours. Meals will be given to unknown persons if they have a friend to pay for them.

Notice—Strict Orders for Those Eating Luncheon.

Eat here, die at home; any one found dead will be arrested. Don't fail to come. We know you will enjoy yourself and feel sorry for it.

"Read 'Ad' of Jack Shanon Co. in this issue."

#### CHOCOLATE DROP CLUB OF AFRICA.

#### STORY WRITING CONTEST.

For our next issue we want a good, up-to-the-minute, fullofpepper, modern, scientific story from one of our contribs. All stories must be in the editor's office by noon of April 20, 1915, to be considered. Three competent men have been appointed to censor, revise and pass on all stories submitted. No manuscripts will be returned and must be written on only one side of the paper. Prizes will be given to consist of the following for the three best stories:

First—One picture of master mechanic's office force.

Second—One genuine "chip" good for 5 cents in trade.

Third—One letter of introduction to the famous Hamilton Park scribe, King Kinney.

"I see," says Jerry Herlihy,

"We're apt to go to war

With Mexico, England or Japan,

Though I don't know what for;

I do not want to fight," says Jer,

"It's such an awful bore."

"Oh, do not think that I'm afraid!

Disparagements pray cease;

It's merely that it makes me weep,

My sobs and sighs release,

To think there's no place left on earth

For a man who worships peace."

#### LUCK.

When a man wins without effort—it's luck.  
When a man makes the effort—and fails—it's hard luck.

When a man laughs at hard luck—and keeps on plugging—it's a sign of good luck coming.

When a man works and wins—it's not luck—it's what he had coming.

Luck is fickle—work is sure.

#### ADVICE TO THE LOVESHORN.

Any reader having a perplexing love affair

can have it straightened out if he will write to our celebrated wizard, care this colyum.

Dear Miss Murphy:—About a year ago I met a young woman four years my senior. Five months ago we had a quarrel. She showed her affections in every way. I took her home almost every night. I also took her to theaters and we exchanged presents. Not long ago she showed me a man's picture; she said she was going to be married to him. Advise me what to do as I love her dearly. She is the only one I care for.

HENRY S.

There is nothing you can do since the girl you care for is engaged to another man. Rest assured that time, which heals all things, will also heal your wound. Just make up your mind to the inevitable and don't try to interfere and prevent the happiness of others.

Dear Miss Murphy:—I am a young girl and last winter I went with a young man who said he cared for me very much. During the summer I was away, and when I returned he seemed to avoid me and was embarrassed when we spoke.

ANXIOUS.

When a man tires of her, the wise woman resigns herself and does not try to fight against Fate. There are plenty of other things besides love with which to fill your life. Don't dwell on a dead infatuation or try to galvanize it into life again. This cannot be done. Just move on to the next thing life offers.

Dear Miss Murphy—About two and a half years ago I became acquainted with a young lady and went with her for a while. Although she never told me that she loved me her actions implied that she did. She always seemed to like to be near me and we enjoyed each other's company very much. Then one day she passed me on the street without speaking to me. I do not know what is the matter, as I never willfully offended her. At first I thought that I could get along without her, but I now find that I cannot. It has been two years since we spoke to each other, and I do not know how to go about effecting a reconciliation. Would a short note asking permission to call answer the purpose? What would you advise me to put in the note?

OSCAR H.

I would suggest that you write a note setting forth exactly what you have written to me. Probably when she passed you on the street she didn't even see you. Of course, it is possible that you may have unconsciously offended her and she is awaiting your apology. Still again, she may just have tired of your company and took that method of breaking your friendship. However, the note may have the desired effect.

### CEDAR RAPIDS SHOP NEWS.

The shop baseball team has accepted their first baseball game of the season with "Time Check Sluggers."

Boiler Maker Helper Roy Kitner is back to work after being off for a month with injured knee.

Time Accountant Stewart visited us for a few days, checking shop time keeper.

For war news see John McKinstry.

Boilermaker Robert Machemer spent the 21st and 22nd in Chicago.

Wonder what the attraction is at the Olympic Theater that we see Milt Kubicker there so much of late.

Shop bowling team were beaten by the Carpenters by 83 pins.

Boilershop men H. Kohl and A. Luke were on the sick list.

The shop baseball team has been organized and new uniforms have been secured; they are ready to challenge any team on the line.

See Bill Beatty and Oscar Andrie about taking singing lessons.

Shop bowling team beat the Bankers recently by a handy margin.

Machinist Helper Vomacka in the milk biz.

Storekeeper McClung made a business trip to Shawnee, Okla.

"Read 'Ad' of Jack Shanon Co. in this issue."

### CEDAR RAPIDS, IOWA.

Written by Ye Scribe.

Our sympathy is extended to the bereaved wife and daughter of Engineer H. M. Titzel,

who was killed while on duty at the yards.

The office acknowledges a business call from Mr. R. G. Coffman, claims adjuster from Des Moines. His motto evidently is, "Keep on Smiling."

Gone but not forgotten, was the fitting remark made by Melby upon the departure of James Golden Clark from the mail room job.

Eggs are going down around here. For proof of this we refer you to Mr. C. E. Gill, wire chief.

Mr. S. Stewart, traveling time accountant, has been with us for several weeks checking the time keeping department.

SOLID STUFF.

Full many a Rose is born to blush unseen, And waste its beauty on a type machine.


Frank Plesser, timekeeper, has been quite seriously ill, due to nervous prostration. (Traveling checker was here.)

Zack McArthur is engaged in writing a book entitled, "His Final Triumph," or "Four Long Years on Beans and Bacon."

Knox Bradford paid Rock Island a visit last week. His pass read "Personal Business." (Nuff said.)

When we asked Wagner for a poem, he shook his head, and sadly remarked, "Why didn't you ask me for a sonata or something of

Here  
it  
is—



**How Brakeman  
Wyckoff—  
Ditches  
Lantern  
Trouble**

Blue Island, Ill., April 15, 1914.  
Federal Sign System (Electric), Chicago, Ill.

Gentlemen:—I carry one of your Federal Electric Lanterns on a freight train. One thing I like is when you give a signal it does not go out. Oil lamps often do and cause trouble.

(Signed) W. J. Wyckoff,  
Brakeman, C., R. I. & P. R. R.

### The FEDERAL Safety First Electric Lantern

gives a clear, steady light *always* sure, ready instantly. Open construction—no oil can be obstruct the light. No oil to leak out and spoil the clothes. Handsomely nicked. Economical, reliable, safe, durable, weather-proof. In ordinary usage not affected by coldest weather. Collapsible—fits your suitcase. A splendid gift for railroadman. Send *today* for illustrated folder and prices.

**Federal Sign System (Electric)**  
204 N. Desplaines Street Chicago  
Dealers and Agents Wanted Everywhere

a musical turn, nevertheless I will try." He did so and this is what he turned in:

Down on the lake on the top of the hill,

By the red mill painted green;

The wind was silent and the moon was still,

Gosh! what a beautiful scene.

Intelligent stuff, marvelous, and he lives.

Someone noticed a boomer switchman who quit some time ago, with something on his hip. "I suppose you must have something to warm you up when you ride the rods?" the inquisitive one asked. He who was addressed thusly answered with a shake of his head:

"Not me, I never drink, but I got a pal going along who does." Nevertheless, it was noticed his nose was very red, due, doubtless, to over-bathing.

Alas! what a sad world. Just when the price of eggs is down, they put cloth on shoes to save leather, and then call it style.

**DALHART, TEX.****D. C. Batis.**

Mr. F. D. Moberg, district accountant, Topeka, and Mr. G. W. Gentle, traveling accountant Second District, were here March 15th and 16th on company business.

Mr. A. C. Johnson and wife, our genial steno to Mr. Greenough, made a flying trip up the line Sunday, March 14th, returning on No. 1. A pleasure trip for A. C., and he enjoyed it immensely.

Mr. W. P. Williams, claim agent, Fort Worth, was a business visitor March 12th.

Ex-Engineer Joe Dupont, who had been in bad health for several months, died at Topeka Thursday, March 11th, and was buried at Liberal, Kan., Sunday, March 14th. Mrs. Dupont and family have the deepest sympathy from the El Paso Division for their great loss. Several engineers and others from Dalhart attended the funeral.

Mr. J. A. Stalcup, O. S. & D. clerk, was taken off March 1st, account reduction in force, the place being consolidated with division engineer's clerk.

J. S. Shubert, fruit inspector, received word his father was very low and left at once for Pauls Valley, Okla. H. H. Hiatt, night ticket clerk, relieved him, and J. A. Stalcup relieved Hiatt. John says this mail and baggage proposition is not as easy to handle as the O. S. & D.'s—especially when No. 1 is late and he catches it.

Engineer W. G. Sigafosse returned March 14th from El Paso, where he had been seeing the sights and other things too numerous to mention.

Yardmaster C. C. Bradford and wife were visiting in Fort Worth, Dallas and Kansas City first week in March, being relieved by H. A. Fottelger, night yardmaster, and he by D. C. Hemphill.

Engineer W. C. Sundergard received news March 6th that his wife was worse and left at once for Rochester, Minn., where Mrs. Sundergard is in hospital. We trust she is better and will be able to return home soon.

A. C. Spencer, better known as "Speck" of switchman fame, has gone to El Paso and other southwestern towns for a few weeks' vacation. "Speck" planned to see the Willard-Johnson fight and was very much put out when said fight was canceled. However, suppose he will continue his journey until his limit of transportation has run out.

Conductor R. A. Tracy has returned from Pratt, where he assisted with the several sections of No. 3, and is now decorated in his old place in chain gang crew.

Speaking of good crop prospects—think the El Paso Division has it on them all now as we have had plenty of moisture and wheat is looking fine and with a few more rains at the proper time we are sure for another bumper crop.

Understand Conductor F. Q. Ward is going to his New Mexico claim soon and says a little quiet life for him, as he supposes there will not be any delay reports to make out or "Why don't you answer your correspondence?" Just wait, Frank, until you are a little late getting in for meals and see what kind of an excuse you can put up then.

C. H. Hann, one of our popular extra freight runners, has returned from his New Mexico claim and is again a fixed signal out of Dalhart.

Paul Worley, day caller, lost several days first of March account sickness, but is able to round up the crews at present writing.

"Read 'Ad' of Jack Shannon Co. in this issue."

We are looking forward for large stock shipments this spring as cattle are in good condition, but at present not much moving account embargoes.

We enjoyed a good passenger business this month to California points and it was necessary to run as many as four sections of No. 3 in order to handle the business.

Mr. A. C. Crippen, from the master mechanic's office, Dalhart, has been transferred to round-house clerk at Pratt. However, suppose he will make his semi-monthly visit to Dalhart to see his lady love of fair complexion, who at the present time is still here, but probably who would like to go farther east to a lower altitude for her health.

Mr. Fred Anderson, section foreman Section

86, has been off for 30 days on a vacation, spending most of the time in Michigan.

Roller skating seems to be quite popular among the young people of Dalhart, as well as some of the older ones. Even the enginemen's time-keeper has had skating on his mind for several weeks and is now almost in the notion of learning.

**ELDON, MO.****B. H. Walrond.**

Mr. Bert Smith, general foreman at Eldon, Mo., has been transferred to the Nebraska Division, with headquarters at Fairbury, Neb.

Mr. J. H. Martin, formerly stenographer and clerk in the office here, was a visitor in Eldon recently.

Another steel standard sleeper has been added to train No. 27 daily through Eldon, going through to California on the popular "Golden State Limited" without change, to take care of the increasing California business.

Mr. W. H. Burleigh has been appointed general foreman at Eldon, Mo., vice Mr. Bert Smith, transferred. Mr. Burleigh was formerly general foreman here, but accepted position as general foreman at Armourdale, Kan.

Mr. W. B. Traw was appointed general foreman at Armourdale, Kan., vice Mr. W. H. Burleigh, transferred.

The announcement in a Kansas City paper recently that a marriage license had been issued to Mr. Grover C. Ressenger and Miss Augusta Thomas of Eldon, Mo., came as a surprise to his many friends. Mr. Ressenger was formerly fireman on the St. Louis Division, but was relieved on account of reduction of force and is now with the Rock Island on the Missouri Division at Trenton, Mo. All of his friends wish him and his wife much happiness and prosperity.

Dispatcher F. B. Kirk and wife were visitors in Kansas City on the 17th.

Operator C. S. Hutton has bid in the agency at Leeton, Mo., vice Operator E. G. Hoover, transferred.

