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ROCK  
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MAGAZINE

JULY  
1914

*In All the World No Trip Like This*



**Vacation?**

**—A Thousand Miles of  
Wondrous Lakes, Smiling Isles!**

The happiest tip for a cool, healthful, restful trip is  
the famous Great Lakes vacation aboard the

**“NORTH LAND”**

**The Floating Palace of the Great Lakes**

You pass through the Great Lakes aboard a steamship  
that is the equivalent, in elegance, appointments, equipment  
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First sailing of the S.S. “North Land” from Buffalo for Chicago  
Wednesday, June 17. Returning first sailing from Chicago, Saturday,  
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Optional arrangement—all through tickets reading via rail lines between Buffalo and  
Chicago in either direction good via S.S. “North Land” upon slight additional payment.

A complete description of this trip will be mailed you if  
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Great Northern Railway

C. W. Pitts, General Agent

210 S. Clark St., Chicago, Ill.

S. LOUNSBERY, G. P. A.

1184 Broadway, New York

*“In All the World No Trip Like This”*

Write Today for  
New Folder on Glas-  
ier National Park

# How Many Men on the Rock Island Wear Finck's Detroit Special Overalls?

We believe a great many, because they know and appreciate a good pair.

In the pockets of our Jackets you'll find a cake of pumice soap; very best quality. See that the retailer supplies you. And in the pockets of overalls is a whistling pig for the boy.

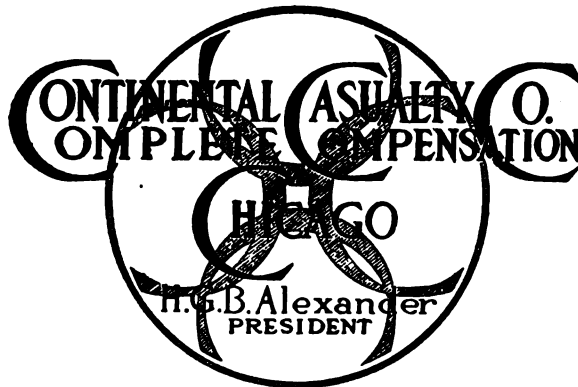
Finck's Detroit Special Overalls are the best in America. They wear like a pig's nose. No advance in price over inferior garments.

Ask for them or write

**W. M. Finck & Company**  
**Detroit, Mich.**

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910 Michigan Avenue

Insures more Railroad Men

Pays more Railroad Men

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**THAN ANY OTHER COMPANY**

**Before I'm hurt  
tell me how little  
Income Insurance costs.**

Name.....  
Address.....  
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## YOUR SUMMER OUTING

Let us plan for you the most delightful lake trip, away from the city's noise, heat, smoke and dust, with rest and pleasure all the way on the palatial steel constructed steamships



"Manitou" 3000 tons    "Missouri" 3000 tons    "Illinois" 3000 tons    "Manistee" 2500 tons

### NORTHERN MICHIGAN TRANSPORTATION CO.

*The only direct Line to all Northern Michigan Summer Resorts*

A weekly cruise to Collingwood, Ont., and return via the 30,000 islands of Georgian Bay, \$40 including meals and berth.

A Weekly cruise to Sault Ste. Marie and return via the Scenic Grand Traverse Bay, \$32.00 including meals and berth.

Direct connections at Mackinac Island for Duluth, Detroit, Cleveland, Buffalo, Niagara Falls and all Eastern and Western points.

For complete information, illustrated pamphlets and Combination Tour Book, address

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138 S. Clark St

J. C. Conley, Gen. Pass. Agt.  
Rush and N. Water Sts.

Telephone Randolph 60

CHICAGO

# Home Building

When the carpenter drives the last nail and the decorators apply the last brushful of varnish the man who pays the bills finds himself in possession of a **house** which, some day, will be a home.

The evolution of a house into a home is a wonderful process. Having started with **Arkansas Soft Pine, a Home Building Material**, the owner is then in position to go to his local dealer and get additional supplies of the same satisfactory material with which to add the "home touches."

The big question is "Did you start right?"

Those contemplating building will profit by their neighbor's mistake. They will insist on a frame structure realizing it will give maximum comfort and satisfaction.

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Definite and valuable information may be secured for the price of a post card. Send for literature on **HOME BUILDING**.

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**Arkansas Soft Pine Bureau**  
**1738 Transportation Building**  
**Chicago, Illinois**

# Rock Island Employes' 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 employes 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 employes 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 EMPLOYES' MAGAZINE  
La Salle Station, Chicago

Over \$16,500,000.00 in Paid Claims



## Even in the Face of Danger

the comforting thought will  
come to you that yourself  
and family are fully protect-  
ed against financial want.

For 29 years we have been build-  
ing a reputation for prompt and  
liberal settlement of claims. This  
is the kind of service you are  
looking for, and satisfied policy-  
holders everywhere will tell you

That

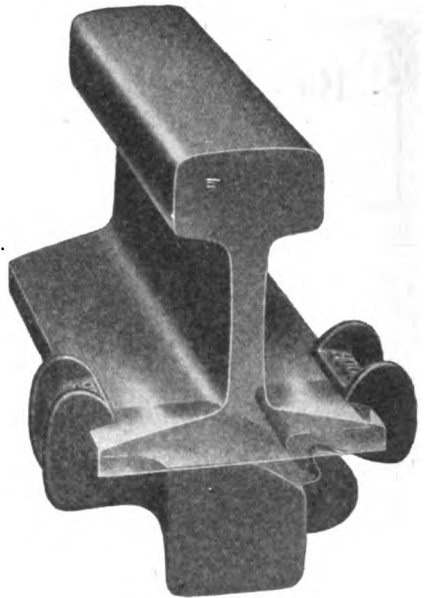


If You Are Not Insured  
**See Our Agent Today**  
**Do Not Put Off**

for while the cost of the insurance  
is small the risk you are taking  
is great.

**The Standard Accident Insurance Co.**  
of Detroit, Mich.

H. C. CONLEY, Supt. R. R. Dept.



Two simple parts—no bolts

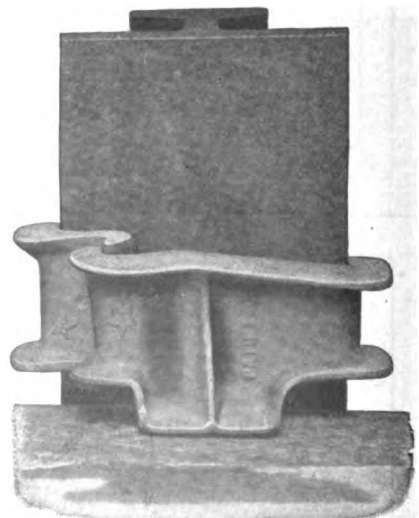
Can be Applied by *Unskilled* Labor

## P. & M. Boltless Anti Rail-Creepers

98% of the anti rail-creepers which we have sold  
during a period of six years are today in service and  
in an effective condition. The reason is that they  
are self-maintaining and durable. They are made  
of malleable iron and therefore unaffected by cor-  
rosion.

**THE P. & M. CO.**

Chicago      San Francisco      Denver  
Montreal      New York



Correct application looking at bottom of rail



# A MESSAGE OF IMPORTANCE TO Shippers, Merchants and Travelers on ROCK ISLAND LINES

FOLLOWING THE RETIREMENT OF THE UNITED STATES EXPRESS CO. ON JULY 1ST, 1914, THE AMERICAN EXPRESS CO. WILL EXTEND ITS SERVICE TO COVER ALL OF THE

## ROCK ISLAND LINES

Shippers and the traveling public in the territory covered by these lines, will be offered an express service unequalled as to security and dispatch and operating over 73,000 miles of railroad with 10,000 local offices in the United States and Canada.

The Company's routes include many principal railroad lines in the New England, Eastern, Middle, Western and Southern States and in Canada, also many river lines; and it accepts shipments of freight, parcels, money and valuables destined to the offices of all other responsible express companies at a single charge.

## WHAT AMERICAN EXPRESS SERVICE MEANS

### SPECIAL TRAIN SERVICE

Valuables in through safes and parcels in through trunks, in charge of special messengers are forwarded by special express trains run exclusively for the American Express Co. between New York-Boston and Chicago-Buffalo, Detroit, Cleveland, St. Paul, Minneapolis, Milwaukee, Cincinnati, Kansas City, St. Louis, Omaha, Memphis, New Orleans, Des Moines, Dallas, Galveston, San Antonio, Denver, Salt Lake City, Portland, Seattle and Los Angeles. This through car service means time saved in transit and insures better condition of goods on delivery.

### GOODS IN BOND

Being a "Bonded Line" the American Express Company, with United States Government authority, arranges for the immediate transportation of goods upon landing from steamers to inland points without customs examination. This is the quickest way of securing delivery.



### FOREIGN EXPRESS SERVICE

The American Express Company was the first to establish service to and from foreign countries. For more than 20 years it has had its own independent foreign agencies and now has its own exclusive offices and agencies in London, Liverpool, Southampton, Glasgow, Paris, Havre, Marseilles, Berlin, Hamburg, Bremen, Antwerp, Rotterdam, Copenhagen, Rome, Naples and Genoa. The company offers most complete service in handling express and freight shipments for export and import trade, issuing through rates and bills of lading and attending to all custom house clearances.

### FINANCIAL SERVICE

The World of Commerce looks to our perfectly organized financial service as an essential factor in the interchange of commercial relations.

### TRAVELERS' CHEQUES

The American Express Company's Travelers' Cheques were introduced all over the world a quarter century ago. We issue the original Travelers' Cheques, Purchase and sell Foreign Exchange. Issue domestic and foreign Money Orders. Collect Accounts, Bills, Notes and Drafts. Issue Negotiable Bills of Lading to all parts of the world. Issue Commercial and Circular Letters of Credit. Transfer Money by wire or cable.

In making this announcement the AMERICAN EXPRESS COMPANY recognizes its responsibility to maintain in this new territory the same standards of efficiency, security and courtesy which have been associated with its name elsewhere.

**AMERICAN EXPRESS COMPANY.**  
ESTABLISHED 1841.

## Recommended by Experience

Knockabout experience, in forest and field, in rain and sleet, where powder and hunter both must be ready to rough it, is what recommends

### HERCULES "Infallible"

Smokeless Shotgun Powder

"Infallible" is the choice of the careful sportsman because

*It is really waterproof, soaking it indefinitely in water does not harm it. Store it anywhere.*

*Accurate loads. The smooth flowing, flat discs insure accurate loads, regular results.*

*Tremendous muzzle velocity, and at the same time even patterns and light recoil.*

*Unaffected by climate, Action unchanged by severest extremes of heat or cold.*

Insist upon shells loaded with "Infallible."

**HERCULES POWDER CO.**  
WILMINGTON, DEL.



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

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

**The Bettendorf Company**  
BETTENDORF, IOWA

THE BETTENDORF CO.,  
Bettendorf, Iowa.

Please send me your free chart showing the dismantling of the Bettendorf Truck.

Name .....

Address .....

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# TAYLOR'S TRAVELING EQUIPMENT

The same high qualities that have distinguished TAYLOR-MADE products are to be had in this SPECIAL BAG VALUE....**\$10.50**

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**Vacation Special**, made of best cowhide leather lined, sewed frame and protecting corners.

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**C. A. TAYLOR TRUNK WORKS**

28 E. Randolph St.

657 W. Madison St.

**CHICAGO**



*G. W. Rourke, Assistant General Manager.*

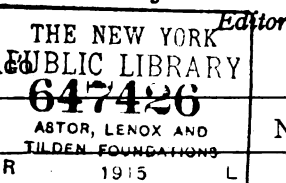
# ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN  
*Managing Editor*

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JNO. A. SIMPSON

LA SALLE STATION, CHICAGO



Vol. VIII.

JULY, 1914.

No. 1.

## ROCK ISLAND RAILWAY CLUB BANQUET

The banquet and entertainment of the Rock Island Railway Club, held in the Louis XVI Room of Hotel Sherman, on the evening of Tuesday, June 9, was by unanimous consent declared to be the most successful event of the Railway Club during the twelve years of its existence.

About 250 members and guests of the Club sat down to the banquet. At a long table across the length of one side of the room, were the official guests of the evening, and the remainder of the members and guests were seated at smaller tables.

This was the date for the regular annual meeting of the club, but the business meeting was postponed until the first meeting to be held this fall, and the only business that came before the meeting was the election of new members, applications from whom had been received during the past few weeks.

The following are the names of the new members elected at this meeting:

G. W. Rourke, Asst. Genl. Mgr.

W. B. Ross, Secty. Pension Board.

J. A. Simpson, Editor Rock Island Employes' Magazine.

L. H. McCormick, Genl. Agt. Pass. Dept.

S. W. Mullinix, Supt. Silvis Shops.

C. D. Van Hecke, Asst. Chief Clerk, 2nd Vice Pres.

Geo. A. Hull, Asst. Mech. Engr.

H. G. Barofsky, Division of Freight Revenue (in charge of).

H. M. Cottrell, Agricultural Commissioner.

P. J. Delahunt, Secty. to Supt. Car Service.

C. E. Kidd, Freight Car Distributor.

Mr. Glenn Frank of the Northwestern University made a short address at the close of the banquet, taking for his subject "Master or Servant, the Railroad." Mr. Frank briefly sketched the outlines of the growth and development of railroads in the United States, and drew a comparison between the two great periods of railway development which he termed "The People be Damned," and "The people be Served." Mr. Frank declared it to be his belief that the next great railroad man would get his fame through his efforts toward making railroads serve the nation better. He pointed out the accomplishments achieved by such men as Harriman and Morgan with the character of constructive work that would fall to the lot of the men who direct the destiny of railroads in the future.

The entertainment of the evening was provided jointly by a program given by the Silvis Shops Glee Club and a number of professional vaudeville performances. The agreement was unanimous that the Silvis Shops Glee Club took first honors. The Glee Club opened the performance with a song entitled "On the Old Rock Island," and the effect was heightened by the use of electric lights to form the words "Rock Island Lines"



*Rock Island Railway Club Dinner, Hotel Sherman, Chicago.*

*Speakers' Table, Left to Right—F. D. Reed, Purchasing Agent; W. H. Burks, General Auditor, H. A. Snyder, General Freight Agent; C. A. Morse, Chief Engineer; L. M. Allen, Passenger Traffic Manager; Hon. C. G. Saunders of Council Bluffs; M. L. Bell, General Solicitor; C. T. Ames, President of the Club; Mr. A. C. Ridgway, Second Vice-President; Mr. J. J. Grier, Kansas City; C. W. Jones, General Manager, Des Moines; W. A. Field, General Superintendent Illinois Steel Co., South Chicago; H. Gower, Freight Traffic Manager; F. W. Sargent, Attorney, Des Moines; G. E. McCaughan, Claims Attorney; F. J. Easley, Assistant General Manager, Des Moines.*

and "Safety First." The song is as follows:

Tune—On the Old Fall River Line.  
On the Old Rock Island Line,  
On the Old Rock Island Line,  
Their Motto's always Safety First,  
Protecting me and mine.  
And the service is a winner  
Their diners something fine,  
And the Travelin's great to the Gold State  
On the Old Rock Island Line.

Tune—Boola.

When you ponder, stop and wonder  
What's the best line you should see,  
Take a tip, Sir, make the trip, Sir,  
On the C. R. I. & P.

The program in full follows:

Sense and Non-sense  
In Song by the  
Silvis Shops' Glee Club  
"Pale in the Amber West".....Parks  
The Club  
"A Perfect Day".....Bond  
Messrs. Henchon, MacLeod, Anderson, Shannon  
and Greer  
"Basket of Chestnuts".....Parks  
The Club  
"Peter Gray".....Princeton Songs  
Mr. Shannon and the Club  
"Stars of the Summer Night".....Princeton Songs  
The Club  
"Silvis Shops' One Ring Circus".....Anon  
Mr. Morgan and the Club, Assisted by Mullinix  
Military Band  
"Elite Polka".....Boardman  
Mr. Best  
"I'm on My Way to Mandalay".....Fisher  
Mr. Henchon and the Club  
The Rock Island Railway Club guests and  
members please join in the chorus

The hit of the evening was of course the "Silvis Shop One Ring Circus," by Mr. Morgan, ringmaster, and the club assisted by the Mullinix Military Band. A circus ring was erected on the stage and a series of circus "stunts" were pulled off. The music for this number was furnished by the Mullinix Military Band, and Mr. Mullinix, Supt. of Silvis Shops, led the band by playing the principal part on the bass drum.