Brakeman Asa Gunn, who was seriously ill and underwent an operation in one of the St. Louis hospitals, is enjoying good health again, and will report for duty before long.

Brakeman J. E. Phillips has been granted a leave of absence on account of sickness.

Train No. 92 is now being operated on a 14 hour and 30 minute schedule from Kansas City to St. Louis and is "Cutting the Buck," and we are getting them through the Eldon yards in 15 or 20 minutes.

Mr. G. T. Lee, traveling freight agent, made the office a pleasant call Tuesday and Wednesday of this week.

Former train caller Willard Jones and his father-in-law took advantage of the Homeseekers' rates on the 16th and departed on train No. 23 of that date for Mills, N. M.

Switchman Robbins has been granted a week's leave of absence.

Conductor A. M. Willey, who has been on a leave of absence, has reported for duty and will take up his old run on No. 81.

Conductor Ben Kadderley, who has been at Belle, Mo., relieving Conductor Bullard, has returned to Eldon.

**EL RENO, OKLA.****By The Deacon**

Mr. F. T. Beckett returned March 24th from a trip to Chicago where he attended the annual meeting of the American Railway Engineers' Association. He returned via Keokuk, Ia., and spent a couple of days with his parents. He states that the weather was glorious and prospects for the coming season fine.

Miss Edna Sands, printer operator in the relay office, and her mother departed for Trinidad, Colorado, March 21st, where they are to make their home. The many friends of Miss Sands regret very much to have her leave our midst, and hope she will not forget and pay us a visit sometime soon.

Mr. Peter Doyle has accepted a position I. C. C. Valuation Committee and departed for Caldwell, Kans., March 24th, to start his new work. Mr. John Adams relieved him as district telegraph storekeeper.



Miss Florence Sieve has now attained the position as printer operator in the relay office.

A certain young man in this community has just purchased a new auto, and it is to be noted that Miss Blanche Johnson of the telegraph department is spending a great deal of her time motoring to different points of interest in the county. Everyone agrees that the tan and ruddy cheeks she is assuming are very becoming.

District Special Agent Clifton held a meeting in his office March 23rd, all special agents of the district being present, also Mr. H. H. Germain of Chicago.

Mr. Walter Bradley was called to Kansas City March 18th on account of illness of his brother-in-law. He returned the 22nd and advised his brother-in-law was still in a serious condition.

Mrs. J. L. Norton departed for Trenton, Mo., March 21st to bring home her little son. Miss Sally Ben Hudson of Trenton is also expected to return with her to visit friends and relatives in El Reno.

"Read 'Ad' of Jack Shanon Co. in this issue."

The regular monthly meeting of the Oklahoma Division Safety Committee was held in the General Office March 16th. This meeting was attended by fifty employees from El Reno, Chickasha, Enid and other stations. Matters of general interest were discussed and recent personal injuries gone into with a view of preventing recurrence. Twenty-seven suggestions from employees were discussed and handled.

Mrs. W. T. Fatherson departed for Des Moines, Ia., March 19th to join Mr. Fatherson, who is at present employed in that city with the C. G. W. Ry.

Mr. Ted Flesh and Mrs. Lotta Robinson were united in marriage March 17th. This was quite a surprise to the many friends of Mrs. Robinson, who until lately has been employed in the claim department. The happy couple will make their home in Sayre, Okla.

Mr. Pearl White and Mr. E. V. Lemon made a flying trip to Calumet, Okla., March 25th, on a motorcycle. All went well until Mr. Lemon, who was riding on the rear, lost his balance, and took a fall, but it seems he succeeded in securing a hold on the rear of the machine and in the excitement forgot to turn loose. When the dragging stopped Mr. Lemon was very much shaken up and frightened, but happily not much injured.

The American Amusement Co., which has been wintering in El Reno, opened a carnival March 27. The management was kind enough to extend an invitation to all R. I. employees to attend, free of charge, March 31st. This really means that the show will belong to the R. I. employees for that evening.

## "HERINGTON FLASHLIGHTS."

Georgia M. Cullins.

Well, here it is again, time to write the monthly news, also time to put in flowers and garden, if the weather ever lets up long enough for one to dig in old Mother Earth. Rain, rain or snow is all we have seen for the last six weeks. And now—what do our streets look like? Like a Florida swamp that some real estate agent has been advertising as the finest fruit growing land in the country, yes when the water has all been drained off. Well, we should worry about that, the next thing on the program is our new high school which is to be located in the near future in the central part of town. Also we are to have some new paving as soon as the weather will permit. Then, too, our water and sewer system is to be one of the best after July. Herington has a good location, so why should it not be one of the best towns of its size in the state? It has an opening to some of the finest states in the south and west. Here as in Kansas City our railroads run in almost every direction, connecting with almost every known point on the map. It is true we only have two railroads to do all the work, but the business that is done in this old town every month, if put down in actual figures, would make your head swim to look at them. Unlike Memphis, we have no large wharfs., numerous railroads or large cotton buying publics, but just the same we are here and here

# SCHEDULES

## Yours and Ours

THAT word "schedule" has no doubt cost you a lot of sleep, but with us it is a comparatively new thing. We are just beginning to realize what it really means and you railroad men all have our sympathy.

Of course, our business has always been run on more or less of a schedule, but only in the last couple of years has it become a sore spot to us. To be sure it isn't a case of life and death with us, but "behind time" means somebody's scalp just the same.

Your schedule is such an old and well established thing by now that "on time" is second nature with you. Doesn't even cause a flutter. Well, we are getting there, too. The frowns and scowls are beginning to disappear and every thought is given to getting those 4:10 orders through at 4:10 and not 4:15.

It is a combination of these two schedules—yours and ours—that has won such a host of friends for us all over the country. But they never stop to think that schedule has anything to do with it. They make out their orders and send them in, and in a couple of days get their goods—or send in a kick.

Of course, the goods have to be satisfactory both as to quality and price, but that is all taken care of before schedule plays any part in the game. How well it was taken care of was shown by the way the orders flocked in here during January and February. February was the biggest month in the history of this business. Thursday, Feb. 25th, was the largest day we ever had. On that day we had a total of 47,399 orders.

It was the most severe test that our schedule had ever been put to, and the way we came through was a wonder. When things were at their worst (or should we say best?) we got behind some, but then—if a landslide gets in the track, there is going to be a blockade somewhere. That is just the way it caught us and we just simply dug our way out the same as you would.

Well, it is over now and the kicks are mighty few. That speaks well for your and our schedules as well as for the quality and prices of the goods themselves. You know, it is just one continuous fight to get the quality of goods that we demand at prices that will please our customers. But we are doing it.

The way people are going for our new catalogue proves that. By the way, did you get a copy? You certainly should have one. It will show how to get more for your dollar in first-class merchandise than you will get anywhere else. That's "straight goods." Get our new Catalogue 83 and let it speak for itself. You will find it one of the most interesting books that you ever saw. And besides, you will find it a wonderful money-saver.

Montgomery Ward & Co. Chicago, Illinois



to stay. If it wasn't for all these smaller railroad junction points, where would all the cotton and other industries that are handled in the south go to? Memphis is sure some city and one to be proud of, but still we are proud of our town in our way and when we get our new library, school and what else, we are going to be prouder than ever, and we shall have a right to. WATCH HERINGTON WIN, the gateway to the glorious southwest, on to California.

"Read 'Ad' of Jack Shanon Co. in this issue."

I have read our March magazine from cover to cover, including the advertisements. There is good reading in it all, and as I have said once before, it is my sincerest wish, a sort of New Year's resolution, to make it a bigger and better magazine than it has ever been before. I have watched its advancement for more than three years now, and think that it has improved a great deal. I cannot express all my thoughts in poetry as some of you do, but still I have them stored away in my brain and maybe some day they will all out at the right time. Some people like to have something to get mad at some time, but there is never anything printed that was written with the intention of making them mad. So help us out by giving us your songs, verse and news; it won't hurt you but may help the magazine to be a better one.

C. T. McHugh of El Paso, Tex., is the new south end dispatcher.

Mr. Grubbs says he wasn't asleep, in church, as was stated in last month's issue. Just resting his eyes. Too bad it took ten hours to get his eyes rested.

One of the apprentices is not putting out any news for the magazine this month. WHY?

W. R. Denton, our time keeper, is feeling badly this week. Think he has the grip and what goes with it.

Some say the devil is a sneak, but really he does a lot of advertising in the open.

W. P. Hedrix was in Topeka the 13th on business.

August and Frank Wendlandt were laid off with the last reduction of force.

So called friends are usually plentiful, as long as your money lasts.

We wonder if Boots has ever replaced the Young Lady's ring which he lost. There is a rumor circulating that she has asked him to kindly return it. Too bad, Boots, accidents will happen.

There is a young man working on the repair track that believes in making himself known to the ladies. He ran out from between two box cars recently shouting his own name. The ladies smiled. Now it's up to you to square yourself, Delmer.

Mrs. J. W. Creech left the 14th for Fort Worth, Tex., via the Rock Island.

Now, isn't it too bad? If it wasn't so cold. Tickle could sit out on the stone seat on West Walnut.

Mr. Moberg, district traveling accountant, was at the office a few days.

We see that Elmer is still making his usual trips to the Little Hill in the northeast part of town.

About twenty men were laid off the 6th account of reduction in forces, including two machinists, one boilermaker, eleven laborers in the house, three fillup men, two hostlers, two engine watchmen, and one fire knocker.

We also have a fillup man that spends every evening in the southwest part of town. Bad case, eh, Frank?

High cost of gasoline has caused our round-house carpenter to discontinue his auto trips of late. Better take care and not let her get flat wheels, John.

Orrie Allison has been acting as relief bill clerk at McFarland during the absence of the regular man, off account of sickness.

There is a young man in the car department that seems rather down hearted lately. What's the matter, Boots?

Mr. and Mrs. J. J. Lynch have returned from Kansas City, where they were called by the death of a friend.

In answer to 47th Street bet, that a certain machinist was dead for all time, you lose, he's still alive. We believe in living and let live. Of course we hand them a package once in a

while, but they all know the spirit it is in, and still continue to live, ready for another dose of the same medicine. Come again.

If dreams come true, it is stated that a young man quit his boarding house and returned to his home thinking he could save more money. Time is limited on his preparatory to her coming, no names mentioned. Note.—Never mind the jokes—dreams do come true and are the only kind worth having.

Mrs. F. S. Greene has been visiting a few days with friends at Topeka.

Judge Collins is on the job and working hard to get the 64th report for the last wreck on the Belleville Line, finished.

Mr. and Mrs. W. E. Carroll have moved from Wichita to Herington. Their many friends are glad to see them back.

Wm. Potter, the heavy, is making the safety appliance cars loom up.

Mr. and Mrs. J. L. Martin of Kansas City were the guests of the latter's mother and brother, Mrs. A. Frost and Gene.

A certain young man in our midst says. Herington is too dull for a real sport like me, so he is going to get some of his friends to take him to Lindsberg and show him a good time. Good times, my dear friend, are not all that count in these days. Some day you will see the error of your ways.

FOR TRADE—A good overcoat—For a good straw hat.—GEORGE KIMMERLE.

About the only speed some men show is to exhibit a quick temper. Beware!

Jake Strickbine, track cleaner, says he has a contract to shovel snow all summer and by the looks of things think the contract will hold good.

Don't flirt with temptation. Even the buzz saw won't hurt you if you don't fool with it.

James Lee is going back to the small city of Chicago for a twenty days' visit in the near future. Be careful that some of the girls don't get you, Jimmie!

"I've allus noticed grate success,

Is mixed with trouble, more or less,

And it's the one who does the best,

That gits more kicks than all the rest."

Delmer S— is the only fellow on the repair track who has no girl. He says they're too expensive. Don't believe all you hear.

PARIS GREEN will stop a headache.

P. J. Doyle, night inspector, has got the habit of laying off and taking a young lady to the movies. Which is the most attractive, Pat?

The McSween sisters (Sadness and Gladness) are still playing to capacity houses on the J. J. Grier time. Their line of talk, while tickling the keys on the National, is great.

It sure was a pleasing sight to see "Doc" Hambleton coming in off the Salina line train with as fine looking a young lady as we have seen for some time—surely he can't say it was his sister.

A. Wendlandt has discontinued his attentions south and is now paying more attention to the ones at home.

Recently an engine inspector had to lay off a couple of weeks to regain sleep and health. Surely must have been going some, eh, Elmer!

Roy Smalley was at a dance lately and seems to have enjoyed the lady's company. Go ahead, Roy, you'll get over being bashful after a while.

Oscar Hollis is sure a dancing kid. He'd rather dance than eat or work.

The wrecking crew say the new bunk and dining cars are like eating and sleeping on the ocean, only they can't hear the splash of the water on the sides. Too bad, boys; it ought to have rained.

Memphis Terminal has nothing on us; we also have the original Mutt and Jeff in a couple of switchmen.

In this age of forever preaching "Safety First," looks like they might preach "Courtesy First" once in a while. Not long ago I had a little experience here on the platform which fairly made my blood boil, so to speak. When one of the limited's pulled in a little old lady, probably 75 years or more old, came tottering out of the door and, stopping beside a tall, good-looking young man, who happened to be conversing with a young lady at the time, said, "Is this my train for H—?" Instead of telling her in a civil manner that he was a stranger and didn't know the trains any better




**Only \$175<sup>and up</sup>**  
**From Factory to Home**



**3 to 4 years to pay**  
**FREE STOOL AND SCARF**

**5 Weeks Trial**  
**Free Music Lessons**

**We Save You \$100 to \$200.**

**No Matter Where You Are Located**—you can get the finest Piano or Player piano you ever hoped to own at the lowest price you ever expected to pay. **Your Own Terms.** We have been in business over fifty-six years. Thousands of Sweet-Toned Schmolzer & Mueller Pianos and Player Pianos are in use in all parts of the country. We save all middle profits—all agent's commissions, profits and expenses.

## Five Weeks Trial In Your Own Home

**SEND TODAY**—RIGHT NOW and read all about this remarkable offer. **We pay all the freight from the factory to your station.** Use the instrument you want in your home for **five weeks**, then decide whether or not you want to keep it. If you don't find the Piano or Player piano we select for you the **Biggest and Greatest Bargain** you ever expected we take it back at our own expense.

Let us tell you all about our **Factory-To-Home** Selling Plan—our Low Factory Prices—our Liberal Payment Plan—our Twenty-five year guarantee. You will know why it is unnecessary to pay high prices others demand for same quality.

*We ask for no references—there is no red tape—you don't need a bank account, neither do you have to be a property owner, in order to deal with us.*

**Schmolzer & Mueller Piano Co.**

Established 1859

Resources \$1,000,000

OMAHA, NEB.

### —USE THE COUPON—

**SCHMOLLER & MUELLER PIANO CO.**  
Omaha, Neb., Dept. R.I.

Send me full information about your Factory-to-Home Selling Plan. I am interested in a (Piano) or (Player Piano).

Name .....

Address .....

than she did, he bawled out in a loud and unkind voice, "Ask the agent; that is what he is paid for!" Her eyes filled quickly with tears, as she evidently wasn't used to such treatment. Instantly I went to her aid, and saying as pleasantly as I might, under the circumstances, "Grandma, your train is on the third track; just wait a few minutes until these other trains have gone and then it will be quite safe for you to cross." The loveliest smile crossed her face as she thanked me for my few words of information, which had thereby saved her from going back to the ticket office. My contempt for such men is greater than I can express, and I doubt not that if some one should treat his mother or grandmother in such a way he would be ready to lick the first person in sight. Think before you speak unkindly to these old people or little children traveling alone.

Even the photographer can't make some people look pleasant.

Miss Ola Shirley, of Alva, Okla., and Mr. K. H. Poland, of this city, were married in Wichita Feb. 24 and will make their home in this city. Mr. Poland is a fireman for the Rock Island here and met his wife at Caldwell, into which he formerly had a run. They will reside at 213 North A street.—Herington Times.

Miss Flo Oliver, daughter of Conductor and Mrs. F. M. Oliver and C. A. Trudell, Rock Island brakeman at this point, were married at the home of the bride's parents, Feb. 25. After a short honeymoon spent in Kansas City and Excelsior Springs they came back to Herington, where they will reside.

"GET A TRANSFER."

If you are on the GLOOMY line,

Get a transfer.

If you're inclined to fret and pine,

Get a transfer.

Get off the track of DOUBT and GLOOM,

Get on the SUNSHINE track, there's room.

Get a transfer.

If you are on the WORRY train,

Get a transfer.

You must not stay there and complain,

Get a transfer.

The CHEERFUL CARS are passing through,  
And there's lots of room for you,

Get a transfer.

If you are on the GROUCHY track,

Get a transfer.

Just take a HAPPY SPECIAL back,

Get a transfer.

Jump on the train and pull the rope

That lands you at the station, HOPE.

Get a transfer.

Editor R. I. Magazine:

Notice—If Ex-Trentonite will send me his name and address I will gladly apologize for the error made. Party mentioned is nothing to me, so you should worry and get gray-headed. The other party at fault for writing the other letters has been detected and will be dealt with according to the book of rules. I believe you could be "nice" if you only wanted to. G. M. C.

✱ ✱

## ILLINOIS DIVISION.

### "General."

Our roster of "Trade Boosters" has been increased by the addition of Mr. George Warren, warehouse foreman at Peoria, who, through personal interest and solicitation, has secured routing on about 50 cars of structural iron, Chicago to Peoria.

Brakeman C. S. Finley was also directly responsible for securing movement via our line to Colorado points on two cars of emigrants and five passengers.

Let's add to the list.

The Explosive lecture at Davenport the evening of March 9th was well attended, the "Rock Island," as usual, being out in the largest number. Col. J. L. Taylor, who delivered the lecture, has exceptional ability in his line.

During February the division made the best or lowest overtime (train service) figure in its history. Thanks to the co-operation of everyone.

Our agents are showing active interest in the weighing and inspection of freight; as a result revenue is "going up."

Anyone having a surplus mimeograph machine please communicate with "Charley" Hobbs at Davenport or "Bill" Leitner at Peoria.

H. V. Christian is the newly appointed agent at Mossville.

Two trains of fifty cars each of Buick automobiles destined to Pacific coast points were recently handled from Joliet to Silvis, being held at the latter point long enough to permit of a photograph of the 100 cars in one train being made.

A. E. Malone is the recently appointed agent at Cable, vice R. C. Williams, resigned.

A. A. Corwin has succeeded J. G. Miller as chief yard clerk at Silvis. He comes from Iowa Falls.

Mr. W. B. Ross, secretary of the Pension Bureau, was a visitor at the division office on March 11th.

Chief Dispatcher Martin claims to have strained his arm while stringing the last time card in Chicago. He has not explained just how it happened, so we take it that he is "stringing" us.

J. Larry Hayes, our division engineer, is enjoying "some" reputation at knocking down 10-pins. Possibly his German (?) decent, at least, partially explains his ability as a bowler.

C. M. Duffy, signal supervisor, claims that his automatic signals are in such a state of perfection that neither the "Germans" nor "allies" could pass them with any success.

Our popular conductor—Robert (Honest Bob) Watkins, has been nominated as mayor of Silvis on the People's ticket. We all wish him success.

The freight house at Joliet has the appearance of having been visited by the "Dutch Cleansers." The "On Hand" stuff is a negligible quantity. Credit is due the station force.

By arranging for a through Indianapolis via Big Four to Peoria house merchandise car, which had previously moved via wagon transfer, the agent at Peoria made a good monetary saving in addition to advancing freight deliveries twenty-four hours.

E. C. Walters, our genial agent at Ottawa, has 106 good routing orders to his February credit. Going some, eh?

The movement of California fruit and incidentally vegetables, is picking up nicely and is moving with ideal regularity over the Illinois.

## "THIS IS THE LIFE" OF A WILD MAINTAINER.

By C. M. Duffy (with apologies to J. Rix Day).

Of all the pursuits on a railroad it has always occurred to me,

That the one of a "signal maintainer" is the happiest lot that could be.

If everything's working nicely you can go to bed at night

Expecting that you can stay there with a full night's sleep in sight.

But when you are sleeping soundly you're awakened and told that a light

On a signal over at Armo is not burning very bright;

To go there at once and inspect it; it doesn't seem very far.

To a man with his feet on a table and smoking a "gift" cigar.

To pull an "Armstrong" cross the prairie seventeen miles in the night.

Knowing that only one engineer had found any fault with the light.

And when you get to the signal you find the light burning all right.

You beat it back to the toolhouse to sleep what is left of the night.

When you stop in the telegraph office to give the dispatcher the "cause,"

The operator's waiting to meet you as outside the window you pause.

He hands you the following message, it's easy to see you're dismayed

For you're told it is at Colona, the trains are being delayed.

"The report on the light was in error, we are awfully sorry, old man."

And you swear that if you were the "captain" you'd sort out a healthy "can"

And tie it on the man who reports things in a "psychological" trance,

But you can't waste your breath or when pulling your car it will only come in "pants."

It's twenty-five miles to Colona; when you get there you're ready to drop,  
You had asked two engineers for a "ride" who said "They'd be damned if they'd stop."  
But you didn't ask them the reason; just didn't have nothing to say;  
You'd reported their "ashpans" open a week ago yesterday.  
The signal is "clear" when you reach it and there's nothing to do but walk,  
Inspecting the switches and batteries and wondering why it should balk,  
But you give it up as an "unknown" and to those higher up it sounds queer  
But the trouble was a freight train on the siding was not in to clear.  
By the time you get home it is morning and as it is "batteryday"  
A job of the greatest importance you must go without your "hay."  
You work through the day without dying and as the sun sinks in the West  
You go on your way enjoying the thoughts of a good night's rest.  
But the section boss at Green River in changing out several rails  
Knowing that this upon you a trip to the point would entail  
Does not fix up the wires he's broken but down to the station he sails  
"Wiring the Signal Maintainer" instead of "wiring the rails."

When you close up your earthly business and meet "Peter" at the gate,  
It's expected he will ask you,  
"What's your business been of late?"  
And you answer a Maintainer on the great "Rock Island Lines."  
He will put you in a rocker where the sunlight always shines,  
Saying, "Son, you've had your troubles," as he hands you a cigar  
"But you're not a 'Real' Maintainer, you only think you are."  
"Read 'Ad' of Jack Shannon Co. in this issue."

**"OBSERVATIONS OF A NEUTRAL CORRESPONDENT IN THE GERMAN WAR ZONE."**

(With Apologies to V. H. Hagelbarger.)  
A story is told of a typical boomer of the "A No. 1" class stepping into a certain congenial trainmaster's office, not more than 1,000 miles away and proceeded to interview the aforesaid Mr. Trainmaster personally. He broke the monotony by applying for a job as brakeman. The trainmaster (who is sometimes of a "cheery" disposition, despite the fact that his initials would lead any one to imagine that he was Very Hard Hearted ("VHH"), upon being asked the question, "Do you need a brakeman?" looked up to give the speaker the "once over." Upon glancing up at the poor remnant of manhood the aforesaid congenial trainmaster concluded that he was gazing at a "dope fiend" as the object was getting his line of talk all mixed up and not in "station order," the same way some of the conductors on division blank bring in their trains to the yards now and then. The trainmaster then told the boomer that he could do nothing for him in the line of brakeman. It was at this point that the poor object changed his line of attack. He then asked Mr. Trainmaster if there were any "beaneries" in the town. Mr. Trainmaster named over two or three well-known eating establishments in the town and was astonished to hear the fellow say that he had not eaten for two or three days—consequently Mr. Trainmaster Very Honorably Hurried ("VHH") to supply the poor "dope fiend" with the price of a substantial meal—but here is where the "ship of good cheer" was wrecked. Upon receiving the price for a feed the fellow leaned over Mr. Trainmaster's desk to thank him; and, behold, the trainmaster smelled a "rat" as he caught a whiff of the fellow's breath—he was not a fiend of the dope but a common drunkard. This was too much for the congenial trainmaster and he was so angered that he was out of his chair at one bound and had the enemy routed. The enemy beat a very hasty retreat out of the German war zone into a neutral atmosphere. It was here that history shows that the initials had another meaning also (VHH) Very Hot Headed.

This trainmaster's office is not a Very Hospi-

# A Special Discount

of  
**25%**

## to Rock Island EMPLOYEES

Send in the coupon for a Discount Card and our big catalog of

# Sporting Goods

**Everything for**

**Baseball Basketball  
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**SWEATER COATS**

**JERSEYS**



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Write for our special uniform catalog.

Biggest, best and lowest priced uniforms shown.

*Special offer to Rock Island teams.*

**The JACK SHANNON CO.  
54 E. Monroe St.  
Chicago**

Kindly send me Rock Island Membership Discount Card which entitles me to 25% discount on all sporting goods.

Name .....

Address .....

City.....State.....

tal House (VHH) for boomers of the aforesaid class.