The personnel of the Silvis Shops' Glee Club is as follows:

First Tenors—  
Henchon, Tony  
Holtz, Rudolph G.  
MacIntosh, James  
MacLeod, Elvin N.  
Second Tenors—  
Anderson, Charles  
Bartlett, Harold T.  
Carlson, Edwall C.  
Miller, Vernon S.  
Morgan, Ithiel  
Ovens, Frank O.  
Barltones—  
Beatty, Herbert F.  
Davies, Ira W.  
Hunter, William

Jones, Arthur E.  
Miller, Fred E.  
Ovens, Carl P.

Bassos—  
Beckstrom, Fred W.  
Greer, Chas. R.  
Reddy, J. Frank  
Reddy, Lee M.  
Shannon, Frank P.  
Pianist—  
Wilson, Wallace W.  
Mandolins—  
Smith, Leroy W. Kaiser, Clarence  
Cornetist—  
Best, George

In addition to the 25 members of the Silvis Shops' Glee Club as shown in the banquet programme, the following attended from Silvis Shops:

Mr. S. W. Mullinix, Supt. Shops.  
Mr. E. Wanamaker, Chief Shop Engineer.  
Mr. J. H. Edwards, Chief Electrician.  
Mr. James Wright, Clerk.

Which made up a party of twenty-nine.

Mr. William Gourley, Assistant to Vice President and General Manager of the American Express Company, was a guest at the banquet. The American Express Company has just taken over the business of the United States Express Company on the Rock Island Lines, effective July 1, 1914.

About 50 officers and employes of the First District attended the banquet. The following is a list of those present from out on the line:

C. W. Jones, General Manager, Des Moines.  
F. J. Easley, Assistant General Manager, Des Moines.  
F. W. Sargent, Attorney for Iowa, Des Moines.  
C. G. Saunders, Local Attorney, Council Bluffs.  
E. F. Watson, Chief Clerk to General Manager, Des Moines.  
A. F. Cox, Division Agent, Des Moines.  
W. H. Petersen, Engineer Maintenance of Way, Des Moines.  
C. B. Pratt, Superintendent, Chicago.  
A. J. Hitt, Agent, Chicago.  
Geo. Nash, Chief Clerk to Agent Hitt, Chicago.  
J. W. Lawhead, Agent, Burr Oak.  
J. H. Fuller, Chief Clerk to J. W. Lawhead, Burr Oak.  
C. A. Tice, Agent, South Chicago.  
M. J. Brew, Division Engineer, Chicago.  
A. B. Ramsdell, Superintendent, Rock Island.  
H. H. Martin, Agent, La Salle.  
E. C. Walters, Agent, Ottawa.  
W. C. Leitner, Agent, Peoria.  
W. F. Thieman, Chief Clerk, Peoria.  
J. B. McGuire, Agent, Marseilles.  
E. J. Gibson, Superintendent, Des Moines.  
C. W. Plumley, Agent, West Liberty.  
H. D. Breene, Agent, Iowa City.  
M. J. Douglas, Agent, Grinnell.  
F. F. Roland, Agent, Des Moines.  
P. H. McGuire, Assistant Agent, Des Moines.  
B. W. Sankey, Agent, Atlantic.  
H. A. Mohler, Agent, St. Joseph.  
F. J. Hamacker, Chief Clerk, St. Joseph.  
E. Ferguson, Agent, Trenton.  
Geo. Herod, Chief Clerk, Trenton.  
H. W. Russel, Agent, Washington.  
W. F. Fulton, Chief Clerk, Washington.  
W. R. Votaw, Agent, Muscatine.  
L. D. Hanlon, Chief Clerk, Muscatine.  
G. A. Merrill, Superintendent, Cedar Rapids.

N. L. Cook, Agent, Burlington.  
 A. E. Wallace, Superintendent, Manly.  
 J. T. McKennan, Agent, Minneapolis.  
 A. H. Dafee, Agent, St. Paul.  
 E. Kuehne, Agent, Cedar Falls.  
 C. A. Barton, Agent, Waterloo.  
 J. Braheny, Agent, Mason City.  
 A. T. Abbott, Superintendent, Des Moines.  
 C. R. Milligan, Agent, Keokuk, Ia.  
 R. L. Plaisted, Agent, Oskaloosa.



*Silvis Shops' Glee Club En Route to Chicago June 9th to Attend Rock Island Railway Club Banquet.*

The following letters were received by President Ames of the Club from some of our Executive Officers who were unable to be present:

THE CHICAGO ROCK ISLAND & PACIFIC  
 RY. CO., 14 WALL STREET,  
 NEW YORK.

Office Chairman Board of Directors.

New York, June 5, 1914.

Mr. Charles T. Ames, President,  
 Rock Island Railway Club,  
 Chicago, Ill.

My Dear Mr. Ames:

I wish to express my appreciation for your kind invitation to be present at the regular monthly meeting of the Rock Island Railway Club at the Hotel Sherman, Tuesday, June 9th. The object of your club is a most worthy one, and no one believes more thoroughly than I do that with the "get-together" spirit in force on the Rock Island we will work out a wonderful system.

I am particularly pleased that General Manager Jones is bringing the various superintendents of the First District and their chief clerks, and wish that it might be possible to have men from all over the system meet each other in the way your club provides.

Unfortunately, I have two directors' meetings scheduled for Tuesday, and it will not be possible for me to be present. You have my every good wish for your entire success.

Yours very truly,

(Signed) T. M. SCHUMACHER.

THE CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY COMPANY.

La Salle Street Station,

H. U. Mudge, President.

Chicago, June 8, 1914.

My Dear Mr. Ames:

I am pleased to acknowledge receipt of yours of June 1st, inviting me to be present at the regular monthly dinner of the Rock Island Club on Tuesday, June 9th, at 6:30 p. m.

I regret exceedingly that a previous engagement will prevent my being present. The fact is that that date marks another milestone in my life; in other words, it is my fifty-eighth birthday, and I am committed to be present at a family dinner in my own honor. I am sure you will see, therefore, that it will be quite impossible for me to be at both places.

I am, most heartily, in accord with the objects and accomplishments of the club, and I am more than pleased to see that Mr. Jones is to be present and to have with him a large number of chief clerks and others from along the line. I am sure that nothing but good can come from such gatherings.

Wishing you a most pleasant and profitable evening, I am, as ever,

Sincerely and truly yours,

(Signed) H. U. MUDGE.

Mr. Chas. T. Ames, President, Rock Island  
 Railway Club, Chicago, Ill.

ROCK ISLAND LINES.

Office of First Vice-President.

Chicago, June 8, 1914.

My Dear Mr. Ames:

On my return from a trip east I found your letter of June 5th, containing a cordial invitation to attend as a guest the "get together" meeting of the Rock Island Railway Club, Tuesday evening, June 9th, and I was pleased with the prospect of a very pleasant evening, but I find now I am obliged to leave the city this afternoon and be away the balance of the week.

Mine will be the disappointment, for I remember how very pleasantly I passed the evening at the Great Northern Hotel as a guest of the Rock Island Railway Club, and I would not willingly forego the opportunity of meeting and greeting so many good men, who are, like myself, putting in their best efforts for the upbuilding of the Rock Island road.

Here's hoping you will all have a bully good time, and that I, having missed it, will perhaps get a rain check.

Yours truly,

(Signed) J. E. GORMAN.

Mr. Chas. T. Ames, President, Rock Island  
 Railway Club Building.

The menu of the banquet was as follows:

Cream of Asparagus	Olives
Radishes	Chasseur
Broiled Individual Tenderloin Steak	Fresh Peas in Butter
Potatoes Lyonnaise	Combination Salad
Thousand Island Dressing	Assorted Cakes
Strawberry Parfait	Roquefort Cheese
	Crackers

Cafe

Cigars

## THE WORK HABIT

By GEORGE HOHMAN

(From Advance Club News)

Activity is evolution and development.

Idleness is dissolution and decay.

To the individuals composing a hive of industry, such as the gas company, there is no need to urge the adoption of a habit which it is very evident they have all acquired.

It might be well, however, to consider work in its broadest sense, and

see why we work and what we get for it, setting aside for once, the trite remark that "we work because we have to and get as much as we can for it."

It is often said that "Self preservation is the first law of nature." This is not true. Work is the first law of nature. Everything is in motion, and the labor we perform is just a voluntary



acquiescence; helping to push things along, instead of trying to block them. It is following the line of least resistance, for when it comes to a question of bucking up against nature it is merely a matter of get in line—or get out—you'll move anyway.

There seems to be an instinct in all normally constituted human beings to work at something. Children begin to "play at work" as soon as they are able to toddle.

So it is true that we "work because we have to work" but it is equally true that "we work because we like to."

And whatever else we may secure by our labors we can always be sure of the three principal rewards, a good appetite, a clear conscience, and sound sleep. There may be other factors of course which disturb any or all of these three things but they are not chargeable to just "work." After all these three things are all that really matter.

Robert Louis Stevenson says, "I know what happiness is, for I have done good work," and Emerson puts it thusly, "The real reward for good work is to have done it," and it is certain that the best work a man performs is never the kind that keeps the "cash consideration" always in front.

We cannot always do the thing which we like best to do, and that is one reason why every man should have a vocation and an avocation—a job, and a hobby.

Workers in all departments have a better chance today than ever before. Working conditions have been tremendously improved. Corporations are eager to recognize and encourage merit.

The law of cause and effect works out in business life pretty much the same as it does elsewhere. What we will be tomorrow depends very much on what we do today. The proper amount of work under hygienic, healthful conditions is the best of stimulants and leads to good health and long life.

THE DAYS OF REAL SPORT.



Reproduced by courtesy of The Chicago Tribune.

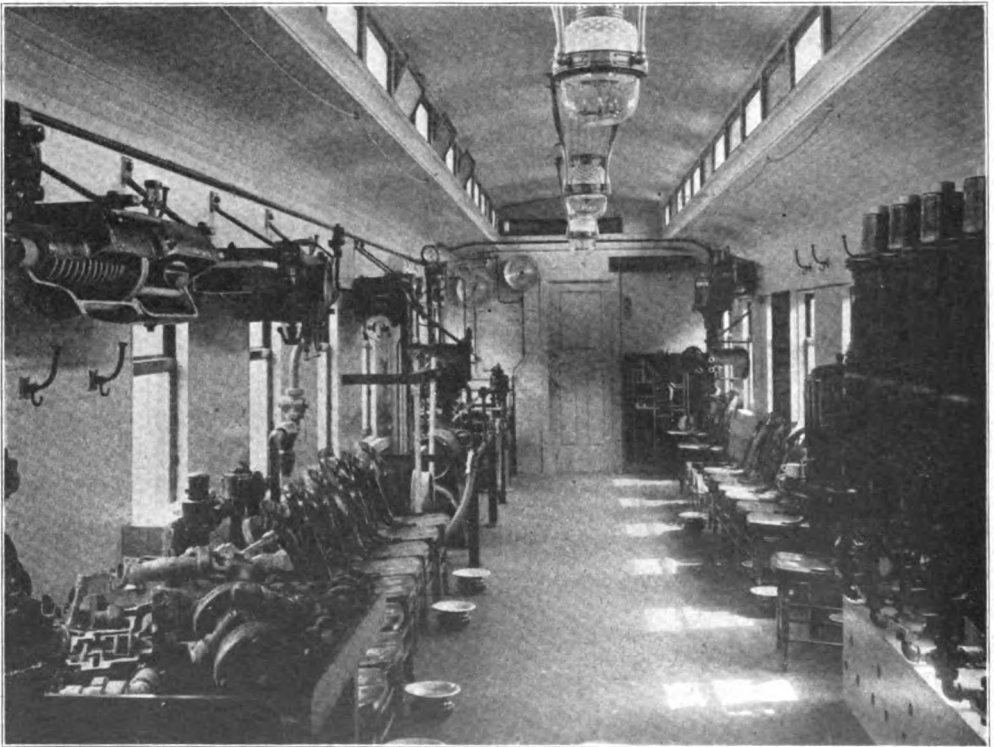
## TWO NEW ROCK ISLAND AIR BRAKE INSTRUCTION CARS, Nos. 1800 AND 1801

Railroad men are justly proud of the splendid organization which distinguishes the operations of the great railroad systems of the United States. With the possible exception of the army and navy, there is no sphere of human activity where the necessity and advantage of order and method have been recognized and realized more fully than in the control of the finances, the equipment and the large army of employes of our first-class modern railroad system.

Upon the efficiency of the Mechanical Department, to a greater degree than any other, depends the safety of the traveling public.

Greatest effort is made to give the employes instruction in the theory and use of the plant and equipment which is intrusted in their care. A premium is put upon education and intelligence, at least as far as it relates to the work of this department, and a green hand is encouraged to do something more than merely "catch on" to the mechanical handling of the equipment—he is expected to acquire a knowledge of its parts, so that in cases of breakdown he may be able to locate the difficulty and not be entirely dependent upon the roundhouse or the repair shop.

By the kindness of Mr. W. J. Toller-



*Interior End View of Air Brake Instruction Car.*

During the past dozen or fifteen years, there has been a steady advance in the men and methods in this department. The employes are more thoroughly trained, and greater care and better judgment is used in selecting candidates for

ton, General Mechanical Superintendent, we are enabled to illustrate the interior of one end of an air brake instruction car used on the system. The car was specially built, as its name implies, for the instruction of the train crews on the

road. To this end it is fitted up with a complete, full-size train equipment, such as the air brake, the heating apparatus and the lighting equipment, as further explained below. Externally the car is of the standard mail car style and the color of the first-class coaches on this system. It is 60 feet long on the inside and is finished in white, and is also on 6-wheel trucks. It is divided into three compartments, one of which is carpeted and is used as an office and reception room. This is furnished with a desk, chairs, one lower and one upper berth, and there is also a wardrobe and toilet.

The other and larger compartment forms the lecture room, which contains the Westinghouse and New York air brake appliances, full size. It is furnished with chairs for the use of the class. On the opposite side, next the office, is the complete air brake equipment of one locomotive and also complete driver-brake model. Then, in their order, down the side of the car, are one passenger car and 11 freight car equipments, complete. To compensate for the shorter pipes, the full brake pipe volume on each car is represented by small reservoirs which are placed out of sight.

At the opposite end of the car from the office is an upright boiler water tank and a coal bunker, which are partitioned off from the lecture room by folding doors, an arrangement which prevents heat, noise and dirt from entering the main room, and, at the same time, gives easy access for repairs and cleaning. Adjoining this partition is the 9½-in. compressor and injector which supplies the air and water and these are supplied with the necessary drainage. On a strongly built table are a set of cut sections of air valves. There are also cut in sections an 8½-inch compound air compressor mounted on a pedestal, an entire freight car brake and a No. 9 injector, triple sight feed lubricator and steam heat apparatus for locomotives and cars. There is also a working model of the latest improved sanding device.

The car is equipped with Pintsch gas fixtures, having four 4-flame lamps in the body of the car and two side bracket lamps, one over the instructor's desk in office room and the other in front of the steam gage at boiler. The lamps are supplied by three gas receivers, which are

placed beneath floor and in such position as to cause proper distribution of weight to all springs. The car is heated with the Baker system of steam and hot water heat, supplied with the standard valves and traps.

The cars will go into service July 1; the 1800 on the First District, and the 1801 on the Second and Third Districts. The plan of operating the cars is to have them go from one division point to another, where previous notice has been given, and those whose duties bring them in contact with such appliances are requested to attend the lectures as often as possible during the stay. Classes of twelve each are instructed and examined, and certificates of proficiency are issued by the instructor to each individual and a duplicate sent to his superior officer. The men all take a lively interest in the matter. The latter, in addition to greatly increasing their knowledge and their record of attendance, obtain a higher grade of certificates, etc., due recognition of which is made by the company when choosing from the ranks for promotion.

In designing the car, care has been taken not only to have the apparatus of instruction completely and conveniently shown, but also to make the car comfortable for those giving and receiving instruction. Attention, therefore, has been paid to light, ventilation and seating capacity, and those in attendance are not obliged to stand crowded together during the lecture and to endure the heat of the boiler as well as the inconvenience of standing.

The cars were designed and constructed at Chicago shops under the direction of Mr. W. J. Hartman, Chief Instructor.

#### UNIQUE WAY-BILL.

By J. C. Fowler.

A United States Express Co. way bill was made at Searcy, May 23, covering two crates of strawberries that had more "6's" on it than any way bill I ever saw. This way bill was No. 66; maker, 6; weight, 66 pounds; rate, per case, 66c; collect twice, 66; the town from is spelled with six letters; consignee, six; shipper, six; and is via a point spelled with six letters. These berries were received at six o'clock in the evening and left at six o'clock in the morning. On figuring a little the shipper advised me that he has shipped 666 crates this season; that he shipped the first 6th inst; and the season would probably be over by June (6th month) 6th.

**MAMMOTH MACHINERY SHIPMENT.****\$300,000 Worth of Rumely Machines for the Southwest.**

Two solid trains of more than 100 cars of Advance, Gaar-Scott and Rumely separators, Rumely, Advance and Gaar-Scott steamers and Oil-Pull, Gas-Pull and Tiger-Pull tractors were shipped to Dallas and Wichita last month.

The trains were assembled in Chicago. The factories of the Rumely Company at La Porte, Indiana; Richmond, Indiana; Battle Creek, Michigan; and Stillwater, Minnesota; all contributed their share. The average value of the machinery on each car was about \$3,000 and as there were more than 100 cars in all, \$300,000 is a conservative estimate of the worth of the shipment.

The first train was made up in the Blue Island yards of the Rock Island road, and traveled via the Rock Island and Texas & Pacific to Dallas. The second train was made up in the Hawthorne and Aurora yards of the C. B. & Q. Railroad and went over the C. B. & Q. and Santa Fe to Wichita.

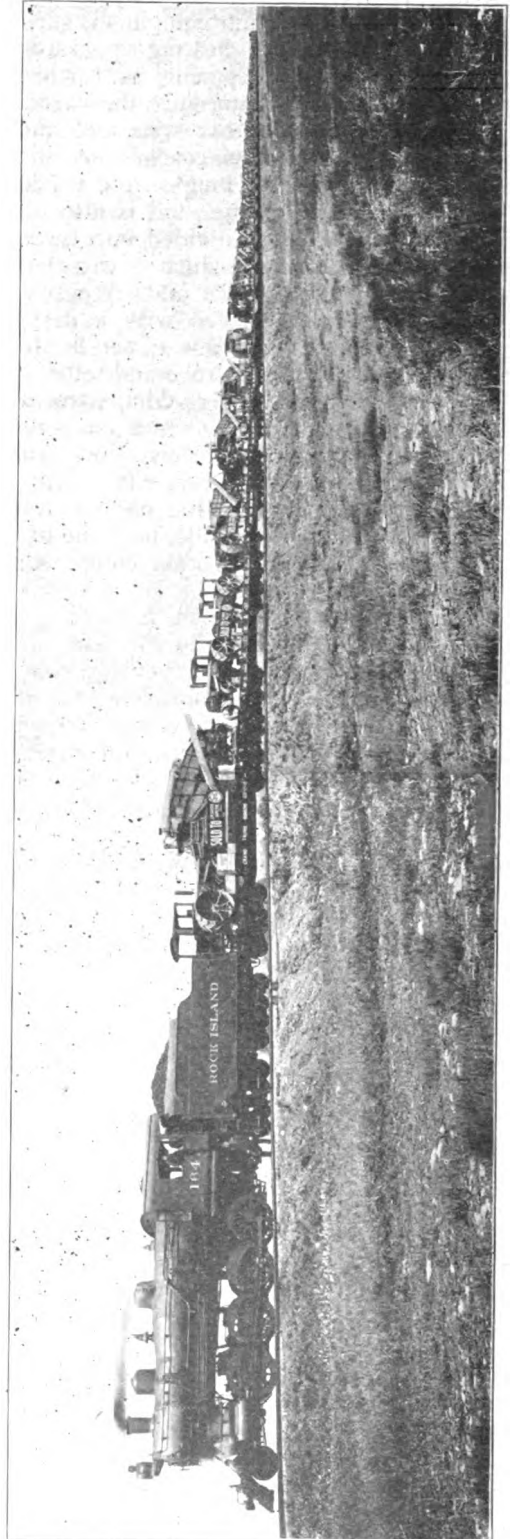
Both trains were gaily decorated. Along the sides of the cars were placed big black and gold signs showing the names of men to whom the machines had been sold. These signs were probably the most distinctive feature of the trains and they attracted a lot of attention along the way. At a town in Illinois, two men of the genus "Harvest Hobo" were seen industriously writing down the names and addresses, and when asked about it they said they were about to send postal cards to the people asking for work in the harvest fields.

The Dallas train was in charge of J. B. Benson, advertising manager, and W. T. Tallant, Traffic manager of the Rumely company. The Wichita train was in charge of L. J. Cuniff, assistant advertising manager and L. F. Prince, assistant traffic manager.

D. J. Birmingham, Indianapolis Commercial Agent for the Rock Island Lines, accompanied the Dallas train to its destination. A. B. Warner, T. H. Wilhelm, V. H. Haglebarger, M. E. Lucas, M. J. McDonald and Homer Fairmon, of the Rock Island, were also with the train a part of the time enroute.

The shipment was such a large one and furnished such pronounced proof of the promised bumper crops, as well as the popularity of the Rumely machines, that crowds of farmers and business men turned out to welcome the trains all along the way.

The shipment was unique because all of the outfits were sold before the trains started, as well as because of its size. All the machines on the two big trains will soon be at work turning the golden grain into golden dollars for the farmers of the Southwest. It would probably be hard to figure, but at the same time it is interest-



*Solid Train of Rumely Machinery En Route from Chicago to Dallas.*

ing to think of the number of acres of ground that will be plowed, and the number of bushels of grain that will be threshed by the machines that made up this shipment. These machines will not only help take care of the 1914 crops, but they will be doing good work in the Southwest for years to come.

### A FEW PERSONAL GLIMPSES.

#### "Squire" Mee, Engineer.

The average person sitting in the comfortable chairs in an observation car or dining sumptuously at the immaculate table spread before him in the modern dining car, cannot realize—many do not even think—of the operations at the head of the train, where is made possible the swift transportation surrounded by so much comfort; therefore the person who gets first-hand sight of this by riding the engine must be among the super-average. I find this to be my lot, for, armed with proper credentials last night at Kansas City, I made my way to the head of the Colorado Flyer and found the big 800 in charge of "Squire" Mee, whose welcome and solicitude for my comfort as his guest, could not have been surpassed by the most famous hostess giving a week-end party for royalty. Within but a minute or two the train was on its way, the fireman shoveling coal and "Squire" keeping a sharp lookout for the numerous signals through the Kansas City terminals. We soon passed through Armourdale and got out into the country where "Squire" let her out, so that we were soon traveling a mile a minute. The sensation of riding the big iron horse at full speed is one which must be actually experienced to be appreciated, as well as to appreciate the ever-watchful care and alertness which must be exercised by the engineer. As we sped along "Squire" would glance out of the corner of his eye now and then to see, I suppose, if I had fallen off. On to Lawrence we went, and when nearing that point "Squire" spied a little four-cylinder motor out for a race, and gradually creeping upon the pigmy, let the 800 "have the bit" and soon left it far in the distance, encircled in a cloud of dust. Then on through Lawrence we were soon to North Topeka and then across the Kaw and into the station. The ride was one to be long remembered—the "Squire" one longer to be remembered. No better engineer ever takes the throttle of one of the big modern racers; no employe boasts, and justly, of a better record—one extending without blemish for over a quarter of a century. "Everybody is my friend," is his proud statement, and all who know him are proud to have him for a friend. The success of his life is embodied in his parting words, "I love to run an engine," which by the way, is the embodiment of all success.

### ROCK ISLAND'S PASSENGER TRAFFIC GROWS AT PUEBLO THROUGH WHITLEY'S EFFORTS.

John E. Whitley, recently appointed city passenger and ticket agent for the Rock Island lines in Pueblo, is known as the youngest man in that capacity on the entire system, comprising some 8,000 miles of railroad.

Whitley, who is a brother of E. D. Whitley, city ticket agent for the Colorado Midland in Denver, is only 28 years old.

"We should be getting more passenger business out of Pueblo," remarked George W. Martin, general agent for the Rock Island in Denver, several months ago, when a change in the Pueblo City office was contemplated.

"Give me a chance at it," answered Whitley, who for several years was an assistant in the office, "and if you don't get it my resignation will be ready any time."

He was given the chance. As a result of his efforts the business of the company has been on the jump by leaps and bounds. Out of 22 buyers from local stores who went East this spring, exactly 21 purchased tickets from the young agent, who practically has revolutionized ticket selling methods in Pueblo, and the twenty-second was lost through a desire to visit a relative living in a town upon a competing line.

#### HOWARD CASE DEAD.

Howard Case, an aged resident of Newton, Ia., died Friday night, June 12, at the home of his daughter, Mrs. Mel Ayer, of paralysis, after a long illness.

"Daddy" Case, as he was known by his friends, was a most kindly, tender-hearted old gentleman, whom one couldn't help loving. Everyone who knew him well always spoke so kindly of him that others were led to feel the same way about him.

Had he lived until next October he would have been eighty years of age. He had been a railroad man all his life. He began braking for the Pittsburg, Ft. Wayne & Chicago Railway in March, 1863, over fifty-one years ago. A few years later he came to Eastern Iowa and began working for the Rock Island Railway.

In 1879 he went to Des Moines and had a run as brakeman between that city and Brooklyn. For a short time he had charge of a work train, cutting down the grade between Grinnell and Kellogg. After that, until 1895, he had a run between Valley Junction and Des Moines. He was then given the run between Newton and Monroe as conductor and with his daughter moved to Newton, where he resided until his death.

In 1910 "Daddy" Case was put on the pension list by the Rock Island Railway, but after an active life with something doing all of the time, it was often hard for him to be contented.

## HEADS EXPRESS COMPANY.

George C. Taylor of Chicago, vice president of the American Express Company, was elected June 16 to the office of president, vacated by James C. Fargo. Mr. Fargo's resignation was due to a desire to be relieved from business cares. He is 85 years old and had been presi-



*George C. Taylor.*

dent since 1881. Mr. Taylor has held almost every office in the service since he began as an office boy when 15 at the company's office at Ripon, Wis., thirty years ago. Many employes entered Mr. Taylor's office recently to congratulate him. He said that of the 30,000 employes in the service of the company he was acquainted with 75 per cent of them.

## SAME WITH MURPHY.

For a whole hour the captain had been lecturing his men on "The Duties of a Soldier," and he thought that now the time had come for him to test the results of his discourse.

Casting his eyes on Private Murphy, he asked, "why should a soldier be ready to die for his country?"

The Irishman scratched his head for a while and said, "Sure, captain, your'e quite right. Why should he?"

## G. W. ROURKE IS NAMED ASSISTANT GENERAL MANAGER.

G. W. Rourke, superintendent of the Illinois Division at Rock Island, Ill., was appointed assistant general manager of the second district on June 1st, with headquarters in Topeka.

Mr. Rourke went to Topeka to succeed the late J. B. Smalley, who died from a stroke of paralysis after superintending the construction of a bridge over the flooded waters of the Cimarron river several weeks ago.

Mr. Rourke started out as an operator in Kansas in 1885, and his advancement has been steady. He served as agent at several different stations, and was promoted to the position of trainmaster for the G. C. and S. F. railroad at Cleburne, Texas. From there he went to the Fort Worth and Denver line. He came to the Rock Island as superintendent of the Kansas City terminals in October, 1905. The following year he was sent to Herington as superintendent of the Kansas division. January 8, 1913, Mr. Rourke was transferred to the Illinois Division with headquarters at Rock Island.

## ISAAC KLINE DEAD.

Death claimed Isaac Kline, for ten years connected with the Immigration department of the Rock Island Lines, on May 13th, 1914, after a lingering illness of nearly two years. The end came peacefully on the morning of that day, the bedside being surrounded by members of the family, at the Kline home, 5528 Michigan Ave., Chicago. He was sixty-one years of age, having been born at Cambridge, Michigan in 1852.

Those who survive are the widow, three sons and one daughter, to whom the sympathy of the Rock Island family goes out, for Mr. Kline was known to and beloved by hundreds of his fellow employes all over the system. In his long and faithful service for the company as a traveling immigration agent and staff photographer, he came in contact not only with employes on all parts of the system, but with thousands of patrons of the road, all of whom were impressed by his optimism and cheered by the sunshine which his genial nature diffused.

Mr. Kline was trained in the newspaper profession, having been the founder

of the Evening Item at Richmond, Ind., and its editor for many years, until failing health forced him to retire. For some time he was engaged in the motion picture business, being one of the pioneers in that line, and later he became associated with the Rock Island's Immigration department, participating in the great southwestward movement of homeseekers incident to completion of the lines into the Panhandle and New Mexico. In that capacity he acquired a fund of information that made his services of great value to the company. Just before his final breakdown he was in charge of the colonization work for Arkansas and Louisiana, in which states he had many particularly good friends who were saddened by his death.

### CHARLES M. FECHHEIMER.

Local Attorney, Rock Island Lines at Chickasha is Dead.

"Fech" is gone—blessed be his memory.

To his friends he was always "Fech" and by that name we shall still call him. It is hard to realize that he is no longer among us.

Did you ever try to write an obituary of a friend? Perhaps you were able to do it, but we cannot. We are not going to attempt to pay the conventional tribute of respect to "Fech." For one reason, we can't, and the other reason is that it would be inappropriate because there was nothing conventional about our departed friend.

Perhaps it would be sufficient to say of "Fech" that all who knew him well recognized his noble qualities as a man, appreciated him as a friend and loved him with a loyalty that never faltered.

Mr. Fechheimer was a man of marked eccentricities and those who never came within the inner circle of his friendship seldom realized his true worth. In some sense his tragic death, shrouded in mystery, was characteristic of his life as it appeared to those who did not enjoy his intimate acquaintance.

"The most charitable man I ever knew." That is what you will hear dozens of men say of "Fech." Few knew of his benefactions because he preferred to give in secret and many who were aided by him never knew the source of it. He

gave generously and freely because that was his nature and he wanted no credit for his good deeds. It is safe to say that no appeal in behalf of any charitable cause was ever made to him in vain.

Aside from his benevolences, perhaps nothing gave Mr. Fechheimer more real pleasure than to do a good turn for a friend. He never waited to be called upon but was always looking for opportunities to do a gracious act that would assist somebody and usually such acts were of a nature from which he himself could realize no personal benefit; they simply sprang spontaneously from a large, generous heart.

Between the writer and Mr. Fechheimer, in their views upon politics, religion and almost any other subject that might be mentioned, there was nothing in common but quite the contrary. However, this did not interfere in the least with the warm friendship that existed. Indeed we doubt whether we could have liked "Fech" quite as well if we hadn't disagreed with him about well nigh everything. The quality of friendship is never developed to a point to make it worthy of the name without complete tolerance of opinion. We could "roast" Fechheimer's politics and his party to a frazzle but it never made even a ripple in the placid waters of friendship.

Mr. Fechheimer made no pretensions to piety but in his life were embodied some of the highest principles of real religion. If "pure" and undefiled religion is to "visit the orphan and the widow and aid those in distress" he had it in large measure. He had his faults and foibles as all men have, but in the basic qualities of true manhood he measured up to a standard to which all of us may well strive to attain.