#### SILVIS YARDS.

Mr. William McKenzie, our east-bound tonnage clerk, passed the cigars commemorating the advent of the arrival of a 10-pound baby boy who arrived at his home the first of the month.

Mr. Everett Herrin, our gallant stenographer, has tendered his resignation, taking effect March 2d, to accept position in the same capacity with the Hart Parr Company at Charles City, Iowa. We all extend our good wishes and trust that he will serve the above company as well in the future as he has this company in the past.

Mr. Ralph Beasley was the hero of the Silvis bucket brigade, who extinguished the fire on the roof of yard office the latter part of last month. The fire, which started from some unknown cause, was noticed by one of the passengers on train No. 215 which was standing at Silvis Station, who called the attention of switch tender, who, in turn, notified Beasley, who secured a couple of fire extinguishers and climbed the semaphore mast, which is located in front of the office, and from the semaphore he jumped on to the roof and extinguished the flames before they had gained sufficient headway to do any great damage.

Service Inspector King arrived the first of the month and reports everything favorable.

Our diversion clerk, Robert Ellner, has accepted position as east-bound bill clerk, nights, on account of reduction in force.

Our chief clerk, Mr. A. A. Corwin, spent one day with home folks in Iowa Falls and reports things in fine shape except about two feet of snow. He states he would rather step over flower beds than over snow drifts.

R. J. Bosold has resigned as bill clerk and Tri-City suburban collector, whose position is now being filled by Mr. H. H. Johnson.

P. G. Vernon, operator, worked a few days the first of the month on account of Operator Gurth Hubbard working at Rock Island. Gurth reports that one evening he came home and having something important to tell his wife, said to her, "Dear, there is something that has been trembling on my lips for a long time." His wife answered, "Oh, Gurth, do not shave it off; I like it."

Mr. L. C. Gebhart, late of the superintendent's office, has accepted position as stenographer at this point, vice Everett Herrin, resigned.

Mr. A. A. Streeter, who was employed in trainmaster's office at Eldon, Iowa, was on the roster at Silvis for a short time, but decided that Iowa was a more congenial state than Illinois, so has returned to Eldon.

"Read 'Ad' of Jack Shanon Co. in this issue."

Mr. C. F. Duncan, alias "Smiler," has more reason now than ever to live up to his name. Since the inauguration of the "jitney busses" in the Tri-Cities he has been seen on several occasions riding home in one of these machines. He says it is very exhilarating. Mr. Herold Johnson has tried several times to ride in one but finds that the dimensions of the machine will not permit such a performance.

Mr. Thomas Groom, west yardmaster, took pay day off—we presume he has visited the Panama Exposition.

Operator Jesse Teeters has been wearing out his shoes with shines, for his trips to East Moline have been very frequent of late. We wonder that if bright shoes will make the young lady see Jesse better.

Former Yardmaster William Melke has resumed duties as foreman of east yard switch engine. Mr. Melke says that he has discontinued fighting for the "Germans," claiming that the Chicago American has killed more men (in print) than he can ever account for.

Silvis yard received special mention for the satisfactory manner in which the Buick automobile special was handled. This train consisted of 100 cars of Buick autos. Our general freight agent of Michigan and Wisconsin, Mr. Williams, and division freight agent, E. L. Goff, accompanied the shipment from Detroit to Silvis.

Mr. Amos Damp reports that he still lacks ten Fatima coupons. When these ten are gathered in the yard office will have a brand new baseball to open the season with. If we could get good players with coupons Mr. Damp would be better satisfied.

Silvis yard has secured the latest story on the

C., B. & Q. A gentleman, after inquiring for the rates to the exposition, was informed that the rates were \$60. He answered that was very reasonable, it being only \$1 per day.

We are still at loss and are trying to ascertain the poet of Silvis shops.

Silvis callers, Charles Bolen, Carl Schenrock and Robert Lundy, are having a contest among themselves to see which can call the largest number of crews in the shortest time. However, we do not as yet know which one is the victor.

Switch Foreman George Kouns while at Carbon Cliff doing some work, discovered C. & E. I. 11166 in Extra 1979, east, off center; notified train crew and had same set out, probably averting a serious delay or damage to train.

Harry Reiley, our west yard clerk, has accepted a position as tonnage clerk.

Shop train collectors, Tom Larkin, Roy Bosold and Harry Hall, report that business is again normal, owing to the fact that the shops have again resumed full operation.

L. B. Phillips, station agent, has blossomed forth in a new regulation cap which we consider rather premature as Easter is still some weeks off.

F. A. Bordner, icing inspector at this point, is the proud father of a baby girl. Mother and baby doing nicely.

A gentleman who resides in Silvis reports that they now have a newspaper in Silvis—a traveling salesman left one at the hotel last week.

Mr. William McKellip, special agent, was in Silvis on business several times lately.

Paul Loose, night yardmaster, won a good cigar last week by discovering the best way to make a watermelon speak—he maintaining that the best way was to take a knife, cut it and make it hollow.

John Cordell has been puzzling his brain over the fact that if the Pennsylvania ran around in a circle would it B. & O.

"Read 'Ad' of Jack Shanon Co. in this issue."

#### DAVENPORT FREIGHT STATION.

Davenport freight office is pleased to report a substantial increase in earnings for February.

Ben Litscher, our genial per diem clerk, was forced to take an unwelcome vacation for over a week on account of measles.

Mr. Harry Morris, agent Western Weighing & Inspection Bureau, was called to Omaha the first of the month in connection with association business.

Recent visitors at the freight office were M. E. Lucas, trainmaster; W. H. King, station service supervisor; S. J. Russell, agent Rock Island, Ill.; E. R. Floren, master carpenter; Mr. Nicholas, Mr. Stoodly and Mr. Nuemeyer from Mr. Maxey's office. Come again, gentlemen, we are always glad to see you.

Tuesday evening, March 9, the employees of the railroads in the Tri-Cities were not only entertained, but also received valuable instructions from a lecture given by Col. J. L. Taylor, assistant to chief inspector, Bureau of Explosives, on the proper handling of explosives and other dangerous articles. The meeting was held in the Times auditorium, Davenport, and was attended by over 180 men. We are glad to notice that there were several with us not connected with the railroads.

The Crescent Macaroni & Cracker Co. are busily engaged in getting out plans for a modern building to be erected on the site of their factory which was completely destroyed some time ago.

The Independent Baking Company expects to be able to move into their factory, located in West Davenport, about the first of April.



#### KANSAS CITY, MO.

We are glad to see Engineer Dingey back at his old job on the house engine. He has been on the sick list for several months with inflammatory rheumatism. Mr. Dingey says he spent about \$400 taking various treatments which did him no good but was finally cured by a remedy which cost him 35 cents. He is now feeling fine. "Read 'Ad' of Jack Shanon Co. in this issue."

Mr. R. L. Brown attended the refrigerator service conference held here March 18th. Mr. Brown is now station supervisor for the Nebraska and Colorado divisions, stationed at Fairbury. He is looking fine.

Mrs. E. M. Pollitt, wife of E. C. Pollitt of the Pollitt Lumber Company, died March 18th. Mrs.

Pollitt was a sister of John B. Woodward, chief accountant for Kansas City terminal division.

#### ADVANCE NOTICE.

Merely as a safeguard in case the county of Jackson in the state of Missouri is quarantined, as we fear one of our office men has caught the "foot and mouth" disease. He does not say but presume this dreaded malady was infected from some man in charge of a "Zulu" while passing through here. It is rumored that some here intend making a visit to Iowa soon, but should this county be quarantined, most all visits will likely be canceled rather than subjugate themselves to the embarrassment of having to comply with Mr. Pickering's Embargo No. 160, Supplement No. 27, dated February 20, 1915, which reads as follows: \* \* \* Oh, well, no use taking space to reprint it here as you can read it for yourselves.

Kansas City has something to be proud of for we just learn that this one measely station did more business in the year 1914 than any division on the second district. There is no other one station on the entire system that has this distinction and we intend to keep up this record and from present indications the year 1915 will break all previous records.

Philadelphia Quartz Company are building a large plant for manufacturing silicate of soda and its by-products at 18th and Kansas avenue, adjoining our tracks. They have purchased about five acres of land and land and plant will cost about \$250,000. This is one of the many branches of the parent concern located at Philadelphia. The Rock Island will be the only line that will have switch line into this new plant, our section men being busy at this time putting in sidetracks.

The 12th street viaduct was opened for street car traffic on the 18th and the 12th street cars will now go around the loop south on Genesee street and back on Wyoming, or in other words, around the Rock Island freight house, making it very convenient for patrons of this line. The viaduct will not, however, be opened for other traffic for another month. The 12th street viaduct is the largest of its kind in the world; it cost \$600,000. Practically all traffic between the wholesale district and the railroad depots in the bottom and retail district up-town will be handled over this viaduct as soon as it is opened for wagon traffic.

The 7th street passenger station, Kansas City, Kan., was opened for business on February 1st. It is in charge of Ticket Agents Lyons and Smith and Baggage Agent D. C. Stephenson, Jr. They report business good.

William Finn, formerly chief pilot here, is now night yardmaster at Horton.

Brick Wilson, we understand, is now running a bakery on Broadway.

Ed. Hungerford, trainmaster, Omaha, was in town March 18th and visited his friends in the local office.

H. U. Grannade, stenographer in the superintendent's office, went to Mexico, Mo., March 20th and stayed over Sunday with his folks there.

Bill Landis is now stenographer in the Santa Fe live stock agent's office.

We have it on good authority that Commercial Agent Atwood ever since he moved his office wears a watch on his left wrist so he can get down on time. The commercial and general freight offices are now on the seventh floor of the Midland Building.

Foreman Ogles reports business good. He expects March to show a big increase. Ray Allison was married last month. Frank Heacock is now chief delivery clerk.

"Read 'Ad' of Jack Shanon Co. in this issue."

### MANLY, IOWA.

#### By Peanuts.

A. L. Clay, conductor, is at home suffering from an injury to his right foot. His run is being handled by E. D. Turner.

A. L. Mahan is back in gang after being on the transfer at Inver Grove for a month. Beeler and Riley, his brakemen, came down with him.

J. G. Burns, former brakeman on 88 and 89, between Iowa Falls and Vinton, is back on the north end once more after being displaced by W. S. Martin.

G. A. Hanson, former conductor on 88 and 89, has taken a gang car. His old run is being filled by Fred Cramer.



## 3 YEARS TO PAY

For the Sweet Toned

## MEISTER PIANO

### 30 Days Free Trial

We Pay the Freight

You are not asked to deposit, or pay or advance a cent in any way until you write us and say that the MEISTER is entirely satisfactory and you wish to keep it. Then these are the terms of sale:

### \$1 a Week or \$5 a Month

#### No Interest on Payments

No cash payments down. No extras of any kind. Piano stool and scarf free. Sold direct from the maker to you and we guarantee you a saving of \$100.

Send now for our beautiful Free Catalog which shows eight styles of Meister Pianos. Our resources exceed \$4,000,000.

### Rothschild & Company

Dept. E-103

Chicago, Ill.

Engineer A. A. Owens and wife have started on a tour of the south, which includes visits to Galveston, Houston, New Orleans and other interesting places. They expect to be away about a month. Casey Jones is filling in on the 937 in Owens' place.

C. A. Lawler, conductor, has been telling the boys around the office that he was about to move his family from Albert Lea to Manly. One fine morning we find upon looking for his name on train board that he had worked the train-master's clerk for a pass from Manly to Minneapolis and went as far as Inver Grove to look for a house. The boys all like Lawler and want to see him do well but figure he should move to Manly and help build the town. We are going to get a new school (?). Charley.

Gruver, Cavanaugh, Albright and Matthews, assisted by the village clown, F. Logeman, furnish the fun for the farmer boys at Hurd's drug store. Admission is free.

C. A. Hise, rodman in the engineering department, is now station helper at this place.

We all miss the smiling face of Mabel Westcott, former P. R. Clerk, who lost out in the reduction.

John Bufkin of Mason City is the day bill clerk while Stacey is off.

Melvin Iverson is day call boy vice Earl Lexa, resigned.

Stacey Dignan was seen around Plymouth Junction for the past two or three days. Wonder what you saw around there except the jolly agent, Charley Howard.

The following employees of the superintendent's office names appear on the prohibition ticket for the coming election, to be held March 27th: C. H. Gruver, mayor; B. F. Young, C. R. Hicks and Hank Walters, aldermen; L. C. Albright, city clerk; W. J. Cavanaugh, fire chief; W. J. Albright, justice of the peace; L. J. Evans, dog catcher; Will Cramer, sheriff; Emil Peters, chief of police.