For twenty years or more Mr. Fechheimer lived among us in Chickasha and he was always ready to do his part as a member of the community. He was public spirited and never failed to do his duty in aiding in every form of community progress. We shall miss him as a citizen and multitudes will miss him as a friend. In every movement of the drama upon life's stage he played his part with zest, doing good wherever he could, and he will live long in loving hearts.



# THE RAILROAD PRESIDENT

Judge William R. Smith of Topeka, formerly of the supreme bench, now the attorney of the Santa Fe in Kansas, recently wrote a letter to a friend in which he depicted the present position of the once happy and untroubled railroad president. In part he wrote:

"While consulting my family almanac to learn whether a dry day had been selected for our next probation picnic, I ran across the picture of a man on the front page who was surrounded by the twelve signs of the zodiac.

"His serious condition suggested the attitude of a railway president of today, and forcibly illustrates the difficulties with which that official is beset.

"Apparently composed, he stands naked without sword or shield in the midst of ferocious beasts and stinging reptiles. Here and there a designing human being is on guard over a particular portion of his anatomy, each striving to protect some special interest.

"At the left of the picture two milk-fed twins embrace each other, representing in their innocence a partnership of middlemen rejoicing over a decrease in freight rates which the consumer, after persistent effort, has secured, but of which the heavenly pair are the sole beneficiaries.

"Below these public benefactors a couchant lion lashes his tail, ready to spring should the president stretch out his right hand to adjust the scales within his reach

so that they may balance equally between carrier and shipper.

"We next see the archer, typical of the legislator of commerce, with bended bow and arrow aimed straight at the bare leg of the defenseless man.

"Two thirsty fish, gasping for breath, appear in the collection, awaiting a flood of watered stock, of which there are no signs. The rampant goat, the scorpion, the crab and the bull are all vigilant lest the man they are watching should do something to prejudice the interests they have in charge.

"With this incongruous aggregation, the zodiac man, like the railway official, must be at peace.

"To prevent any possible escape he has been sorely wounded; having a trap door in his abdomen exposing its convolutions to the gaze of the public and the interstate commerce commission.

"With this bodily affliction added to the bellowing of the bull, the roar of the lion and the hissing of the serpents, the man does not flinch or murmur. He hopes to live and calmly waits for time to heal his bruises; when the abhorrent forces around him will withdraw, and when, released from his duress he may without hindrance seize the scales now guarded by enemies of progress and measure with equitable hand the rights of all who are concerned with the subject of transportation."



*Rock Island Freight Agents on a Trip Over the Line in 1891.*



# ROCK ISLAND LINES



## SAFETY BUREAU

By L. F. SHEDD, General Safety Supervisor.

### Our Position Among "Safety First" and "Prevent Injury" Organization on American Railroads.

The Safety Bureau of the Rock Island Lines is, admittedly and deservedly second to none among the "Safety First" and "Prevent Injury" organizations on our American railroads, and stands in a position to present the plan of its organization, as well as its methods of performance and achievements as an example that others might profitably follow. Our Safety Bureau was not the very first to be organized, but followed the organization of other splendid railroads of the west very closely, but once organized, it became a power in the crusade against unnecessary sacrifice of life and limb among the railroad employes of our country, as well as to be of material benefit to the employes of the Rock Island Lines, to its passengers, its patrons and the public generally. Today, our Safety Bureau is recognized as one of those organizations that is ever ready to take the initiative, and to follow to a conclusion, such means and methods as will redound to the credit of the work of the "Safety First" and "Prevent Injury" organizations.

The circular of President Mudge of August first, nineteen hundred twelve, announced the birth of our Safety Bureau, that organization which ranks among the highest ever inaugurated upon the Rock Island Lines, and through that circular, stating as it does briefly but splendidly the reasons why such a Bureau was formed, the necessity for such, and appealing to every employe to assist in the good work hoped to be accomplished by and through it, started on its way a campaign that is as sure to reduce personal injuries to a minimum on our

splendid railroad, as we are to serve our patrons in that exceptionally courteous and efficient way, peculiar alone to the Rock Island Lines. The circular of Second Vice President Ridgway outlined our splendid organization, and the wisdom of his arrangement for the meeting of our committees and the handling of the work generally is every day creditably reflected.

Quietly, but in earnest and with effectiveness we started to overcome the vast number of personal injuries that confronted us each year, and by strict observances of the outlines of the organization, and with the assistance of practically every employe acting alone as a committee of one, or acting in or through the regularly appointed committees, we were able to attain gratifying results almost before we expected that such results would be reached. Why was this possible? The answer is readily forthcoming and plain, and it is this—Because we started right, started with the right ideas and with the proper regard for man's weakness, and instead of parading our mistakes, we went about to learn and to overcome them, and with such a policy, the doubter was put to rout and not an inch of ground left upon which he could stand. We inspired confidence, we retained it, until today, our Safety Bureau is among the foremost in the work, not alone on our own lines, but among the heads of the Safety Departments of other railroads and industrials all over this great country of ours.

Our organization with its six hundred committeemen, assisted by the employes generally has been carefully observed by

those who have the Safety First movement at heart and who know how the best results can be obtained, and to our surprise and appreciation, requests have been received from various sources for detailed explanation of how "We do it on the Rock Island Lines." It has also been the privilege of our Safety Bureau representatives to appear at railroad and semi-public Safety meetings at various parts of the country, not along the Rock Island Lines, and to participate in their exercises and to tell them how we carried on our successful campaign against personal injury, this because we were investigated as to our methods, our aims and objects carefully considered, our success appreciated and to follow us was desired. Does not all this speak well for the Safety Bureau of the Rock Island Lines?

Our motion pictures, the first of their kind ever used in the "Safety First" and "Prevent Injury" campaigns on the American Railroads have met with constant favor, and we are having requests for them from some of the highest ranking Safety organizations as well as from the largest industrial plants in the United States. The National Council for Industrial Safety of Chicago, the admitted clearing house for Safety devices, literature and other means of stimulating interest and promoting Safety throughout the country, have us placed on their list of available facilities through which the work may be more elaborately and beneficially carried on, and through them, and otherwise, our pictures have found themselves before audiences in the east and elsewhere. Another instance that we started right, and have kept right.

We therefore feel that the Safety Bureau on the Rock Island Lines is an exceptionally splendid organization. Its aims are high, its purposes noble. It seeks to benefit the man and the homes and there is nothing that can and should make a stronger appeal to the average railroad man than that which benefits himself and his home as well. We are pleased with the organization, and we trust YOU are. Remember that the Safety Bureau is an organization of its own, not connected in any way with any other organization in particular, has nothing whatever to do with seniority, hours of service, wages, employment or

dismissal. Cares nothing whatever what a man's religious or political belief is, whether he be old or young, weak or strong, large or small, black or white, a man in the ranks or an officer of the company, you are all welcome in the Safety Bureau, and your membership is earnestly solicited. To be enrolled among us is to be recognized as a member of one of the foremost Safety organizations in the United States.



### HOTEL SITUATION IN SAN FRANCISCO DURING PANAMA-PACIFIC EXPOSITION.

Inquiries have been made, from time to time, as to the hotel situation in San Francisco during the Panama-Pacific Exposition, and considerable doubt seems to prevail as to the possibility of securing rooms at reasonable rates.

An agreement has been reached between the Panama Exposition Company and the San Francisco Hotel Association covering the reservation of rooms, which was ratified at a special meeting of representatives of the hotels, rooming and apartment houses of San Francisco, and the following has reference to the hotel conditions which will prevail:

"You can get all the rooms you want in San Francisco in 1915 and at reasonable rates. The Exposition City now has 2,068 hotels, rooming and apartment houses, an increase of 786, or about 64 per cent, in three years. Before the opening of the Exposition 150 more hotels and apartment houses will be ready for occupancy, representing nearly 3,000 additional rooms.

"The hotel men of San Francisco have incorporated the S. F. Hotel Bureau, with a membership of over 300 hotels, representing 50,000 rooms, which has been indorsed by and is co-operating with the Panama-Pacific Exposition Company. The Bureau will make contracts for hotel and other accommodations during the Exposition year, without fees or other charges connected with the making of reservations. The only obligation is that a deposit of 10 per cent of contract price must be made at the time contract for rooms is signed, in order that the hotels making the reservations shall be properly protected. These accommodations, the most up-to-date to be found in any city of the world, will be contracted for at rates of \$1.00 to \$3.00 a day, per person, European plan, and for any date and for any length of time desired.

"Application for reservations should be directed to the San Francisco Hotel Bureau, Kearny and Market Streets, San Francisco, Calif."

# EDUCATIONAL COURSE—ELEMENTARY ELECTRICITY—MAGNETISM

(Reprinted by permission from pamphlet issued by Pennsylvania R. R. Co.)

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No study of electrical engineering could be complete without a thorough study of magnetism, since much electrical apparatus is dependent upon magnetism for its action. In this pamphlet, magnetism only will be discussed, reserving for other instruction papers the very closely related subjects of (1) "Magnetic Effects of the Electric Current," and (2) "Electrical Effects of Magnetism."

**1. NATURAL AND ARTIFICIAL MAGNETS.**—Magnets are substances which have the property of attracting iron, and the term *magnetism* is applied to the cause of this attraction and the resulting phenomena.

Magnetism was known to the ancient world. It sometimes exists naturally in pieces of an ore of iron, which is known to chemists as magnetic oxide of iron, or *magnetite*. This ore was first found at Magnesia, in Asia Minor, hence the name magnet. *Lodestone*, or "leading stone," is another name applied to a *natural magnet*.

When a bar of steel is stroked with a magnet, the bar itself becomes a magnet. Such bars are called *artificial magnets*. Magnets may also be made by means of the electric current. A bar of iron or steel may be wound with a coil of insulated wire, and will become a magnet when a direct current of electricity is passed through the coil. Very strong magnets may be made in this way. If a soft iron bar is magnetized by this method, it will be found that after the current is switched off from the coil the bar is no longer magnetic, or at best shows only very slight magnetism. A hard steel bar, however, will remain a magnet after being taken from the coil, and is, therefore, called a *permanent magnet*.

**2. POLES OF A MAGNET.**—When a bar magnet is suspended by a thread about its center, so that it swings freely in a horizontal plane, it will turn to such a position that one end points north and the other end south. The end which points north is known as the "north-seeking" or *north pole* of the magnet, while the end which turns south is termed the "south-seeking" or *south pole*. The north pole is also often called the *positive pole* and designated simply by a plus sign (+), or "N," and the south pole is called the *negative pole* of the magnet, and designated by a minus sign (—), or "S." When the bar magnet is rolled in iron filings, the filings are attracted by the ends or *poles* and adhere to them, but few, if any, particles are picked up by the center of the magnet.

It is evident from this experiment that the greater part of the magnetic attraction is concentrated at the poles of the magnet.

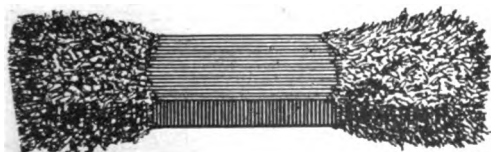


FIG. 1.

**3. MAGNETIC AND NON-MAGNETIC SUBSTANCES.**—A magnetic substance, or, technically speaking, a *paramagnetic* substance, is one which is attracted by a magnet, or which can be magnetized. Iron and its alloy, steel, are the chief magnetic substances, though nickel and cobalt (other metals) can be magnetized to a slight extent. Certain other metals, such as bismuth, antimony, zinc and lead, are slightly repelled by a magnet, and are, therefore, termed *diamagnetic* substances. Practically all other substances are not appreciably affected by magnets, and can, therefore, be called *non-magnetic* substances.

**4. INSULATORS OF MAGNETISM.**—When a sheet of glass is placed in front of a strong magnet it will be found that the magnet acts through the glass without any apparent difficulty. In a similar way the magnetic attraction acts through all other materials except magnetic substances. In the case of iron or steel, the magnetic attraction acts on the metal instead of passing through it. Thus it will be seen that there is no material which will serve as an insulator against magnetism, though iron or steel will, in a measure, screen objects from it. Soft iron cases are sometimes used for watches to shield the works and prevent them from becoming magnetized.

**5. MUTUAL ACTION BETWEEN MAGNETS.**—Either pole of a magnet will attract a piece of iron or steel. With two magnets of equal strength, it will be found that the north or "N" pole of one repels the north pole of the other, and the south or "S" pole of one repels the south pole of the other, but the north pole of either one will attract the south pole of the other. This experiment illustrates a fundamental magnetic law, namely:

*Like poles repel and unlike poles attract each other.* By means of a suspended magnet the polarity of any other magnet may be readily determined, for the pole of the second magnet that repels the north pole of the suspended one is also a north pole.

**6. THE MAGNETIC FIELD.**—The space about a magnet or magnet pole in which the magnet can exert magnetic force is termed its *magnetic field*. This field extends in all directions about the magnet. For convenience, it is customary to consider the magnetic field to be made up of *lines of magnetic force*, which leave the magnet at its north pole and return at its south pole, passing through the magnet to the north pole and completing the circuit. The field of a magnet may be explored and the direction of the lines of force determined by means of a small pocket compass. When the compass is held in the magnet's field, the compass needle will assume a position parallel or tangent to the lines of force. The distribution of the lines of force about a bar magnet is roughly shown in Figure 2, and the position of a compass needle at various points in the field is indicated.

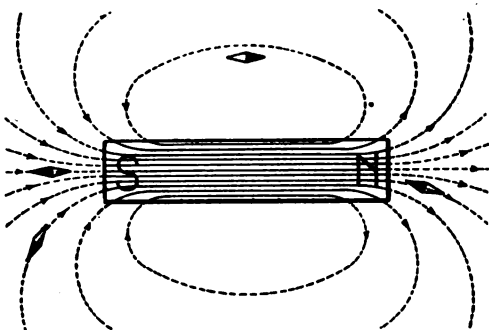


FIG. 2.

The black end of the compass needle is in every case the south pole.

**7. MAGNETIC SPECTRA.**—A better method of determining the distribution of the lines of force is by means of *magnetic spectra*, or diagrams. A sheet of glass or heavy paper is laid over the magnet whose field is to be reproduced, and iron filings are sifted on it. Then the glass or paper is tapped lightly and it will be found that the filings arrange themselves in tufts and lines which indicate very clearly the direction and intensity of the magnetic field. Such a *magnetic spectrum* for a bar magnet is shown in Figure 3.

8. **STUDY OF MAGNETIC SPECTRA.**—By a study of magnetic spectra many of the phenomena of magnetism are made clear. In Figure 3 it will

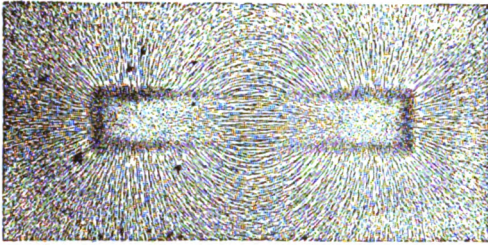
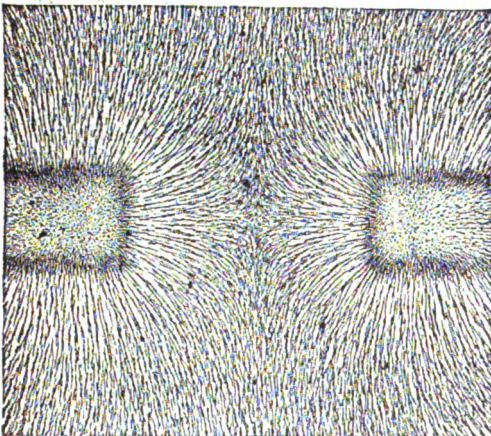


Fig. 3.

be seen that the lines of force are concentrated at the edges of the magnet poles, and spread out over the field, their intensity growing less the farther they are away. If the diagram were large enough, and could show the actual lines of force instead of filings influenced by the force, it would be found that all lines leaving one pole ultimately curve around and enter the other pole. Each line of force constantly tends to shorten itself, and is repelled by the other lines beside it, so that the resulting curves are obtained. Another peculiarity attributed to lines of force is that they never cross each other.

In Figure 4, which shows the magnetic field between two like poles, the bending over of the lines from the poles as they meet is clearly shown, and the repulsion between the two poles can readily be imagined.