C. J. Matthews, M. M. clerk, has opened a school of music on the fifth floor of Hurd's Building. She will teach both vocal and instrumental music; classes on Wednesday and Friday evenings.

Chas. Howard, who has been 1st trick operator here since Manly was a small town, has been appointed agent at Plymouth Junction.

Don Lawrence and Mat Mullins visited sick friends in Albert Lea Sunday.

"Read 'Ad' of Jack Shanon Co. in this issue."

## NEBRASKA DIVISION.

By M. B. K.

Our "SAFETY FIRST" secretary is certainly trying to live up to his office. He even cut his thumb with a "Safety" Razor. Why not make some recommendation to the razor people, Mr. Lothian?

We are glad Engineer McQuaid is able to be around again after his accident at Council Bluffs.

On Feb. 25th the members of the superintendent's, chief dispatcher's and yard master's office force, together with some of the round-house employees, presented Mr. O. H. Buchanan, former chief clerk to Superintendent Sheahan, with a beautiful leather traveling bag as a token of appreciation for the many favors granted.

On Feb. 27th, our general clerk, Vernon Lea, deserted the ranks of the bachelors. On that date Miss Elsie Hunsinger became his wife. They have our congratulations and best wishes for a long and happy life.

Dispatchers J. A. Dickens and W. H. McCoy have been forced to lay off the past month, a few days each, on account of sickness.

We miss Car Foreman G. C. Brown, who is laying off on account of sickness. Here's hoping he will soon be able to return to work.

Signal Supervisor W. J. Peycke has been promoted and moved to Topeka, Kan. We certainly miss him even though he is such a quiet (?) young man.

Ask our "best dispatcher" how he likes the snow and see him smile. That new automobile is getting very restless standing in the garage.

Effective Feb. 1st, General Foreman E. N. Newton was relieved by B. Smith. We are very sorry to lose Mr. Newton and wish him

the best of luck and hope Mr. Smith will have success in his new position.

Conductor F. H. Bishop has been away for several weeks visiting in Herrick, S. D.

Engineer Lewis Brown was called to Deadwood, S. D., the first part of this month on account of the death of his niece. He has our sympathy.

Wire Chief W. V. Corp was called to Kansas City this morning on account of the death of his mother. He has our sympathy in his hour of sorrow.

On Friday, March 12th, Mrs. J. A. Cuykendall died at Lincoln after a long illness. Funeral was held from the Methodist Church at Fairbury and the bereaved family has the sympathy of all.

"Read 'Ad' of Jack Shanon Co. in this issue."

Train Master Cameron was compelled to stay at home a few days the first of this month on account of sickness.

## SILVIS NEWS.

Machinist Chas. Limburg has resigned at Silvis and embarked in the "jitney bus" business with a nice little Maxwell machine. He has the 15th St. run in Moline. You're next, Rodgers.

The Silvis Glee Club is making a hit with the churches in this vicinity, having filled two engagements last month. They are as good a drawing card as Billy Sunday.

Dutch Swarsty now claims that he is a gentleman, but we cannot see where he gets the grounds for such claim.

Mr. Leonard Gebhardt, formerly stenographer at the assistant superintendent's office, and Mr. Ramsdall's office, has accepted a position at the Silvis yard office. He still has a liking for Silvis.

Mrs. John Bull, wife of Machinist John Bull, died at her home in Susquehanna, Pa., March 3rd. Mr. Bull has the sympathy of all his friends.

Machinist Ralph Hemingson is the proud father of a baby girl born February 21st, and the boys all enjoyed the smoke.

Master Mechanic Wm. M. Wilson, formerly our general boiler shop foreman, paid us a visit March 17th, and the boys were all glad to see his smiling face, this visit being his first since he left here.

Machinist John Goodrich and Henry Haller made a trip to Old Mexico and report a fine trip.

Topsy Gerlich made some hit St. Patrick's day wearing his last year's straw hat dipped in green paint trimmed with a clay pipe and a yellow shamrock.

Boiler Inspector Hood has recently returned from Eldon, Ia., and says that the men at that point are certainly a fine bunch of fellows and that he was right at home there.

It is reported that Machinist Art Goldberg is furnishing the live stock for the Family Theater in Moline for the Tuesday and Thursday nights' country store.

Machinist Apprentice Joe Krone says that if a new alarm clock is not installed at home he will have to set up all night in order to get the shop train.

On March 15 the Silvis Glee Club held a dancing party at the Recreation Hall, Moline, not only was there dancing but ten numbers of athletic events took place off and on all evening. Sides were chosen and each side had a ribbon pinned on themselves; the parties having the blue ribbons were called the Mutts and parties having the red ribbons were called the Jitneys. Every event that took place had a certain number of points awarded it. The Mutts came out winners. The judges were Mr. and Mrs. S. W. Mullinex, Mr. and Mrs. J. C. Kirk and Mr. and Mrs. P. Linthicum. During the evening frappe was served, everyone going home with a well-spent evening.

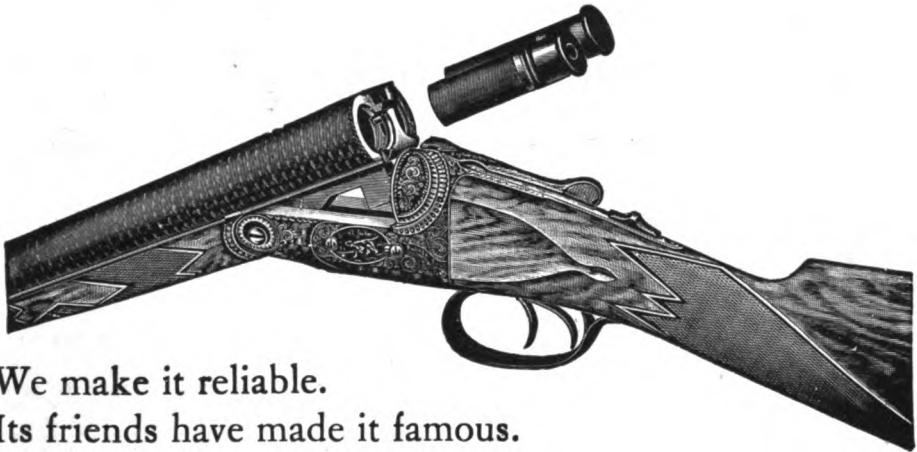
Fred Miller, of the power house, didn't forget the boys, bringing around the cigars over the arrival of a baby boy born at his home March 5.

Vic Carlson, the bunch is still waiting on your smokes.

"Read 'Ad' of Jack Shanon Co. in this issue."

As no replies have been received to L. U. S.' ad in last issue a motor trip is being contemplated. No chauffeur wanted.

# THE PARKER GUN

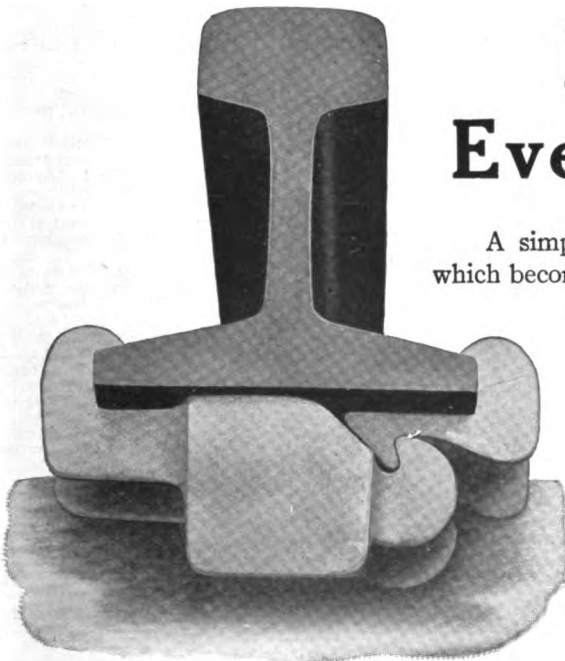


We make it reliable.  
Its friends have made it famous.

*Send for Catalogue*

**PARKER BROS., Meriden, Conn.**

N. Y. Salesrooms: 32 Warren St. A. W. duBray, Res. Agt., Box 102, San Francisco



## In Use Everywhere

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

**THE P. & M.  
COMPANY**

New York, Chicago, Denver,  
San Francisco, Montreal

**P. & M. Rail Anti-Creepers**



A suggestion to our friend, W. L. R.:

When the days are dark and dreary  
And you feel all worn and weary  
And your mind is in a turmoil and a whirl,  
Remember this is single life  
And the man without a wife  
Should proceed at once to court a pretty girl.

Oh, it's wonders they can do  
For a fellow that feels blue.  
They make him see the brighter side of life.  
With her winning, winsome smile  
Your efforts are worth while,  
To make this charming girl your loving wife.

If you succeed and settle down,  
No more you'll run around,  
And the storehouse then will have no charm  
for you.  
You'll have no desire to roam,  
But each night will stay at home  
With her who is so loving, kind and true.

And thus you'll go through life,  
Hand in hand with your dear wife,  
And the happy children all will you adore.  
When life's sun sets in the west  
They will all proclaim you blest  
And keep your memory green when you're no  
more.



### PEORIA, ILL.

#### By "Jimmy."

This issue marks the finishing of our grand levee park two blocks south of the office. Now for the "proposed" addition to the local office, the banishing of the unsanitary conditions under which we are now forced to work. With the finishing of the proposed addition, bounded by the new park, the system will be owners of one of the most conspicuous spots in Peoria.

Bob Armfield, the yardmaster's chief clerk who was laid up for one week owing to sickness, is back at his desk and down to drilling again.

Big Bill "Leady," the "fattest" switchman in the world, was almost pinched by a Peoria policeman last week. He was caught stopping everyone in the down-town district trying to sell them tickets for the annual Switchmen's ball. Big "Bill" was accompanied by "Sammy" Smith. The last seen of Sammy was his form "tearing" up an alley. Big "Bill" apologized and they naturally let him loose, to hunt the vanished "Sammy."

"Read 'Ad' of Jack Shanon Co. in this issue." Harry Atkinson, brakeman, has returned from a brief stay in California, very brief stay, he left on the first and was back on the fifteenth. Verily, I say very brief, eh, Harry.

#### YARD CLERK VS. OPERATOR.

Bob Sheridan is our thrifty yard clerk.

Who eats just like a shark.

Steak, ham, chicken or turk.

He makes them fly, just like a lark.

Bob stole Jack's dinner once, yea, twice.

He thought it funny, he thought it was nice.

The guilty party, Jack did not know.

But ready to learn, he hid very low.

Jack was starved, not a bite would he eat.

Beneath the table he sat on his seat.

He laid his lunch on the table with care.

In hopes that the culprit soon would be there.

Bob came in through the open door,

He "smelt" some grub, but knew not where,

Jack sat still on the cold, cold floor.

But said not a word, the crook was there.

Bob was eating, yes, gobbling Jack's lunch,

When Jack sneaked up from hiding.

He dare not hit Bob, he lacked the punch,

But he could see his lunch quickly sliding.

Typewriter in hands, Jack sneaked to the thief,  
And allowed it to fall right on him.

It made Bob shy ten pounds of beef.

No good did the stolen lunch do him.

Mike Donnelly, chief machinist of the local shops is making the race for alderman in the

first ward on the democratic ticket. Mike has hundreds of friends in this ward. We all wish him the greatest success and feel assured of the same.

Pearl Fredericks, assistant foreman, was almost a candidate for police magistrate in the coming spring election, but for the fact that it was a foreigner, who knew not what he was doing, that put Pearl's name on the ticket. He regrets now that it was not a naturalized voter who voted Mr. Fredericks.

#### OUR HERO.

His name is Smith, our assistant yardmaster. Always around and always the master. He knows his business and knows it well. The men all love him, some, just like h——!

The cars he places where they belong,  
The rush orders he handles in a hurry,  
He carries his business like a song,  
To cover his tumultuous worry.

Take it from me, just as a tip,  
"Dinny" is there, he sure has the lip.  
Cars and engines all move in a rush.  
Whether it's clear, rain, snowy or slush.  
He gives the orders, the men never shirk,  
And all is all right, when Dinny's at work.

During the past winter months Mr. Robt. Clarke, known from coast to coast as the owner of the largest distilleries in the world, made a trip through the Panama Canal. He was highly entertained while on his recent trip by Mr. Charles Motsett, formerly chief clerk in the Peoria yards and now manager of transportation in the canal zone, with a cabin next to that of Col. Goethals.