Figure 5 shows the field between two unlike poles, and it will be seen that many of the lines from one pole continue to the other. Since the tendency of these lines is to shorten, the



MAGNETIC POLES N AND N OR S AND S.

Fig. 4.

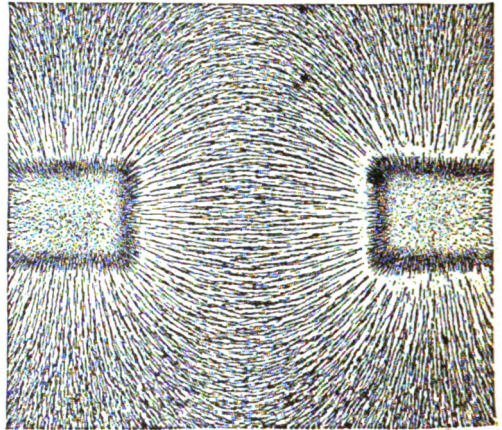
reason for the pull or attraction between the two can be seen.

Figure 6 shows the field between unlike poles, but with a piece of iron placed between the two magnets. The distribution of the lines of force is considerably altered. The iron is a better conductor of the lines of force than the air space, and there is a convergence or bending-in of the lines to it.

9. **INDUCED MAGNETISM.**—The iron filings used in obtaining magnetic spectra do not touch the magnets whose fields they represent, yet they attract each other and form into tufts and lines under the influence of the magnetic field. In reality, each one of the filings has been magnetized by induction, and, while in the magnetic field produced by the large magnet, is a magnet itself. In a similar way, the piece of iron between the magnet poles in Figure 6 is magnetized by induction.

10. **DISTRIBUTED, CONCENTRATED AND ISOLATED POLES.**—It will be seen that, in the short bar shown in Figure 3, the lines of force leave and

enter the magnet over a large area at the ends, extending well down to the center. Such a magnet is said to have *distributed poles*. If the

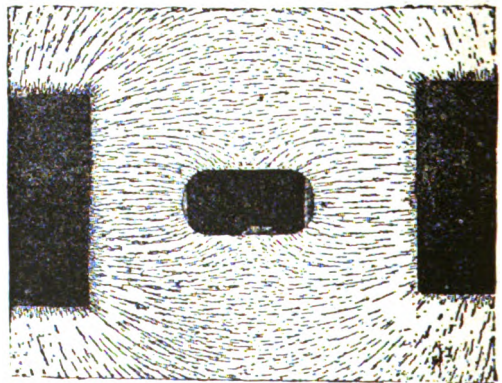


MAGNETIC POLES N AND S.

Fig. 5.

length of the magnet is great compared with its cross-section, magnetic force will be appreciable only at the poles over a comparatively small area. Such a magnet is said to have *concentrated poles*. If the poles of the magnet are so far apart that their effect on each other is negligible, each pole may be considered separately as an *isolated pole*.

11. **FORMS OF MAGNETS.**—A bar magnet, such as is mentioned in the preceding paragraphs, can be bent so that both of its poles point in



Magnetic Spectrum With Iron In It.

Fig. 6.

the same direction, as shown in Figure 7, which also shows approximately the distribution of the magnetic field or lines of force. A magnet of this form is called a *horseshoe magnet*.

Both of its poles can be brought to bear on the same object, and horseshoe magnets will therefore lift heavier weights than bar magnets of similar proportions. Another characteristic of horseshoe magnets is that they retain their strength better than bar magnets. This appears to be due to the fact that the *air gap*, or distance the magnetic lines of force must pass through air between the poles, is shorter. Magnets of the horseshoe type are very often used in electrical measuring instruments, such as direct current voltmeters and ammeters.

The ordinary horseshoe magnet is usually provided with an armature or keeper, which helps to preserve the strength of the magnet.

12. **RESIDUAL MAGNETISM—RETENTIVITY.**—Any piece of magnetic material brought in contact with a magnet, or within a magnetic field, becomes a magnet itself. Suppose that three bars of the same size are prepared, one of soft



iron, one of soft steel and one of hard steel, and that one end of each bar is dipped into iron filings while a strong magnet is brought in contact with the other end. When the bars are withdrawn and the magnet removed, the most

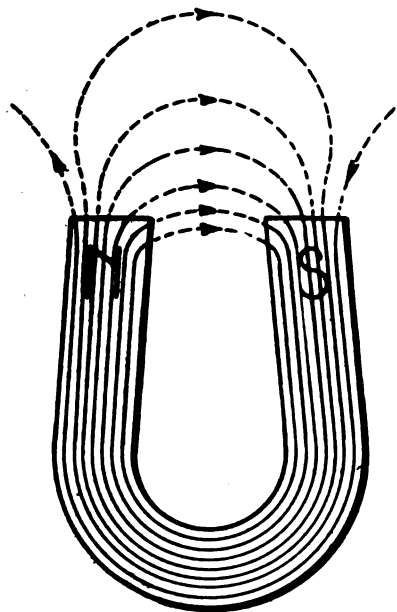


Fig. 7.

filings will adhere to the hard steel, less to the soft steel and very few to the soft iron. The filings are held by the *residual magnetism* of the bars, and the ability to retain magnetism is called *retentivity*. This would indicate that hard steel has greater retentivity than either soft iron or steel.

13. **AGEING.**—In order that magnets used for certain purposes may be satisfactory, it is important that their strength remain constant. After magnetization it is found that the strength of even the hardest steel magnets decreases for some time, especially if they are subject to severe changes of temperature or to mechanical vibration or shock. However, a point is finally reached where the residual magnetism is really permanent, and the strength of the magnet does not diminish. In order that this point of permanent strength may be reached quickly, magnets are often put through a process called *ageing*. This process consists in subjecting the magnets to repeated changes of temperature and mechanical jars and shocks, until tests show that their strength has fallen to a constant value. Well aged magnets of the best magnet steel will remain practically constant indefinitely.

14. **THE EARTH'S MAGNETISM.** — Everyone knows that a compass needle is a magnet, and that it takes a definite position when free to swing, pointing nearly north and south. From preceding paragraphs, it is evident that the compass needle must be acted upon by a magnet whose lines of force run north and south. This magnet is the earth itself. If a bar magnet, about half the length of the earth's diameter, were thrust through the earth's center, making an angle of about twenty degrees with its axis, it would account for many of the phenomena of *terrestrial magnetism*.

The south pole of the magnet would be at the end under the northern portion of the earth's surface. The lines of the earth's magnetic force are only parallel with the earth's surface at certain places near the equator, as can be seen by reference to Figure 8. In the northern hemisphere the compass needle tends to dip its "N" pole downward, in order to parallel the lines of magnetic force, while in the southern hemisphere the "S" pole has a similar tendency. Directly over the *magnetic poles* of the earth, the compass needle, if free to turn in all directions, would point directly downward.

15. **DECLINATION.**—Owing to the fact that the magnetic poles do not coincide with the geographic poles of the earth, the compass needle does not point true north at most places on the earth's surface. The angle between the magnetic north and south line or meridian, and the geographic north and south line or meridian,

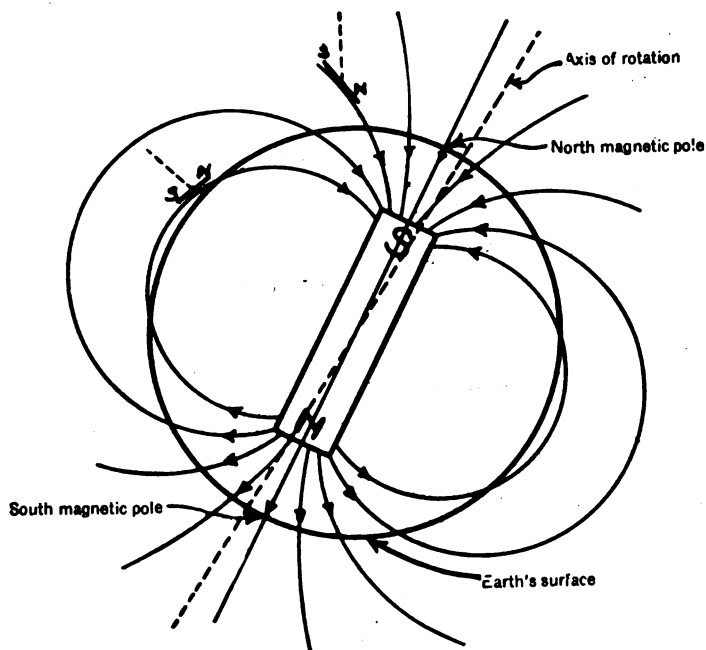


Fig. 8.

at any point, is the *declination* of the earth's magnetic field at that place.

16. **INCLINATION.**—Paragraph 14 and Figure 8 show that the earth's lines of force are not horizontal at most places on the surface. A compass needle mounted to swing vertically (on a horizontal axle) is called a *dipping needle*. When set to swing in a magnetic north and south line, the needle will assume a position parallel to the earth's magnetic field. The angle which the needle makes with a horizontal surface is the *inclination* of the earth's field.

At the present time (1913), the declination at Philadelphia is about seven degrees west, and the inclination about seventy degrees. In other words, the compass needle points seven degrees west of true geographical north, and the dipping needle has its north pole downward, and makes an angle of seventy degrees with the horizontal.

17. **THEORY OF MAGNETISM.**—There have been a number of theories advanced to account for magnetic phenomena, but the one commonly accepted at the present time is the *molecular theory*. All the forms of material are considered to be made up of very small particles which are called *molecules*. It is supposed that each particle or molecule of iron or steel (magnetic materials) is naturally a magnet, with a north and south pole. In an unmagnetized bar the poles of molecules are turned in all directions, so that the fields of force of the different molecules neutralize each other, and the bar as a whole shows no magnetic qualities. In paragraph 6 it was stated that a magnet, when placed in a magnetic field, tends to turn until it is parallel to the lines of force. Therefore, if the bar under consideration is placed in the field of a magnet, the molecules all try to turn parallel to the lines of the field. When the molecules are turned in the same direction their magnetic fields act together, and the bar, as a whole, becomes a magnet.



Fig. 9a.

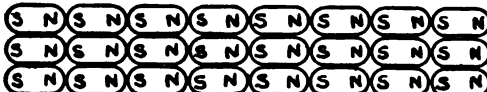


Fig. 9b.

The condition of the molecules of the unmagnetized bar is represented by Figure 9a, and the condition of the magnetized bar by Figure 9b. In this figure, the very minute particles or molecules which form the magnet are shown rather large and are marked on their ends "N" and "S." In reality, a molecule cannot be seen by the naked eye, as it is too small, but can be seen with the aid of powerful microscopes.

The properties and behavior of magnets are more readily understood through a study of this molecular theory.

18. **STRENGTH OF MAGNETS.**—It is well known that all magnets of the same size and shape are not of the same strength. It can readily be seen that the greater the number of molecules turned to act together magnetically the stronger will be the magnet.

19. **PERMEABILITY.**—A bar of soft iron subjected to magnetic force will become a stronger magnet than a similar bar of hardened steel subjected to the same force. This is because the molecules of the iron bar offer less resistance to turning than those of the steel bar, and therefore, more of them are "lined up" by the magnetizing force. This difference is expressed by saying that the *permeability* of the iron is greater than that of the steel.

In paragraph 12, *retentivity* was illustrated and defined. Evidently, if the molecules of a material are difficult to turn in magnetizing a bar, these same molecules will tend to remain in the magnetized position after the force is withdrawn, so that a material which has low permeability, or which is difficult to magnetize,

will have high retentivity or will retain its magnetism well.

20. **DEMAGNETIZATION.**—Any magnet heated to a red heat loses its magnetism, and does not regain it when cooled off again. Iron and steel at high temperatures are non-magnetic, and cannot be magnetized or attracted by a magnet. It is believed that the action of high temperatures sets the molecules of the metal in vibration and thus breaks up magnetic combinations that exist and prevents others from forming. Another method of *demagnetization* is to place the object to be demagnetized in a strong magnetic field, which is then reversed in direction many times and at the same time gradually reduced to zero strength.

21. **SATURATION.**—If the magnetizing force acting on a bar is great enough, it is reasonable to suppose that all the molecules will be turned in one direction, and that the bar will be fully magnetized. In this case the bar is said to have reached *magnetic saturation*. No increase in the magnetizing force, however great, will increase the magnetic strength of the bar after this saturation point is reached.

22. **EQUALITY OF NORTH AND SOUTH POLARITY MAGNETISM.**—Each molecule of magnetic material is supposed to be a magnet with north and south poles of equal strength. Therefore, when the material is magnetized, and the molecular magnets are turned to act together, the number of north poles acting together will be the same as the number of south poles combining forces and the total positive and total negative magnetism produced will be equal.

23. **MAGNETIC CIRCUIT.**—The equality of north and south polarity magnetism may be stated in another way, by considering that the lines of force form a *magnetic circuit*, as briefly stated in paragraph 6. In any magnetic circuit, the total number of lines of force issuing from the north poles is the same as the number of lines entering at the associated south poles.

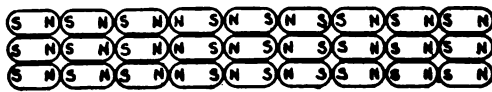


Fig. 10.

24. **DIVIDED MAGNETS.**—If a bar magnet is broken in two pieces, each piece will be a magnet. A consideration of Figure 9b will show why this is the case. Since each of the smallest particles is a magnet, it is evident that every combination of these particles is also a magnet, as long as the molecules are turned in the same direction.

25. **CONSEQUENT POLES.**—If two bar magnets are placed end to end, with their south poles together, the field produced will be like that of one magnet with a north pole at each end and a south pole of twice the strength at the center. By proper application of the magnetizing force, a single bar may be so treated that it will have poles at other points in addition to those at the ends. These intermediate poles are termed *consequent poles*. The arrangement of the molecules in a magnet with consequent poles may be imagined to be similar to that shown in Figure 10.

26. **ACTION BETWEEN MAGNETS.**—The force of attraction or repulsion between two magnet poles is inversely proportional to the square of the distance between them. This relation may be expressed in the following formula:

$$\frac{F}{F_1} = \frac{r_1^2}{r^2} \text{ or } F : F_1 :: r_1^2 : r^2 \quad \text{eq. (1).}$$

In which  $F$  is the force attraction at a distance  $r$  between the poles and  $F_1$  is the force attraction of the same two magnet poles at the distance  $r_1$  between them. From eq. (1), the product of the force and the square of their distance apart is the same for any distance between the poles.

For example, when two magnets are held one inch apart and they repel each other with a force of ten pounds, the push between them when held at a distance of two inches would be found by applying formula 1, substituting these values:  $F = 10$ ,  $r = 1$ ,  $r_1 = 2$ ; then

$$10 : F_1 :: 2^2 : 1^2$$

from which  $F_1 = \frac{10 \times 1^2}{2^2} = 2.5 = \text{number of}$

pounds push at a distance of two inches. If the distance between these poles had been  $\frac{1}{2}$  inch, then the repulsion would be found by this same formula as

$$10 : F_1 :: (\frac{1}{2})^2 : 1^2$$

from which  $F_1 = \frac{10 \times 1^2}{(\frac{1}{2})^2} = \frac{10}{\frac{1}{4}} = 40 = \text{number}$

of pounds push at this shorter distance.

The problems would be worked the same if the poles were unlike. The force exerted would then be a pull or force of attraction instead of a push or repulsion.

**27. COMMERCIAL APPLICATIONS OF PERMANENT MAGNETS.**—Perhaps the most important use of permanent magnets is in the mariner's compass, although the magnets used in these instruments are very small. Permanent magnets of various forms are also used in telephone receivers, telephone magnetos or ringing generators, magnetos for gas engine ignition, electrical measuring instruments, etc. In future pamphlets the use of magnets for most of these purposes will be explained.

#### QUESTIONS.

##### FIRST LESSON.

- 1.—Give two methods of magnetizing a piece of steel.
- 2.—A steel ball is plated with brass and enclosed in a leather case. Will it be attracted by a magnet brought near it?
- 3.—If you were given a bar magnet and a compass, how would you determine the north and south poles of the magnet?
- 4.—Two bar magnets are laid side by side as shown.