### PEORIA.

#### Grant Street Crossing.

Editor Rock Island Employes' Magazine.

Again we note the death of an old employee of the Rock Island road. Louis Lawson, for over 25 years agent at Rome station, has gone to that great beyond where there are no return passes. He has just stepped aside to make room for some other party to take his place.

Not much news from the Peoria yards or office this month. The trains seem to be running on the same tracks and on the same old time. No births or marriages that I have heard of, but some expected.

Hear that Dennie Smith has been promoted; particulars not heard.

Dan Clancy, foreman switch crew engine 72, is back from his trip to Florida, Cuba and the South. Dan is looking fine, was so well pleased with his trip that he moved into a larger house on his return. Dan found his Florida farm much better than he expected. Found it mostly dry but wet enough about it to plant his bull frogs and catfish, but with these he had bad luck. The alligators ate all his catfish the first night. The frogs jumped into the neighbor's pond and as Dan forgot to brand them lost the whole lot. Dan only had one accident on his whole trip. While sitting in the park at Tampa a coconut dropped and hit him on the head. Dan says it did not hurt so bad but fears he will be bald headed the rest of his days.

The venerable engineer, James Redman laid off half a day to trade engines. He had been running No. 86 but she got bad habits. She smoked all day and went out nights with another engineer. Jim now has 72 and he seems to be happy.

Joe Hall, the yard master, after going through a hard winter, is looking like a June rose, fresh and better looking than ever.

Will Hargaty, foreman engine 134, is laying off a few days to rest up.

Mr. Pritchard, master mechanic and round-house foreman, called up this way the other day. Reports everything O. K. in his line of business.

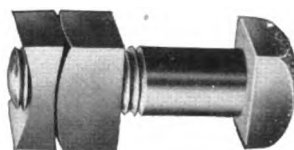
Wm. Lafever, foreman, is very busy these days repairing cars that have gone through a hard winter.

"Read 'Ad' of Jack Shanon Co. in this issue."

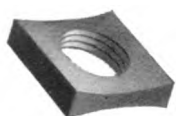
Joseph Froelsey, yard clerk, says that the stories about troubles in married life are a humbug; says he has been married three months and no sign of trouble.

**WRITE IT RIGHT!**

# **"BOSS" LOCK NUTS**



When you specify don't say "Lock Nuts"—but "Write it Right"—put it down this way:—



## **"BOSS" LOCK NUTS**



Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "BOSS" Lock Nuts annually?

## **BOSS NUT COMPANY**

RAILWAY EXCHANGE, CHICAGO

**Safety First!**

For more than half a century  
the Watchword of the  
Oldest Bank in Chicago

Interest  
Paid on  
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High  
Grade  
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112 West Adams Street - Chicago  
CAPITAL and SURPLUS - \$10,000,000

## **Ideal Factory Sites**

Offered on our property at  
**MEMPHIS, TENN.**

where every facility for varied lines of manufacturing can be obtained—Raw material in abundance nearby—Excellent Railroad facilities—Low freight rates, are some of the reasons why.

Forty industrial institutions located on our property.

We also have homes for help and residence subdivisions.

*Correspondence solicited.*

## **SOUTH MEMPHIS LAND COMPANY**

73 Madison Avenue, Memphis, Tenn.

**TOPEKA.****Nell Burleigh.**

Mr. and Mrs. Lew Follett are the parents of a son born at Osage City, Kan., Feb. 19, to whom they have given the name Lew. Mr. Follett is employed in the general passenger agent's office.

Richard S. Smith, 66 years old, a claim adjuster for this company, died Wednesday night, March 10th, in his room at a Leavenworth, Kan., hotel. It was discovered he was dead when attendants went to his room the next morning to clean it. Mr. Smith lived at 509 Lincoln street, Topeka. He is survived by his wife and one son, George B. Smith. The body of Mr. Smith was taken to Richmond, Ind., for burial. Mr. Smith came from Richmond in 1906 and since 1907 has been with the Rock Island as claim adjuster.

Miss Edith Rossi, stenographer in the general manager's office, spent the week end, the 13th and 14th of March, in St. Joe visiting friends.

Norman, the twenty-year-old son of Mr. and Mrs. Luke Ballard, 104 Clay street, passed away Saturday afternoon, March 13th, at his home, after a two weeks' illness. He is survived by his parents, a sister, Miss Anna Ballard, and one brother, Luke Ballard. The funeral was held at 2:30 p. m., March 15th, from Penwell's chapel. Burial in Topeka Cemetery. Mr. Luke Ballard, the father, is employed as operator at the yard office, Topeka.

Mrs. C. E. Gibb and little daughter Hazel returned the first week in March from a visit with Mrs. Gibb's parents in Bucklin, Mo.

Mrs. Nisbet, mother of A. R. Nisbet, yardmaster at this point, left early in March for California, where she will make her future home.

"Read 'Ad' of Jack Shanon Co. in this issue."

Mr. E. W. Buxton was appointed traveling claim adjuster at this point, effective March 1st, account death of H. J. Whitcomb.

**VALLEY JUNCTION SHOP NEWS.****The Combined Efforts of Frankie, Oscar and Billy.**

W. J. Hartman was a Valley Junction visitor March 20th. He gave us a very instructive lecture on the handling and maintenance of speed recorders and the proper ventilation of passenger equipment; all foremen and others directly connected with the handling of these features being in attendance. We are always glad to see W. J. H. inasmuch as he has always something on his mind to impart which will tend to lighten our labors and at the same time increase the efficiency of the service. The only thing he does not call often enough.

The new electric tractor was installed on our turntable March 18th and it is certainly a "jim dandy." It is very astonishing to see the ease with which our large Mikado and Pacific type power is handled with this machine. General Foreman Rulter is like a boy with a new pair of red toed boots, in fact, to see his strutting around you would think he was walking on eggs and fearful lest some miscreant make away with, or in some manner or another put this tractor out of commission. Rulter has borrowed one of Teddy Roosevelt's big sticks with which to guard this machine, and he is responsible for a statement to the effect that "the only way in which this machine can now be removed from the turntable is over his corpse." It is further noted that he has a more dignified bearing since the installation of this tractor as prior to this time he really felt that it did not become his station in life to carry fodder to the mules which we have been using for the past sixty or ninety days. We all feel that with this improvement the Iowa Division should be able to declare quite a dividend in subsequent months. This prophecy we fully expect to fulfill; watch our engine handling drop.

"Read 'Ad' of Jack Shanon Co. in this issue."

Mrs. Thomas O'Connor, wife of Assistant Roundhouse Foreman O'Connor, is visiting in Seattle for the benefit of her health.

On the 16th of February occurred the marriage of Miss Josephine Morrison, formerly em-

ployed as stenographer in the Master Mechanic's office, and Floyd Andrews, fireman East Iowa Division. We were not aware of the fact that Dan Cupid had entered the forbidden door of the Master Mechanic's sanctum sanctorum until the knot was tied and "Joe" had become Mrs. Andrews, when she politely informed us she had another boss and she could not see her way clear to confine herself to eight hours per day explaining the whyfore of delays, engine failures and other delinquencies. However, the following day a committee was appointed to interview Joe and ascertain if she had really given up the strenuous life and she was found on the kitchen floor with both hands tied to a scrub brush endeavoring to obliterate a grease stain which was left by her, she having overturned mamma's lard pail. It was further found that the man in the case had taken it upon himself to remove the snow from the walks in connection with his home and those of all the neighbors, he being so excited that instead of being satisfied with taking care of his own premises he was endeavoring to clean up the whole town. The mayor, finding he had such an accomplished adjutant, dismissed the street force and permitted Andrews to handle the work entirely by his lonesome. All of the office force will agree with Andrews that he is some judge of human nature when he picked Joe for his better half, and we agree with him that he got one of the best this side of the Mississippi, barring none.

Mrs. Thompson accepted a position in the Master Mechanic's office as stenographer, succeeding Miss Joe Morrison, who resigned.

By the way, we wish to inquire as to whether or not Paul Willis has as yet found the inner tube to "that" Ford auto. It might be well to get Engineer Simpson on the trail of this as we understand he was instigator of the crime.

Will Harlan kindly advise us as to whether the hat he wore Sunday was his "Valley Junction hat" or his "Des Moines hat?"

Engineer Ed Kelley is spending several weeks at Excelsior Springs.

The Physical Culture Class will hold their weekly meeting in the gym located in the second story of the Master Mechanic's office. It is desired that all members of the class be present. R. O. Sheets, director.

Roy E. Sloan, traveling accountant, having finished his check of Valley Junction, reported everything in first-class shape. Mr. Sloan's ability as an interpreter is undisputed and his kindness is appreciated very much.

The next time Scott Hayes is asked to report in St. Paul we will either have to tag him or wire the police of St. Paul to watch for him. It might be well to do both, as it seems he had some difficulty in finding the Merchant's Hotel; in fact, did not find it at all.

"Read 'Ad' of Jack Shanon Co. in this issue."

**WEST LIBERTY, IOWA.****E. W. S.**

Operator R. O. Dewey took his wife to Rochester, Minn., to the Mayo Hospital the latter part of February, where she underwent an operation. At present, her speedy recovery is believed.

Roundhouse Foreman E. C. Peacock has been awarded a leather medal by his admirers, account his bravery, on the night of March 12th, when he went up to a Mexican who had been in a running pistol battle on the main streets. Mr. Peacock approached the Mexican, asked for his pistol, taking the "admirer of Carranza" to the local jail.

In connection with jails, all hats off to our jail. Recently the passenger station was flooded with tramps, the Night Ticket Clerk Nichols desiring more room for passengers and less room for tramps, had a bunch of the floating type jailed. In the wee small hours of the night the tramps getting thirsty broke out of jail to quench their thirst at the town water tank, and being unable to find the jail again, it was necessary to call the jailer from his home to redirect them to their place of abode.

Special Officer C. D. Bumgardner has been at Rochester, Minn., for the past three weeks,



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

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

## The Bettendorf Company

BETTENDORF, IOWA

THE BETTENDORF CO.,  
Bettendorf, Iowa.

Please send me your free chart showing the dismantling of the Bettendorf Truck.

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*The International Correspondence Schools can qualify you to be an order-GIVER. They can help you to a better job by giving you the TRAINING that the better job requires. They can help you to earn more money. They can help you to a more congenial position and send you to work in the morning chock full of ambition and determination.*

For 24 years the I. C. S. have been aiding men just like you to rise to positions where salaries are larger and opportunities greater. Every month more than 400 men of all occupations voluntarily report better jobs and more money as a result of I. C. S. training.

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Please explain, without obligating me, how I can qualify for the position, trade, or profession before which I have marked X.

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| <input type="checkbox"/> Air-Brake Inspector     | <input type="checkbox"/> Electrician            |
| <input type="checkbox"/> Air-Brake Repairman     | <input type="checkbox"/> Electrical Engineer    |
| <input type="checkbox"/> General Foreman         | <input type="checkbox"/> Mechanical Engineer    |
| <input type="checkbox"/> R. R. Shop Foreman      | <input type="checkbox"/> Plumb. & Steam Fitting |
| <input type="checkbox"/> R. R. Traveling Eng.    | <input type="checkbox"/> Mining Engineer        |
| <input type="checkbox"/> R. R. Trav'g Fireman    | <input type="checkbox"/> Bridge Engineer        |
| <input type="checkbox"/> R. R. Construct'n Eng.  | <input type="checkbox"/> Assayer                |
| <input type="checkbox"/> Agency Accounting       | <input type="checkbox"/> Architect              |
| <input type="checkbox"/> Gen'l Office Accountin' | <input type="checkbox"/> Bookkeeper             |
| <input type="checkbox"/> Civil Engineer          | <input type="checkbox"/> Stenographer           |
| <input type="checkbox"/> Surveyor                | <input type="checkbox"/> U. S. Civil Service    |
| <input type="checkbox"/> Concrete Construction   | <input type="checkbox"/> Advertising Man        |

Name .....

Street and No. ....

City ..... State .....

Present Occupation .....

Employed by ..... R. R. ....

where his wife is slowly recovering from a very severe operation.

Messenger Boy Mayson Williams made a recent trip to Nichols, Iowa. We trust Brother McDougall at Nichols will not be offended because our messenger failed to call and "borrow a bunch of 505" reports.

One clerk has been taken off our operating staff. Hard times.