- (a) Would they attract or repel each other?
- (b) Make a sketch showing the distribution of the magnetic field about these magnets.

5.—One of the magnets in question 4 is turned around, end for end.

(a) What difference does this make in the force between the two magnets?

(b) Make a sketch showing the distribution of the magnetic field.

6.—The magnetic pole at the left side of Figure 6 is a north pole. Make a sketch showing the location and sign (whether positive or negative, north or south) of all other poles in the figure.

7.—If a magnetic compass were placed between the poles of a horseshoe magnet, how would the compass needle behave?

8.—(a) What shape should a magnet have to best retain its magnetism?

(b) Of what material should it be made?

9.—A magnet of constant strength is required for a voltmeter. How should it be treated after magnetization to obtain this quality?

10.—Why does a compass needle take up a definite position on its pivot? Explain fully.

##### SECOND LESSON.

11. What is the inclination of the earth's magnetic field at the south magnetic pole? Which end of the dipping needle would point below the horizontal?

12.—Will a material having great retentivity have high permeability? Give a reason for your answer.

13.—(a) How would you demagnetize a bar of steel?

(b) How can a watch be demagnetized?

14.—Is there any limit to the strength that can be given to a magnet? Explain your answer.

15.—A bar magnet eighteen inches long is broken into three pieces six inches long. Will any of these pieces be magnets? If so, which ones?

16.—How many magnetic poles would there be in the bar in Figure 10? Make a sketch showing their location and polarity.

17.—How does the distance between two magnet poles affect the attraction or repulsion (pull or push) between them?

18.—Two magnets are held one inch apart, and the pull between them is one pound.

(a) What will the pull amount to when they are six inches apart?

(b) When they are one-eighth of an inch apart?



Supt. A. B. Copley and Office Force, Little Rock, Ark.



In a Connecticut town, not far from New York, in 1892, a man who began as a builder and had developed a small business in lumber and building material, which faced strong competition, cast about to see how he might improve its productiveness. Calling to him a couple of his heads of departments he offered them an interest in the business, telling them that he did so for the sole purpose of increasing their interest in their work and in the success of the factory. These two department heads woke up. A new spirit began to spread in the shop. After one successful year a stock company was formed in 1893. These men were permitted to pay for their shares by the earnings. The company started with less than \$50,000 capital and employed about 100 men. At the end of seven or eight years, and after three or four other executives had acquired an interest, the directors were so satisfied with the experiment that they determined to carry out the same principle with all their men, though in another way.

They devised a form of contract between individual workmen and the company, to be offered to all who had been in its employ for one year. By this contract the employe shares the profits of the firm, and also the losses, should losses occur. The profit is to be ascertained on the basis of the actual business and a standard form of inventory. After deducting 6 per cent, which is paid to the capital actually invested, the balance of profit remaining is divided between the company and the individual workmen in such proportions as the actual capital invested in the business bears to the total wages of the men entering into the contract, each receiving a share in proportion to the amount of his wages for the year. One-tenth of the wages is withheld by the company for the year as a guaranty against loss, though the loss chargeable to the men is in no case to exceed their

ten per cent reserve. At the end of the year, when there is no loss the entire ten per cent, with their share of the profit, is paid to each workman. If a workman is discharged, or withdraws at any time, he may leave in the reserve his ten per cent; in which case it secures his share of the profits for that year, when the year ends; or he may withdraw it in cash. The absolute right to discharge any employe remains in the hands of the employer. The employer binds himself, however, not to retire a man temporarily because of slackness of work, but, as far as possible, to divide up the work, pro rata among all, by reducing the hours of all. The accuracy of the accounting may be investigated at the close of any year, by a certified accountant engaged by the employes, in case they doubt the company's figures.

This contract was offered at first in 1901, to thirty old employes, all of whom accepted it. It was urged upon none. Since then, men have individually applied for permission to take it, and about 125 are now included. The number of stockholding executives and department heads has also been increased. Beginning with two superintendents, there are now seven of these stockholders, and their paidup ownership today represents one-half of the capital stock of the company, most of which has been paid for by the dividends. The capital now stands at nearly half a million dollars, all earned, above the original investment. It has paid, in addition, besides the salaries of the managers, over \$225,000 in cash dividends in the 21 years from 1893 to 1913, inclusive. The business has grown to nearly two millions of dollars annually. Believing it will promote the success of the enterprise to keep the stock always in the hands of the actual executives, the holders agree to surrender their stock at its book value in case of withdrawal from the employment of the company. This has occurred in three instances.



Under the contract, the chief results are as follows:

The men have discovered the value of a compulsory saving of 10 per cent of their wages, put in their hands as so much cash at the end of the year. In addition to this they have averaged a dividend of 6 to 7 per cent on their year's wages, which sum is included in the check paid them at the end of the year. The wages, meanwhile, have been standard, and such as are paid elsewhere. The effect of receiving a check of from \$100 to \$175 at the end of the year has been immensely stimulating to the men. Inquiry has shown that of this money over 60 per cent goes into savings bank accounts or permanent investments, so that the men have learned to save and are rapidly becoming property owners, securing their own homes.

The chief result, however, is the marked change in the quality and amount of service which the individual men are rendering. This has proved of the first importance in determining the success of the business, and has contributed in

no small degree to its steady prosperity. In addition to this, the temper of the men is entirely different from what it was before these methods were adopted. The superintendents of the different departments stand in a new relation to the workmen. They give fewer commands and take more pains to offer explanations. Authority is absolutely maintained; but the men begin quickly to feel the importance of good work and effective work as bearing upon their own interest. When new men are employed, often after a few weeks they come to the superintendent to express dissatisfaction, saying, "The men don't like us, and we are going to leave." Then the superintendent says, "You, perhaps, do not know that our men are all interested in the results of our business and they evidently think you are not earning your wages. If you will go back and work as you should do and take the same interest that they take, at the end of the first year you also may have a contract giving you a share in the profits." With this explanation, few men leave.—The Chronicle.



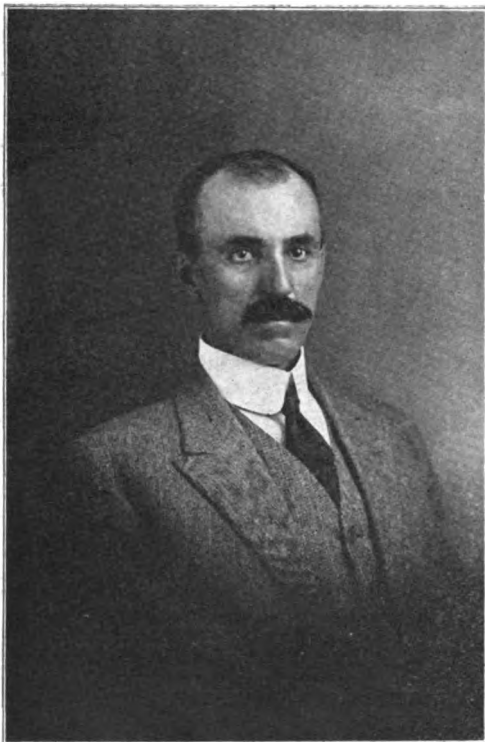
*G. A. Hull, Assistant Mechanical Engineer, and Force, Silvis, Ill.*

# DARING WORK OF ENGINE CREW SAVES LIFE OF CHILD

By W. P. WILLIAMS, Claim Agent

On April 29th, last, as train 41, running thirty-five miles per hour, got within about six hundred feet of a highway crossing one mile west of Royal, Texas, on the Amarillo Division, a child, two years old, toddled on the crossing, stopped, gazed in wonderment at the

been brought to a stop. He was so overcome by the episode that he was unable to talk and it was not until he had visited Amarillo to thank the engine crew that his identity was revealed. Railroad men went up several points in the estimation of Mr. Starker and he said he



*B. Bowen, Engineer.*



*Charles A. Perkins, Fireman.*

approaching train, seemingly unmindful of its perilous position. Engineer B. Bowen applied the emergency air and Fireman Charles A. Perkins, whose attention was attracted by the quick application of the air, took in the situation and without speaking, climbed swiftly through the cab window, out onto the running board, down on the pilot, and bracing himself, grasped the child and lifted it from the track, the engine moving slowly over the spot where the little trespasser had stood. The father of the child, Mr. E. M. Starker, working in a field nearby, witnessed the near tragedy and reached the scene after the train had

would teach his little child to respect railroad men in general and firemen and engineers in particular. The manner in which the train was handled, made it possible for Mr. Perkins to perform his splendid achievement. The engine crew who figured in this exploit have been in the employ of the Rock Island for a number of years and bear an enviable record.

The man who can face an emergency and do the right thing at the right time, embodies in his makeup a trait that approaches the sublime, and the railroad who has in its employ such a man, is to be congratulated.



Strings of tennis rackets should be covered with vaseline before the rackets are put away for the winter. This will prevent the strings from snapping during the time the rackets are not in use.

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A very new and pretty glove to buy for spring is of soft white kid, with flat seams stitched with the color of your gown or suit, and with broad stitching on the backs in the same color.

\*

Silk stockings should be washed in warm, not boiling water. Make a lather, but do not rub soap into them; let them soak in this for an hour, rinse in cold water quickly, wring them out, roll in a cloth, and then, after pulling into shape, pass a cool iron over them.

\*

Darning is made easier and the work more lasting if a piece of white mosquito net is first tacked over the hole or thin place. Darn through the net, taking every other hole, basket pattern. Use a finer darning needle than usual.

\*

Black stockings will keep their color perfectly, and not go "rusty," if a little vinegar is used in the rinsing water.

\*

Use vinegar instead of water to thin paste and the paste will not spoil.

\*

A good sponging liquid for cleaning and sponging woollens and for washing delicately colored fabrics, soak grated potatoes in water, using two medium sized potatoes to each quart of water.

\*

To clean lamp glasses hold them over a jug of boiling water until well steamed, then polish with a dry duster. It is far less trouble than washing, and the glasses very rarely break.

Delicate laces which have become soiled may be cleaned beautifully by squeezing them through skim milk to which a little bluing has been added. They come out of their bath looking like new, and are of just the right stiffness when stretched and dried, or dried and ironed between cloths over a Turkish towel pad.

\*

When washing and rinsing colored materials add a teaspoonful of Epsom salts to each gallon of water, and even the most delicate shades will neither fade nor run. Serge or merino dresses which have been dyed black can be safely washed in this way without any risk of the dye running.

\*

The latest sachets are flower leaves crushed and dried, then highly spiced, to which a dash of sachet powder is added. This mixture is then inclosed in net bags which have been lined with a thin scrim and tied about the top with satin ribbons. These make the most attractive and the sweetest (literally) sachets to tuck into chiffonier drawers, to hang from a closet hook, or, in fact, to put any place where clothes are kept.

\*

The lives of gloves may be prolonged by placing a small piece of cottonwool in the tip of each finger and thumb. This will prevent the nails rubbing them into holes.

\*

If you wish to make starch and let it get cold before starching the clothes try this: After starch is made and still hot sprinkle cold water all over the top, as though you were sprinkling clothes. You will find no scum on top and can use every speck of it.

# MERITORIOUS SERVICE

Mr. N. Martin, conductor, Pratt, Kansas, has been commended for assistance in rebracing hot box on dining car on No. 4 at Canton June 14th.

Mr. Geo. E. Walton, brakeman, Pratt, Kansas, has been commended for assistance in rebracing hot box in dining car on train No. 4, June 14, at Canton.

Mr. J. T. Massey, Fireman, Dalhart, Texas, has been commended for his assistance on April 26th, when draw bar pin, mail car 5001, train 1, broke at Naravisa.

Mr. F. Rooney, Conductor on train No. 40, May 17th, rendered valuable assistance in rerailing caboose of train No. 993 at Wabaunsee. Such action is very commendable.

Mr. B. J. Hubbard, Fireman, Pratt, Kansas, has been commended for his assistance on April 26th when draw bar rear pin, mail car 5001, train 1, broke while making station stop at Greensburg.

Mr. V. O. Smith, brakeman, Dalhart, Tex., has been credited with five merit marks for firing engine train No. 92 May 21st, Logan to Dalhart, on account of engineer taken sick and fireman used to handle engine.

Mr. H. H. Landess, conductor, Dalhart, Texas, has been credited with five merit marks for firing engine train 92 May 1st, Logan to Dalhart, on account of engineer taken sick and fireman used to handle engine.

Mr. W. B. Cowan, Conductor, Caldwell and Mr. B. B. Spear, Conductor, El Reno, have each been credited with ten merit marks for valuable service rendered in clearing the main line at 96's derailment at Minco.

Mr. W. E. Wilbert, Mr. R. E. Sandles and Mr. I. E. Pickett, employes, have been commended for assisting in chaining C-35155 while not on duty at Manhattan, May 13th, while regular brakemen were out flagging.

Mr. C. E. Blagrove, brakeman, Dalhart, Texas, has been credited with five merit marks account firing engine 2554, train 93, June 17th. Goodwell to Dalhart, on account of Fireman J. B. Forrester having been taken sick.

Mr. J. W. Joslin, Section Foreman, Wichita, Kansas, on March 23rd, while train 96 was passing Wichita, noted brake beam down on car in that train, and reported same to crew who removed it, probably averting an accident.

Mr. J. A. Darst, Engineer, and Mr. Geo. Bray, Fireman, of Enid, have each been credited with ten merit marks for service rendered on train 704, April 23rd, when engine 409 died at water tank account of blow-off cock sticking open.

Mr. J. Heoy, Engineer, Herington, on train 32, April 26th, when engine failed at Peck, due to belt sheared off link hanger pin; made repairs necessary to bring train into Herington without excessive delay. His action in this matter is highly appreciation.

Mr. Dean Nickel, Acting Sec. Foreman, Dwight, Kans., on May 8th, noticed brake-beam down on car in extra 2555 west as that train was pulling out of passing track, train was stopped and he assisted in removing the beam. His action in this matter is very much appreciated.

Mr. E. Pringle, Agent, Dwight, Kansas, while extra 2555 west was pulling out of passing track at Dwight, May 8th, noticed brake beam down on car in that train; stopped train and assisted in removing the beam, probably averting an accident. His action in this matter is greatly appreciated.

Mr. Geo. W. Jenkins, Brakeman, Des Moines, has been commended for assistance rendered when brakeman on extra 1948 he noticed the bridge at mile post 47.25 was on fire and dropped off the rear end of train and put out the fire thereby avoiding possible destruction of the bridge.

Mr. A. F. Goschke, Agent, Rose Hill, Ia., has been commended for prompt action in getting section forces on hand to put out fire on over head bridge one and one-half miles east of Rose Hall, June 2nd, which had been discovered by Mrs. Stringfellow and reported to him by telephone by Mrs. Morris.

Engineer on Train 31 out of Herington recently reported engine leaking badly and Mr. E. W. Hoffman, Operator, White-water, Kansas, was requested to have some bran to be used when train arrived at that point. He secured same from cars located at mill some distance away, which was used and enabled the engineer to take train through to Caldwell without delay. His action in this matter is very commendable.



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

Mr. H. F. Bess, Conductor, and Mr. C. N. Kentfield, Brakeman, of Valley Junction, secured for the C. R. I. & P. one whole and one half fare ticket from Ottumwa to Chicago, the passengers being a man and his son, who boarded train 472, May 12th, at Oskaloosa, intending to take another line.

Mr. A. W. Haight, Conductor, Amarillo, Texas, on train 42, May 29th, had a passenger into Amarillo who intended to use another line out of that point to somewhere in Oklahoma, but he induced her to use our line to Oklahoma City, which increased our revenue to some extent.

Mr. C. B. Hinds, Conductor, Kansas City, Mo., train 36 at Kansas City, April 24th, turned over to passenger agent, a passenger who purchased ticket to Huntington, Indiana, using the Rock Island to St. Louis.

Mr. H. S. Janes, Conductor, Kansas City, Mo., on arrival of train No. 24 at Kansas

City, April 29th, one passenger was secured for Boston via our line to Chicago.

Mr. W. C. Todd, Conductor, Kansas City, Mo., on arrival of Train 4 at Kansas City, April 24th, secured a passenger for our line to St. Louis.



### APPOINTMENTS.

Effective June 1, 1914, Mr. G. W. Rourke was appointed assistant general manager second district, with headquarters at Topeka, Kansas, vice Mr. J. B. Smalley, deceased.

Effective June 1, 1914, Mr. A. B. Ramsdell was appointed superintendent, Illinois division, with headquarters at Rock Island, Illinois, vice Mr. G. W. Rourke, promoted.

Effective June 1, 1914, Mr. H. L. Reed was appointed superintendent, Kansas division, with headquarters at Herington, Kansas, vice A. B. Ramsdell, transferred.

Mr. W. A. Sheahan was appointed superintendent Nebraska division, with headquarters at Fairbury, Nebraska, vice H. L. Reed, transferred.

Mr. J. A. McDougal was appointed superintendent, Colorado division, with headquarters at Colorado Springs, Colorado, vice W. A. Sheahan, transferred.

Effective June 5, Mr. H. C. Higgins was appointed acting train master for the Tri-City terminals and sub-divisions 3, 3A and 3B, vice J. A. McDougal, promoted.

Effective June 8, Mr. J. L. Hayes, was appointed division engineer with headquarters at Rock Island, Ill., vice W. L. Hope, assigned to other duties.

Effective June 10, Mr. C. P. Varney was appointed supervisor of station service, with headquarters at El Reno, Oklahoma, vice W. E. Bennett, resigned.

Effective June 3, Mr. J. S. Pollard was appointed roadmaster on sub-division No. 8, from Phillipsburg, mile post 284.5 to Goodland, mile post 424.3, with headquarters at Goodland, Kansas, vice Mr. H. O. Sinsabaugh, transferred.

Effective June 6, Mr. J. R. Hayes was appointed roadmaster sub-divisions 22, 21A and 22A, with headquarters at Hardwick, Minnesota, vice Mr. C. Stoery, assigned to other duties.

Effective June 5, Mr. H. O. Sinsabaugh was appointed roadmaster on the Nebraska division, sub-division No. 7, Fairbury, Nebraska, to Phillipsburg, Kansas, vice Mr. J. L. Hayes, transferred.

Effective June 6, Mr. C. F. Duncan was appointed acting general yard master of the Tri-City terminals, vice H. C. Higgins, promoted.

Effective June 1, Mr. R. W. Pritchard was appointed general foreman, Peoria, Ill., vice Mr. W. D. Johnston, resigned to accept service with another company.

Effective May 26, Mr. Frank Maher was appointed roundhouse foreman at Chickasha.

Effective June 1, Mr. C. C. McCandless was appointed boilermaker foreman at 47th Street Shops, Chicago, Illinois, vice Mr. John Keogh, promoted.

Effective June 1st, 1914, Mr. S. E. Nell was appointed car foreman, Peoria, Illinois, vice Mr. W. D. La Feber, resigned.

Effective June 15, Mr. Wm. H. Irving was appointed boiler foreman at Goodland, Kansas, vice Mr. P. Thompson, transferred.

Effective June 1, Mr. J. C. Smith was appointed agent and operator at Whiting, Kansas, vice G. S. Allen, transferred.

C. K. Brooks has been appointed claim adjuster at Trenton, Mo., vice E. J. Smith, resigned. Mr. Brooks will report to Mr. W. C. Cartledge, claim agent, at Topeka, Kansas.

Mr. Allan Wallace was appointed General Traffic Manager of the H. W. Johns-Manville Co., with headquarters in New York City, effective June 1st.

The Duluth office of the H. W. Johns-Manville Co. has moved to larger quarters at No. 327 W. First street, in order to take care of its increased business. The new office is on the ground floor, with windows for the display of J-M Asbestos Roofing, Pipe Coverings, Packings, Sanitary Specialties, Auto Accessories and other products of this company's well-known and varied lines.



### POPULARITY OF THE GOLDEN STATE LIMITED.

Dalhart, Tex., May 20, 1914.

My Dear Sir:—After spending a day and a half as the guests of your company enjoying the hospitality so generously furnished, as well as the courtesies of the employees in charge of the train, the passengers authorized us to write you thanking you for the thoughtful manner in which every want of the passengers was provided for and the uniform considerateness of all the employees.

"Captain" Stevenson—so christened by the ladies—was the leader in entertaining, while Spencer looked after the children and the music, and Selover of the diner feasted us at every meal; then the porters and waiters were attentive to everyone. The company is surely fortunate in the selection of its employees. All of us feel we were fortunate in being on the "Golden State" when the storm came in the West.

Sincerely yours,

(Signed) J. T. LAFFERTY,  
Winfield, Kan.

G. B. AIKMAN,  
Eldorado, Kan.

MR. L. M. ALLEN,  
Pass. Traffic Mgr.,  
Chicago, Ill.

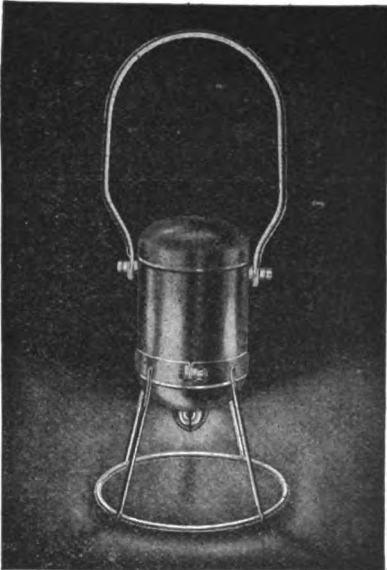


Mr. E. J. Bald, soliciting freight agent, Louisville, died at his home Sunday, May 24th. Mr. Bald was a very loyal hard-working young man, and he will be missed by the company and his many friends.

# PORTABLE SELF-CONTAINED ELECTRIC SAFETY LANTERN

Mr. F. T. Baird, who has been employed by the Illinois Division of the Rock Island since July, 1903, in train service, and previous to this with the Pennsylvania, and switchman in the yards of the P. & P. U., Peoria, Ill., after months of perseverance and hard work completed an electric lantern of improved construction.

This lantern is built in accordance with his ideas gained through years of experience, and is a vast improvement over all other types of lantern.



*Electric Safety Lantern, Invented by a Rock Island Employee.*

After preparing a number of different models, the one shown in the accompanying cut was decided upon as being the most popular for the use of railroad officials and trainmen, as well as business men. Mr. Baird then devoted all his efforts to perfect this one type of lantern, and has now placed the completed product on the market.

These lanterns are in use on several of the prominent railroads and the being tested out by a number of others. All reports are much in favor of this portable self-contained electric lantern.

The light is thrown from the bottom of the lantern, a great advantage to the trainman, as it provides illumination on the platform and steps, where most needed, making it much easier and quicker for him in assisting passengers on and off the train, and much safer for the passengers.

It will not go out in giving signals, and can be seen much further in fog and misty weather than the oil lantern. It provides likewise an excellent hurry-up lantern for

the flagman. While running he still has a bright, steady illumination to guide him.

It is automatically put out when light is not needed and automatically lighted again. It will not go out in the most severe storm, and there is no danger of fire and explosions through its use.

The batteries are replaced quickly, likewise the changing of bulbs, if necessary. Extra equipment may be carried in the cylindrical battery case. Batteries are of the highest efficient type.

The weight of this lantern is 2 pounds and 7 ounces. It can be folded up so as to be carried in any ordinary small grip.

Candle power illumination,  $1\frac{3}{4}$ .

Mr. Baird is now on a one-year leave of absence from the train service, giving his entire time to his lantern interests, and can be located with the Federal Sign System (Electric), Lake and Desplaines streets, Chicago, Illinois, with whom he has contracted for the manufacture and distribution of his invention and from whence the lantern derives its name—Federal Electric Safety Lantern.

We congratulate Mr. Baird on his entry into the progressive ranks of industry and wish him the best of success.

Below we quote a letter received by Mr. L. M. Allen, passenger traffic manager from F. B. Silverwood, chairman, California Shriners, who made a trip over our line recently.

Los Angeles, Cal., June 3rd, 1914.

Mr. L. M. Allen,

P. T. M., Rock Island Lines, Chicago, Ill.

My Dear Mr. Allen: In behalf of the four potentates of our four California shrines, our chanters, every noble and lady who accompanied us on our eastern pilgrimage and every shriner and citizen of our beloved California, I wish to express to you and through you to the officers of your good company our sincere appreciation and thanks for the way that you took care of us on our recent trip around the United States. Your traffic men, conductors and brakemen were particularly kind and attentive and completely won the hearts of our people.

As you know, we had one disappointment, the losing of the convention to our sister state, but after all that matters little; the winning of the hearts of a nation matters much. It is my personal belief that if 25 per cent of the millions of people we encountered who really expect to come to California try to carry out their intention it will be impossible for them to obtain transportation.

Wishing you and your good railroad all sorts of success, and again thanking you all for the great kindness to us,

Very sincerely yours,

(Signed) F. B. SILVERWOOD.



## AMARILLO, TEXAS.

By W. H. G.

The inevitable happened. Of course dame rumor made a good attempt to put us next last issue, but, not sure of our footing, we could only tip it off. But it is now a fact and a matter of legal record that our genial dispatcher, W. P. Powell, married the fair Miss Thompson of the superintendent's force. She has been a sten., and was a good one; and I can say that each and every one on the job extend their well wishes to this Rock Island couple and hope their future will be nothing but sunshine and happiness. "Next."

On Saturday, May 16, the gentleman "vat does the trotle act on water from de heavens" opened up two hard around Vega and took out a box 4x4 feet square from under a 20-foot fill, and while M. M. Danvers has educated his old pelicans to wabble over any kind of railroad they could not navigate around or over this until Fred Verner put in a three bent bridge, which will be the only bridge west of Anna for 50 miles. It was a treacherous place to handle on new fill caving, and our surplus was reduced to just 12 stringers on account of other lines borrowing our stock. But as usual we managed and all is lovely again.

We have had one of the wettest seasons known in the Panhandle. In fact, too much for everybody. Several fields of oats and wheat starting to rust, and our crops are not cultivated on account of being too wet, and weeds are taking possession, like our track. With a corporal's guard here and there and harvesting not yet started, I don't see why a labor famine won't be in order, both for farmers and our business.

We were out three days this last week unloading ties. About 10,000 were unloaded at the

needy places and were quite welcome. Although 30 days late, we will make them disappear pretty lively.

Messrs. Van Hecke, Gruhlkey, Verner and Srote made a trip with Maud 4400, inspecting all bridges, and had a fine trip and found most of our work up in good order. General renewals not heavy for this year.

Our new deep well at McLean will be a reality by June 20 and hope to give a line-up on what it costs and takes to get only a well into working order and records complete, so future work on them is not a matter of guess work or I guess so's. Try it any way; may be so and so on's. "Tie de dog loose, Fritz."

Gus Glnas and the work train with Conductor McClure have been doing considerable missionary work on west end. Every available cinder, rock or any sort of good track material loaded and hauled around to the bad places. Lots of rip-rapping done, some jobs taking as high as 100 yards of rock at ends of pipes on high fills and spillways. All of the rock is gotten on our own right of way at only the expense of loading and placing. We have fairly swept the great caprock cuts of all loose rubble stone and are moving into the bad lands quarries. I don't know if McClure ever quarried any or found the "cap stone" but he is a busy merchant with his work train. Stay with it, Mack, the missus ain't got back yet. "Bring in the Weeny's Ben."

I can't help but make comment on how quick some of the sections were picked up and the track put into good riding condition. While I mention no names, I have a good memory. Of course I don't mean to discourage others, for we had a hard siege of it and the boys are all "stayers" and will come out on top. "Joint a head and center back. Jerry, go oil the car."

Groom seems to be doomed with an epidemic

## The Modern Receiving Machine

Takes place of electric sounder and local batteries. Instantly attachable to any standard relay. Trouble proof. Can be regulated loud or soft, non-metallic sound, easier to read than electric sounder, pleasing to the ear, easy on the nerves. Phenomenal sales in three months. Now in use in every State in the Union and every Province in Canada.

### THE DIAPHRAGM TELEGRAPH SOUNDER

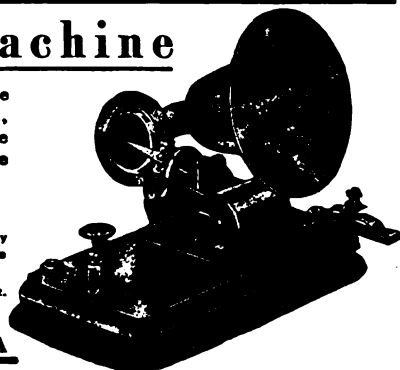
Is to the telegraph what the phonograph is to the human voice. Order today and stop cleaning batteries. Guaranteed to be as represented. Substantially made of brass finely nickel plated. Price each Postpaid, \$3.00.

Send for descriptive circular and testimonials. Reference: Scott County Savings Bk.

**Railways Labor-Saving Device Co.**

1038 Arlington Ave.

DAVENPORT, IOWA



of smallpox. In fact, they are so small that I ate breakfast alongside of the victims that were quarantined, and to my surprise I saw the slow flags on the bunk house door, so I took it for granted Gibbin's "bull dog" got in bad. It's laughable to see Osborne and his pet pigeons roosting upstairs in the depot. I give him the horse laugh off of No. 41 yesterday, June 13. Of course he'll be out and feeling good when this is out; but while we have him down we'll pepper him. And Jericho also has a siege. Mr. Ashmead and family are in the shuffle, and young Frank, the pumper, who was at Groom, went back there to put in 30 days. "Preachers and doctors not allowed."

We are getting the clinders at Tucumcari this month and we certainly appreciate the efforts of Messrs. Lynch and Dever in getting them to us so promptly.

Milton E. Gruhike, one of Mr. Danvers' car repairing fleet, has been in Colorado and Utah, spending 30 days, and looks well, and had a good time with his uncle as well as rambling over some of the Rocky Mountains. He saw lots "new" for a kid, and hope he poked some of it under his bonnet. And after all there is no place like home, be it ever so humble.

The regular safety meeting was held the 12th of June and a good attendance was there, but section foremen were not in on account of so much soft track; it would be a risk. But if all is well we will come loaded for next issue. They make good talkers and some of them originate some very new and interesting ideas, and safety is not a dead issue with them.

The latest on deck is one from Mr. Danvers. Yesterday being the 13th, Lee Mill with the noble 1402 fell heir to a delay on account of a bolt in back end of left main road losing the "nuts," and this let the jaws in the rod open up. But W. E. D. says my railroad would shake any thing apart and needs lots of slack and lost motion to get over it at all. All right, bring along your old "Pelicans," we'll limber them up just so they got wheels and a draw-head, and painted once in six months so they will scare the steers in the big pastures of Lanigan's away. "Johnny get your gun."

Jericho's station platform has got a decking of stone dust, and Jack Sansing will have the finest station on the line. "Keep off the grass."

Groom has three loads of stone dust ready, but the old platform is still in but not for long. Got the smallpox there and J. I. Johnson for agent, so we have a reason for keeping away. He even buys his beefsteak from the diner on No. 42 to keep his nerve up.

The oil well at McLean begins to look like a winner this week; they hit a crevice that contained about 18 inches of gas sand, and the oil has been coming through the cracks to the top of the well, indicating that they are near a pool of oil some place. Hope the men enterprising enough to risk their money win with hands down, and hurrah for McLean.

"Wheat and oats" nothing in the Panhandle, but that and box cars better keep clear of the Amarillo division or they will go away loaded. We have the goods and no getting away this time. It's up to everybody to release box cars promptly and keep them moving to keep that wrinkle out of the operating sheet.

I don't know how many ever get to see the operating sheets, but the one I saw for April certainly stands out bold with fine figures for the Amarillo division, and certainly do the Rock Island Company as well as the Amarillo division credit. This I say is due to the fact that everybody is busy and doing team work, and systematic team work is what counts. Everybody is interested in his work and team work is practiced down to the superintendent, and you will find he is always ready to lean to anything that will help promote efficiency and team work, every ready to right any wrong. Why shouldn't we make a showing? We are doing a great deal that don't get on paper. "Bring in a dozen fly swatters."