Mr. W. J. Leahy and J. G. Farmer, general passenger agent and Division passenger agent, respectively, were at West Liberty March 12th and held a meeting in the Commercial Club rooms, where a talk was made in favor of increased freight and passenger rates. The West Liberty Commercial Club adopted a resolution asking that the state representative and senator from this district petition for such increase as would be established as a necessity for the future welfare of the railroads.

Arrangements have been made through Yardmaster Plumly whereby a supply of "passenger coal" from the La Salle mines will be kept on tap for supplying passenger trains. With this arrangement in effect we feel that engine failures will not be numerous, especially when chargeable to our chutes. Coal Chute Foreman C. S. Briggs has this matter under headway and same is working out nicely.

Switchman F. W. Smith off few days account sickness, relieved by Brakeman E. T. Cornelius.

"Read 'Ad' of Jack Shanon Co. in this issue."

Account heavy snow and sleet storm during February all telegraph wires failed between Mitchellville and Altoona for several days. Temporary train dispatcher's office was opened up at West Liberty with Trainmaster Green,

Operator Stuart at this point, and Dispatcher B. J. Donohue from Des Moines working a trick.

Yard Clerk W. E. Bockentheln was "given the once over," found "proficient," and put on first trick, operator's table, during this inclement weather.

Operator B. Frye of Oxford was working extra at this point during March.

Clayton Cox, relieved as night baggageman, account reduction in force, has returned to his former home in Wapello.

"Read 'Ad' of Jack Shanon Co. in this issue."

Mrs. H. R. Childs and son Harold, family of Cashier H. R. Childs, were called to Beatrice, Neb., recently account death of Mrs. Childs' sister's husband. They experienced a very hard trip account wire failure, block signal trouble, etc. Lost 24 hours between West Liberty and Lincoln, missing the funeral by one day.

Mrs. C. W. Plumly, wife of our yardmaster, took one of the prominent parts in a home talent play, and it is said that she performed her part with much credit. Clay Nichols, night ticket clerk, also on the character list, doing his stunt in the usual creditable manner.

It is said that some of the boys claim they can ride "No. 8" without transportation. Nuf sed.

Harry Hormel, formerly waiter, for the past six years in the depot restaurant, after a couple years bedfast illness passed away at his home here March 12th. A floral offering was presented by the railroad boys at this point.

Mrs. Chas. Ross, wife of Baggage-man Ross, was a recent Lettis, Iowa, visitor among friends and relatives.

## HAMILTON PARK KRISPETTES

KING KINNEY, Editor

Vol. 11.

April, 1915

No. M

### SPRING.

Oh, the signs of Spring in the city,  
Can be seen almost everywhere,  
And they cannot be called very pretty,  
As they hang in the sunlight's bright glare.  
Politicians' prizes and slogans,  
Stare at us from walls as we pass,  
"Safety First," "The Peepuls' Friend,"  
And other samples of political gas.

Signs of Spring—tattered and torn,  
Frayed and discolored by rain,  
"Who will fill in Bubbly Creek?"  
"Who will mitigate straphanger's pain?"  
Same old brand of political bunk,  
That they hand out year after year,  
Harbingers and signs of the time,  
That tell us that Spring time is here.

### "IN THE SPRINGTIME YOUTHFUL FANCY."

Yes, Spring is here—we see signs of it everywhere. Already Jimmy Normoyle is planning on a trip to Frisco, so is Jno. Simpson, and as for Harley Reisman, well, he, too, is down with the Spring fever, while Charley Markus continues to gaze in a dreamy way, which plainly indicates he is in "love." But then a peach cannot be found every day in the garden of love. But those are not the only signs of Spring—Jno. Kimmey has the fever bad—a very serious case—he can be discovered almost any Saturday afternoon up at the "Englewood" in the second row. Who knows, Jno. may be in love with a chorus girl. And Dorothy Croft, one of the prettiest girls in the C. A., has turned to Springtime's fancy, at least she has taken quite a fancy to Jimmy Barr. While Frances Davis (we didn't promise not to write you up, Frances) has the Spring poem fever buzzing in her bonnet, and has promised with the co-operation of Julia Davies to write a sonnet, depicting the joys and sorrows of a comptometer operator. And Monte Davis may not be in love, but nev-

ertheless he wears a satisfied smile ever since Esther moved up in front of him, and well, anyway, he expects to renew old friendship.

### MERITORIOUS SERVICE.

Mr. Bowler Eastwood debited with 50 merit marks for the splendid Fourth of July oration he delivered the "King" March 12th. "Bo" will receive ten more if he will tell us "How the answer in subtraction turned in?"

Any Rock Island employee will be credited with a 25 per cent discount at the Jack Shanon Co. Read their ad for particulars. The Hamilton Park Rock Island baseball club purchased their uniforms from Jack Shannon and declare they can't be beat.

### NONSENSE.

Dean Phillips Caswell loves oysters,  
He eats them both night and day,  
Stewed oysters, fried oysters, raw oysters,  
Oysters cooked any old way.  
Frances Lucemeyer writes letters,  
Also receives them each day,  
From Jimmy, the pride of Frisco,  
We wonder will they marry in May.

Down the line, Ray Wolfe,  
Is watchfully waiting, they say,  
For the King's romance and history  
I think that is cute of you, Ray.  
And sometime when you ask her,  
Maybe Miss Murphy will say,  
"The conductor was O. K. about the transfer,"  
But should not have cussed you that way."

And Ray, don't knock this big city,  
And swear it's a hotbed of crime,  
Home of safe cracker and bandit,  
Lair of men who have served "time."  
Remember, good old Chicago,  
Remember her lure and her thrill,  
Her boulevards and parkways,  
And breathe in her motto, "I Will."

## Don't Pump Your Life Away

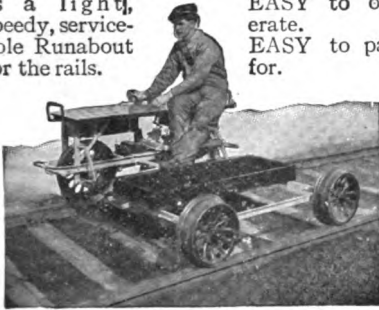
on a Hand Car or a Velocipede when you can ride in an Automobile.

### The No. 2 ROCKFORD CAR

is a light, speedy, serviceable Runabout for the rails.

### SIMPLE in Construction.

EASY to operate.  
EASY to pay for.



No. 2 Rockford Car.

Send for Catalogue No. 43.

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1061 Fisher Bldg. 50 Church Street  
Branches Everywhere.

## IF YOU DON'T Wear a SINGER UNIFORM you ought to

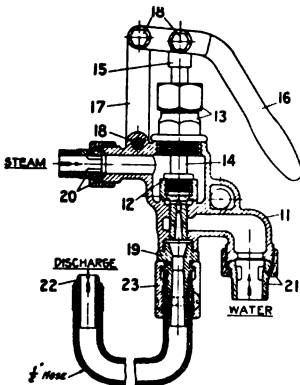
DON'T MISS  
OUR MAN  
—he is looking  
for you.

WRITE US if you  
DON'T SEE HIM  
on your Division.  
"SINGER UNIFORMS" are  
STANDARD in  
everything and cost  
no MORE.



### A. L. SINGER & CO.

172 West Adams Street  
CHICAGO, U. S. A.



## NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water on account of blowing off of sprinkler hose eliminated by using this Independent Coal Sprinkler.

Throws Water 25 feet at a Temperature of 95°

Sole Licensees and Makers

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BRANCH OFFICES

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Philadelphia, Norfolk, Dallas, Tulsa,  
Chicago, Atlanta, El Paso.

## LOVE.

(Apologies to "Life.")

As the press agent for "Life" would elucidate if he were writing this "colyum":

"For a little over a year now, KRISPETTES has buoyed up the jaded hearts and revived the somnolent sentiments of thousands of readers. This number reeking with love, will keep up the high standard. It will be dull, commonplace, and antique to those hopelessly prosaic minds who do not know (alas) what it means to love. To all others, it will vibrate with hope and passion, and that delightful foolishness which from time immemorial has made the world go round. We desire to add only a few things. The price will be the same as usual, and the vulgar business department would deeply appreciate it if all our readers who intend to embark on the troubled sea of matrimony, would peruse the ads on the opposite pages and let the "Installment Company" feather your nests. Also, if you finish your lovemaking early, read "So and So's" ad, and drop him an order for your baseball paraphernalia for next season."

A few of the Janes in the C. A. had a baby-doll party last month, and from what we hear, "they" were some dolls at that party—but why go on when Lucy Franks knows all about it. Ask her.

Speaking of strange coincidences(?) Dan Ahern of the aud. disbursements was seen standing on the corner of Clark and Madison Sts. with a large bouquet of flowers in his hand on Saturday evening, February 27th (pay day), while Emman Luth alighted from a street car at that point, and they were later seen occupying adjacent seats at the Palace Music Hall. It does not necessarily follow that this was the result of prearranged plans on the part of the young people, but we would like to know where they went after the show.

By the way, why don't the girls in the aud. disbursements, pass their funny stories around, and let us all laugh at them?

In the many brick and bouquets delivered to our sanctum sanctorum, by Uncle Sam, last month, we received two that we can not make head or tail of. One was an envelope containing four Kings and the other merely a Queen of Hearts, with a postage stamp, and an address stuck on it. What do they mean? Who is "A Love Pirate," and what do we care whether Bill Hopper plays with the Washington or not?

"F. F." Your letter received, and your suggestion noted. We regret, however, that it is not practical to comply with it at present. Thank you. Come again.

"Read 'Ad' of Jack Shannon Co. in this issue."

This from Joe Vogt:

Tim Ryan is a sturdy worker,  
Hark Goudy is somewhat the same,  
Errol Nevillo longs for a "Speed King's" fame.

Frank Walters is a prosperous lad,  
Ray German is never known to stall,  
Eric Engstrom always looks mad,  
Irma McCue is liked by all.  
George Schultz is short and fat,  
Harold Skiddy can talk and chat,  
Tom Flood can tell this or that.

Chas. Boos does his work well,  
Louis Mentz can file cards fast.  
Albert LaBlance loves a Gresham belle.  
I would place my name last, but,  
Martin Beulinks will do as well.

## PERSONAL MENTION.

The Rock Island nine's uniforms for 1915 were made by the Jack Shannon Co. They are light gray and bear the Rock Island emblem on one side.

On the evening of March 3rd, burglars tried to enter the home of Lester Axelson in Logan Square. Lester awoke and gave the would-be burglar a chase for his life with a 44 horse pistol. Credit him with 10 merit marks, John.

Harry Teffman spent a few days in St. Louis not long ago. What was the attraction, Rosie? When wishing to buy or sell real estate, consult Mr. Geo. Lundene for some bargains.

One of the belles of the C. A. came down the other morning representing either St. Patrick or Springtime, with a very bright green waist. Some style in Blue Island, Pearl.

## Free Box of Hair Remedy

If you are bald, if you are losing hair or are troubled with dandruff, you will be pleased to learn of a remedy that is accomplishing wonders in many cases wherein the usual lotions, tonics, etc., have failed. Try it for yourself. A box will be mailed to any man or woman, in plain wrapper, absolutely free. Write to Koskott Laboratory 1269 Broadway, 849 A, New York City.

Clara Schill wore her spring gown down to the office March 1st. Which was opening the season in some style.

How did the "answer" turn out?

Bo Eastwood won't you please tell?

And, Bo, we don't want an invitation,

To kindly "Go to 'L.'"

The Jack Shannon Co. ad on another page of this issue is "easy to read, and worth reading." Read it, then drop down and pick out your tennis set for this season.

Miss Elsie Delfusse of the "Milwaukee" thinks "Krispettes" is "Bully," according to Otto Reinert. "Thank you, Elsie, we aim to please." Don't you thing Erwin is cute?

Geo. Williams is looking for a "steady" Sunday and Wednesday friend. Some very nice girls in these offices, Peck.

The girls in the mail room say C. Lipke is "such a nice entertainer," anyway, he spends his lunch hour there every day. Who is the attraction, Clarence?

It is the proud boast of Mame Gordon's many admirers that she has the neatest little foot in Blue Island—she wears about a seven. You would never sink if you were on the Titanic, Mame.

Alice Blake, Nora Johnson and Laura Frieberg better stop eating those chocolates every noontime, or they may turn into chocolate babies.

Jno. Kimmey hopes to be the Beau Brummell of the car accountants. He steps out every other day for his regular face massage, shave and hair tonic. Better put a looking glass on your desk, Kimmey, your hair gets out of place, once in a while.

A. Rozek won the first league series of Hatfield's parlor baseball game in the car accountants.

Mary Lindeman says she would like to ride in a Ford in preference to any other car—from past experience, she seems to be right.

Mabel Darfier has a regular caller from upstairs. Better tell who that is Mabel, for suspicion is already aroused.

"Read 'Ad' of Jack Shannon Co. in this issue."

Harry Kester has turned moving picture operator, and can be found every evening grinding out reels at a local movie house.

Harry Mudra plays Romeo nightly to some fair young Juliet over on 53rd and Robey, if rumors are to be believed. How about it, Harry?

What is the new attraction in the O. S. & D., Bessie? You seem to know very well.

Understand Ed Martzell is making a hit with one of the girls. How about it, Ed?

We hear from good authority, that Jno. McHugh was seen speaking to a swell "chicken" downtown last week. Who is she, John?

That wonderful person named James,

Makes quite a hit with the APT dames.

Th' whole F. C. D. will go out on a spree,

When Miss "V." the wedding day names.

### WAR ISELL, AIN'T IT?

When your heart is sad and dreary,

And your eyes are getting weary,

Reading war dope that is bleary,

Lamp your glims upon our colyum, and they never will be sore.

Lamp the space that we are killing,

Lamp the dope that we are milling,

Likevise the items we are spilling,

Yes Bo, spilling all the filling, gently on the parlor floor.

## Five Dollars in Gold

Much may be learned regarding the brake beam, and one may come to a still higher appreciation of the Creco brake beam, by receiving the Safety First Magazine, issued monthly, Bruce V. Crandall, Editor, Lytton Building, Chicago. The brake beam, its relation to, and part in, "Safety First" is interestingly discussed in each issue of the Safety First Magazine.

In order to secure drawings or photographs pertaining to the brake beam, and its use, the Editor of the Safety First Magazine is offering five dollars for photographs showing the Creco brake beam in actual use, or the results of its use, or for any original drawing which may illustrate the necessity or value of using the best brake beam. The right is reserved by the Editor to accept or reject any illustrations submitted.

## Safety First Magazine

BRUCE V. CRANDALL, Editor.

Lytton Building  
Chicago

## PIANOS-PLAYER PIANOS *Factory to Home*



**\$110<sup>00</sup>**

**BY MY PLAN**

of selling direct from factory to home. I can save you from \$110 to \$200 on my celebrated Evans Artist Model Pianos.

### Two to Four Years to Pay

The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience.

All middlemen, jobbers, dealers and agents profits cut out. No charge for salesroom expense for my office is in my factory. These are some of the reasons why I can sell the Evans Artist Model Pianos for such little money. Let me send you the other reasons. Write today.

### 30 Days Free Trial

We allow all freight charges, let you use the beautiful Evans Artist Model Piano for thirty days free. If you are not entirely satisfied, we will take it back without any cost to you—you are the sole judge to decide. If you want to keep it, you may do so on our low factory wholesale price on most convenient terms.

### Free Music Lessons

To the first customer in each locality we will give a two years course of piano instruction free. Ask about our insurance plan and our method of saving you money. Write today.

F. O. Evans Piano Co.  
Dept. 66 Chicago

SEND THIS COUPON TODAY!  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
F. O. Evans Piano Co. Dept. 66 Chicago Illinois  
Please send me your wholesale price list and catalogue of the Evans Artist Model Pianos.

**EYESIGHT** is man's most valuable possession.

Its preservation is more important than any other thing except life itself.

**YOUR** occupation is one that is a risky one, especially for your eyes.

**YOUR** employers want you to wear proper eye protectors and will tell you the kind to wear that are best suited to your individual needs, or we will, if you will write to us and we will tell you where to get them or will supply you ourselves.

## F. A. HARDY & CO.

JOHN H. HARDIN, President

10 S. Wabash Ave., CHICAGO, ILL.

# Rock Island Standard

## Uniforms and Caps

have been furnished to the satisfaction of everybody interested for the past fourteen years by

**James H. Hirsch  
& Company**  
CHICAGO

M. F. BIRK, Manager

"We are still on the job"



Have you heard about George Baker, Late lamented, "down home" fakir, Cheerful, good natured, heart-breaker, Have you heard he has departed, left us forever more?

Yes. George will be a salesman, Traveling man, spick and span, Dispenser of tinware and tin can, Dispenser of "Delaney's Lectures," with the ware he sells at some store.

And Jack Fleming has departed, Left us all broken-hearted, Broken-hearted, splintered, bartered, For his smiling face never darkened by a ray of dull care.

Since Jack has gone his way, We miss his antics, coy and gay, Miss his songs and noontime cabaret, Also his moving picture stories that he floated on the ambient air.

#### SPORTING SECTION.

The first baseball game of the new season at Hamilton Park was played Saturday, March 13th, by the Married Men and Bachelors of the APT. The single men, free from worry and care, won an easy victory by the decisive score of 7 to 3.

Mr. Pierce perambulated the horsehide for the Married Men with Mansen behind the bat, while Dave Simpson and Redderoth performed the battery work for the "Not Yet's." Score by innings:

Already Weds ..1 2 0 0 0 0 0 0—3

Not Yet's .....0 2 0 0 3 2 0 0—7

Harry Willis was among those present, and umpired for three innings, when he was relieved by Fred Matthews.

### Porto-PANAMA Hats

#### COOL AS A DROP OF DEW

Hand-woven, soft, durable, comfortable. Good as the South American Panama but cooler, lighter, more dressy. Direct from maker to you \$1.50 postpaid. State size and send money order. Money refunded if you are not perfectly satisfied. Very stylish for ladies this year.

MARTIN LOPEZ & CO.,

P. O. Box 148—C 6 San German, Porto Rico.  
Reference: Bank de Economias, San German.

Harry Beste played at the "Lookin Corner" for the Benedicts, and acquitted himself with credit, both in the field and at the bat. Out of four times up, he struck out once, and knocked out three bingles—he also demonstrated the "hook slide" to good advantage.

Danny Hurn played a fast game and incidentally displayed that he was as much at home in the field as behind the bat.

Dave Simpson was in splendid form and would have shut the Married Men out with perfect support.

Fred Matthews umpired the last seven innings with the ease and grace of a professional indicator. We have seldom seen better umpiring outside of the big leagues.

M. Howard got real peeved in the sixth inning when he was called out on strikes.

The Rock Island baseball club challenges Peru or Silvis.

"Read 'Ad' of Jack Shannon Co. in this issue."

#### WHO IS SHE?

We are in receipt of the following:

"Dear King:—You have never interviewed the Hon. Elmer Steffin of the APT. Won't you be kind enough to ask him who the beautiful little blond is he was seen at the Empress with? I am sure he is in love because he never even noticed me, and I see him nearly every day, and it broke my heart to think that one of our fair sex has stolen his heart. Please interview him and let me hear what he has to say through your next issue. A READER."

We always aim to please our readers, and Miss ?'s case is no exception. We interviewed Elmer on the subject, and he has promised to tell us who the blond was if you will give us the date when you saw him with her.

A bouncing baby boy was born to Mr. and Mrs. Paul Duvall March 10th, 1915. The baby weighs 12 pounds. Congratulations are extended.

Earl Stark is the proud daddy of a nine-pound boy born March 11th, 1915. Earl celebrated the occasion by passing cigars, and accepting "congrats" and best wishes. Again we say "Selah."

#### MR. FISHER THANKS YOU.

Our genial mail clerk, Fred Fisher, is swamped with requests for magazines, around the first of every month, so recently when Miss Helen Lewis requested him to give her a copy, he handed her a December issue instead of the March number, which was due. The result was Mr. Fisher received the following epistle:

"Mr. Fisher:—I wish to thank you very much for being so kind as to save me the magazine for December. That was a very good joke, but the joke seems to be on you as I haven't read the book before, but will do so as soon as I get time. I didn't think you were such a bright boy. Possibly you would like to read the August Magazine, so I will give it to you."

"HELEN LEWIS."

Mr. Fisher begs us to inform Miss Lewis that he deeply appreciates the August issue, inasmuch as it completes his file of Krispettes.

Jack Fleming and George Baker resigned February 28th. The former intends to enter the moving picture field, while the latter will become a traveling salesman. They were both "good boys," and carry the best wishes of the office force.

"Read 'Ad' of Jack Shannon Co. in this issue."

Art Miller says "The Golden State Limited is like a Royal flush, because it always carries a full house." File clerk, please note and remit one one-way ticket to Joliet for Mr. Miller.

Virgil Baird appeared in our sanctum sanctorum recently wearing what Joe Stanley vo-

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ciferously called a windmill tie. What will you do next, Virgil?

Henry Ruben has founded a Flea Club (whatever that is) and elected himself president of said organization. The club motto is "Once a flea, always a flea." We don't know for sure what his motto is but we think it is "Once a bug, now a grape nut."

#### STANDING OF THE BOWLERS.

	W.	L.	%
Morrissey-Balun .....	12	9	.571
Foss-Foster .....	9	12	.429

The result of the last match game between two of the best (?) two-men teams in the city was six victories out of seven games for the "M-B." team against the "F-F." combination. The former were in pretty bad form as they copped only six out of seven games; while the latter, in the "pink" of condition, won one game by one pin.

The Jack Shannon Co. handles everything in the line of sporting goods. Read their ad, and give them an order.

#### "METERS" BY THE "COMPTO" GIRL.

Spikes to hammer. A comptometer machine may not be as pretty as a diamond disc phonograph, yet think of how much it does without talking about it. Be a comptometer.

The local department boasts of a Flea Club which has caused one big sensation. Mr. Stansfield is president of said club.

One of our comptometer operators and one of the division clerks had some of the clerks anxious to know if they were engaged or not. We would like to know the answer.

We are neutral, we don't care who writes the 47th St. news, so long as they write about the "King."

The Misses Sohrauer and Sorgenfrei dined in the green room of Wright's Rest Cure a few weeks ago and claim they had a very nice time.

The piano and the lights worked overtime according to reports. And all for a quarter!

Jas. Augustine Abell, also an "outsider," would like to know why Mr. Kimmey of the C. A. begs to be allowed to "rest in peace." What's up, Joe?

City papers all have a good word for a "fireman," they're brave.

Harry Koch has fallen in love with a comptometer girl. Who said we weren't human?

When my beau heard I was a comptometer girl, he asked me if I read the meters on Rock Island engines. Ain't some fellows the limit?

#### THE REASON.

Mr. Joe Burns, head of our local tariff department, wishes to inform Mr. Goldberg that the reason they put fractions in rates is to give efficient clerks a chance to earn their salary.

#### PUZZLE.

Will someone tell us what is the worst town on the map? Is it Blue Island, Tinley Park, Evanston, Red Oak, Silvis, or any one of a dozen other different crimes we could mention? Send in your opinion, and the reasons why to the editor. First prize will be an autographed photo of Laura Jean Libbey.

"Read 'Ad' of Jack Shanon Co. in this issue."

#### IN MEMORIAM.

The many readers of our column will be grieved to learn that Jack Blackwell passed away March 5th at his home. Jack was born in Australia, but migrated to the "U. S. A." at an early age. A keen admirer of horses, an auto enthusiast and a loyalty to friends, were his predominate traits. He had been ill since last December and for more than two weeks he knew he could not hope to pull through, yet he met death without the flash of an eye, he was ready, for him the future held no terrors. During the past two years those of us who have been personally associated with him have learned to love him. He was a part of our every-day life! We cannot write a eulogy to "Jack" that would do justice to his many virtues, our heart is too full. The sympathy of the entire office force is extended to his mother in her sorrow.

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Exchange	1,711,911.82	
Total,		\$8,742,203.11
LIABILITIES		
Capital Stock		\$800,000.00
Surplus and Profits		223,257.86
Circulation		1,162,300.00
DEPOSITS:		
Bank	\$1,668,349.70	
Individual	4,745,885.34	
United States	113,210.71	
Total,		\$6,527,445.75
		\$8,742,203.11

Condensed Report to Comptroller, December 31, 1914.

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AND  
B<sup>Clean Cutting</sup>"  
Lawn Mowers—  
Fashioned for  
a barefoot boy"



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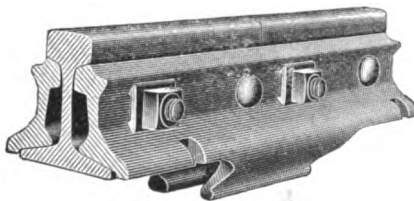
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