Bro. Gibbons, section foreman at Groom, has been agent, expressman and general flunky at Groom since Bro. Osborne has been in the coop of smallpox. "Good boy," John, your work is appreciated.

Mr. Easley, engineer on west end on account new time card changes, pushed Mr. Hally west, where he can take a race with the antelope and coyotes. Easley moved his family to Sayre, Okla. Hally is a dandy and gets over the rough and rugged path, both going and coming, in good shape. If we didn't have the "best engineers" on the system, I don't know how we would arrange to keep the wrecker in repair—to hear some tell it.

The speedometer on 1444 on the 29th failed to register up just right or something went radically wrong, but exceeding a ten-mile limit on mile 791 to 792 resulted in a derailment that kept "Uncle Dudley" and us all busy for 36 hours sweating; the rest got swatted, and the railroad is going along just the same. Just a little "horse sense" would have avoided it all. A word to the wise: "Pull down your vest and wipe off your chin."

I met the new lady stenographer that is working in Miss Thompson-Powell's place; got an introduction, and to save my soul I can't think of her name, but it don't make any difference. She is a whirlwind when it comes to putting down the "wireless," believe me. "A plum good un."

Everybody should compliment the editor on the June Journal, from the cover design on through. The K. C. depot writeup is elaborate and does credit to the firm. The Journal itself is getting better and better, and very interesting both here and abroad. I mail a few to the old country myself. One particular add that struck me was on page 9, the 1900 gravity washing machine. We have had one in constant use for four years and it is beyond a doubt the washing machine, and the women folks should have the best there is in that line, they certainly are "labor savers."

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## ARDMORE BRANCH.

By G. H. Young.

Hot weather. It has been rumored that everybody from Branch Junction to the stock yards at Ardmore has asked Pony Moore to locate that gink who said something about cold weather last winter.

We were all sorry to learn that Mrs. S. M. Alldredge, who has been visiting in California, fell from a street car and broke one of her limbs. And likewise, all are wishing her a speedy recovery from same.

Mr. and Mrs. George Gregory from Ardmore paid Shawnee friends a visit some time ago, and reported that they had a fine time.

Has anyone been paying any attention to the queer actions of "Slats" of Haileyville here lately? Well, now just watch him and see if you detect a lot of difference from his actions. As today's gone past, I know the reason for it all, but far be it from me to tell, as up to the present I have been unable to find out her right name.

It may not be true, but Mr. Jolly of the superintendent's office is said to be taking more care of his health here lately than usual, believing that the Daw Lake is the only place to take such exercise as swimming and dancing. And under the impression that he has the best teacher in the whole world—a blonde—he takes time only to order his meals, handed him mall crane fashion as he passes the Y. M. C. A. And under no circumstances will be allow himself to be enticed to a place other than to the land of dreams, bathing suits and tangoing.

Always willing to act upon the advice of an expert, a bunch of boys asked Sam Mills for some information on hunting. And thus Sam replied: "Well, boys, I must say that from my present point of observation and owing to much outstanding as well as circumstantial evidence now existing, and especially regarding the climatic conditions as a valuable asset toward's ascertaining whether or not the probabilities of a successful hunt could be made possible, I must inform you that as we have no snow nor does it look to me at the present that we will have any for some time, the hunting of rabbits is almost an impossibility, owing to one's inability



to track same, you can readily see that it is a case of seeing Mr. Bunny before he sees you. Now as to the habits of the rabbit in winter time when the gods have seen fit to cover this fair land of ours with snow, why—"Say, Sam, you know that it is 103 in the shade right now, and if you keep on talking about winter and snow we will have to inform you that we wanted dope on blackberry hunting, not rabbits, so shut up about such things that would cause us to wish something out of the ordinary as well as impossible. And Sam did.

The moon and sun may change but there seems to be no cure for the oil fever.

The chief of police at Hardwood has notified Engineer Thompson that he is to more carefully observe the city's speed limit going through that town in the future. The law was brought about on account of one of the chief's ducks getting scared, causing it to run away. And while gone it became a thief—it stole its nest out.

Just like the boys when a circus has been in town, everybody and his or other plays at walking the tight wire and so on for the next few days, so you hear so much of this "back to the farm talk" about the time grass gets big enough to change the price of cows. Everybody seems to believe make hay and garden while the sun shines, then when the sun sure enough shines everybody makes for the shade.

George Gregory on his last visit to Shawnee got everything he had accumulated for these many years, put them in a Bull Durham tobacco sack and moved to Ardmore with a firm and steadfast resolution to stay on the branch for the rest of his natural life. Everybody was sorry to see him leave Shawnee, but we are glad to have him with us on the branch.

Mack, the trunk masher on 651 and 652, got hurt the other day at Wapanucka. And when Sam Alldredge went to make out the stock report Mack stated for cause: "She passed by my car door, I smiled and she smiled, and when I went to the door to smile some more I heard her between kisses say to him (who was larger than myself): 'Why, Hubby, I am so glad,' and so on." Mack may live over it but he won't look like anything any more. Poor Mack.

Two of the greatest mysteries of the world today is women and hash. Some beaneries make a specialty on corn and kraut the year round but there is no excuse these warm days for failure to have hot coffee.

The section foreman at Wardville went out the other day to see if his section was still coupled to the other man's and found an exhaust that D. A. Sweet had lost from Engine 419, which explains the reason 651 went into Ardmore on time.

Each hot day brings into existence more and more fancy names for less fancy drinks around the drug stores, but Kinsel, the mail clerk, says that Bull Durham has come to stay.

The boys on local went into a movie at Cairo (not Illinois) and one of the pictures was a funny one supposed to represent a train crew leaving Shawnee for Halleyville. Time called 2 p. m., left 2 p. m. and so on until they got to Holdenville, which was at 4:10 p. m. One of the brakemen said, "Why I don't see anything funny about that picture," whereupon Ed Litter spoke and said, "See what time it is they arrived at Holdenville?" "Yes." "See that engine standing there with the fireman on his seat box?" "Yes." "Well, it's funny he isn't over at the beanery filling up on Irish stew and delaying the job, for no doubt he is as hungry as they all are—two hours out of home." Funny now, isn't it? Then there was another picture about hot boxes for the benefit of the brakes here. I left, as that didn't interest me. It was funny, too, they said, but I can't see anything funny about a hot box, can you?

Account of the quicksand being so bad around Bridgeport when the bridge was being driven they tell a story of how the pile would jump up after being driven ten to twelve feet down. That makes us think: It is like some men, you can't keep a good one down. Then, on the other hand, they wouldn't stay put. It all sounds like the Mexican war news. And

after the bridge was in condition to be used Mr. Frank Tinsman got a long breath and with a sigh said he would rest easy until another heavy dew fell.

Did you ever notice how much time a passenger train can make up if the block restrictions read: Ex—in block?

If some engineers could keep from doubling hills as easy as they keep everybody in all the towns awake (with the whistle) why—the delay report would look lots better at least.

Hiram says that he bought milk and butter so long that when he got his cow there could be found milk in everything on the place except his new Sunday hat. Didn't want to waste it was the reason.

The million dollar baby is over at Fred Jones' house. Wait until he gets old enough to go braking, it is predicted that everything will be cheaper then.

The man that can demand as much respect as Huerta right now is the ice man.

Conductor Fox of Halleyville has bought a new automobile and is sure some roaming Prince when he has it hooked up on "high."

Hiram bought one of these long handled, crooked, slim, funny looking, new patent, up to date "hand" grass cutters. But everybody noticed that it was a right handed piece of furniture and that "Hiram" is left handed; likewise they notice that Mrs. "Hiram" has nearly all the weeds cut and the yard is looking fine. "Duce" Stegall came near being left at a circus that was going on at Calvin the other evening. He was found making goo-goo eyes at the fat lady, and refused to move until it was found that the lady was "Fat," the old dishwasher at the beanery at Holdenville. Jesse Gibson was the one that went after "Duce" and was the one who found out that the lady was "Fat" from Holdenville. Why, Jesse says he could see Irish stew and cold roast beef all over his face.

Hiram has got his windmill hooked up to everything on his "ranch" (three acres) except the churn, but will finish his new flykiller before looking into the possibilities of using the elements to bring forth butter into the world.

Men's ambition to get on top these days becomes a realization (to brakemen) if they read the pink and find out where the track covered by slow orders is, then remember the book of rules.

They tell us that around a certain boarding house at Ardmore "Munn" was the word for a long time. Notice the past tense. "Munn" says: "Well, if they had of asked me I would of told them that I was married."

Some Boo's took a watch off of a certain conductor. We suppose it was for granted, though.

Strawberry shortcake days are over at the chink's and the boys will never forget them. Fitzgerald said something about obtaining money under false pretense, but in a cross-examination held in a side track Hatfield advanced the theory that it would be no use, as it was pie back instead of money.

The butcher tells us he will take him a vacation, taking at least a whole week. Take in Oklahoma City, take all the shows in and take lots of other things. We predict that he will get took if he don't watch out.

The roadmaster says if it don't rain soon his pasture will go out of business. We want it to rain, but would like for his pasture to go out, as that would force the cows out, then 651 and 652 would have easy sailing.

\* \*

## CEDAR RAPIDS SHOPS.

Cedar Rapids shops baseball team trimmed up the Quaker Oats team to a tune of 8 to 7 on June 7th. Batteries for Rock Island shop. McCormick and Prusek; Quaker Oats, Tamisea and Gorden. The game was hotly contested and was not won until the ninth inning.

	R.	H.	E.							
Rock Island	..0	0	6	5	1	0	0	0	2-3	12 2
Quaker Oats	..2	0	3	0	0	2	0	0	0-7	10 3

Several of the shop boys who are some of the best Bunny boosters took a trip to Burlington May 24th to see Cedar Rapids hook up with Burlington. They reported a grand time and en route were entertained by a little lady in the train. Main victim, Machinist Chas. Barta.

Thad Vail, Continental Casualty Insurance agent here, is getting to be some Rock Island booster. Recently he secured some freight business at Spirit Lake, as well as passenger business at Minneapolis, and is now on the road to coach the shop baseball team.

Special: See Chick for new line of haberdashery.

Miss Gallagher, stenographer store department, is in the hair dressing business. First victim, Messenger Boy Frankie Kolda.

See Clarence H. Moloney, our timekeeper, authority on etiquette.

Wm. H. Bushnell, our old personal record clerk, has been appointed chief supervisor of goggle department to take effect at once. Here's looking at you, Bill.

Harry A. Page, our special apprentice, has resigned to accept a position with Johns-Mansville Co. of Milwaukee. We are indeed sorry to see you go, Harry, but success in your new position.

Machine Foreman W. H. Wenke is spending two weeks' vacation at Spirit Lake fishing. We are getting ready for the stories, Bill.

Machinist J. D. Schneberger is acting foreman in place of Foreman Wenke, away on vacation.

Machinist M. J. Healey attended the machinists' convention at Davenport.

Blacksmith Foreman Pater took a trip to Manly to make weld on frame of engine 901.

The tool room tender is sprucing up now that he has moved into the new tool room which has been fixed up and is a great improvement over the old one.

Foreman Tommy Sullivan is spending his vacation at St. Louis taking in the river city.

Statement clerk M. M. office, H. B. Chick, spent his vacation at Boone and other points along C. & N. W. Ry.

Timekeeper Moloney had the pleasure of enjoying a beautiful swim one evening while starting out on a launch ride. Evidently the hot weather prompted Clarence to take the plunge, while endeavoring to get into the launch. From the condition of his hat it would appear he went in headlong after the boat.

Machinists Winninger and Hickey attended Knights of Columbus convention at Burlington recently.

Frankie, the faithful shop messenger, commenced to take on so much sleep that he recently forgot to come to work until noon. Stay in nights after this, Frankie.

Mr. L. A. Richardson paid us a visit recently, it being his initial trip to this point.

Boilermaker Apprentice Bullock, who recently purchased a motorcycle, used it to good advantage in hauling an injured employee from the shops to doctor's office, thus saving a nickel a day.

"Red" Low, tool room tender, reports it took all of a dollar and a half to make the trip Burlington to Keokuk.

Our Janitor Gordon is around with a long face these days looking for the one that spotted and got away with his sponge.

## CHICAGO—47TH ST. SHOPS.

By J. S. Austin.

All employees at 47th street shops were pleased at the promotion of Mr. R. L. Stewart to mechanical superintendent at El Reno, and presented him with a beautiful diamond ring on the evening of his departure from Chicago. Mr. P. J. Colligan, his successor here, is not unknown to a number of the older heads at this point and we predict a very successful administration.

John Keogh, boiler foreman, transferred to Silvis shops June 1st, was the recipient of a gold watch presented to him by boiler shop men here. John has best wishes of his many friends at this point for his continued success in his new position. His successor, C. C. McCandless of Horton, comes well recommended and takes hold like an old hand.

Mr. L. D. Smith, battery foreman electrical

department, was presented with a nine-pound baby boy on the 9th of June. Mr. Smith advises us that we may soon look for an assistant battery foreman and also a new member of the safety committee.

Mr. Thos. Hankin, assistant foreman passenger yard, is out with a challenge to star checker players. Mr. Hankin has not lost a game of checkers during the past several months and has proved he is a pastmaster of the game.

We have information to the effect that Mr. Ganzlet of the electrical force has been saving Fatima coupons for the past few months and as they accumulate he turns them over to Miss Bitner. Keep up the good work, "Al," and your reward is sure to come. Mr. Ganzlet is also good authority on "How to win a wife with Fatima coupons."

Mr. Frank Maher (the boy with the sweet voice) left June 13th for his vacation at Des Moines, Ia. We understand this is your third trip to Des Moines, Frank, and would like to have you tell us what the attraction is. The boys should watch for the expression on Frank's face when he returns and they can immediately tell whether his trip was successful or not.

The storehouse "twins" are getting more popular every day with the employees of the different departments and also the fair sex. We expect most any evening to see them behind the footlights at the "Avenue" instead of occupying a seat on the balcony.

Mr. Sig Johnson, former steamfitter helper, has accepted a position in a local pool and billiard hall as spotter. Believe us, Sig is some spotter.

Mr. Clark, chief clerk store department, is a baseball fan and well posted on baseball matters. Those desiring information regarding the Philadelphia-Giants will confer with him.

Mr. J. G. Eberler, chief clerk electrical department, is very busy these days attending to his young chicken and vegetable farm.

Mr. Adam Williams has been busy the past few days looking up safety appliances.

One of the boys from the shop told us he witnessed Mr. Leather lift a pair of freight car wheels from the track and throw them at an office boy. We think it is compressed air in both cases.

Mr. F. J. Ondrack, assistant timekeeper M. M. office, spent a week of his vacation in the month of May, returning with renewed energy on the 27th.

Mason Nagel, assistant timekeeper M. M. office, has taken position as electrician in new power plant; his position taken by Raymond Wolf. Mr. Wolf's position being taken by Mr. Frank Rose, former stockman, 51st street storehouse.

W. C. Epstein and R. S. Stewart, special apprentices, are back with a good coat of Kansas tan.

Mr. L. A. Richardson, new mechanical superintendent, was at 47th street shops this month shaking hands with his many friends.

Messrs. Goldstein, Hellmann and Carlson spent a few days in St. Paul last month.

The four electricians in the new power plant, namely, Glover, Nagel, Williams and Stordahl, have devised a new way to argue—on paper.

Mr. George Jung, foreman store department, still has the bright face, but keeps mum. Why, George?

We now have with us the world's greatest juggler, who can handle from six to eight packing boxes at a time without the wink of an eye. Mr. Tilling, step forward, please.

Mr. Woodcraft is there when it comes to giving a helping hand in the eleventh hour. Keep up the good work, Frank, and you may receive a Carnegie medal.

Mr. Thos. Lynch promoted to stockman, 51st street storehouse, vice Mr. Frank Rose, resigned.

Mr. Byron McCluskey, former shop order clerk, store department, has accepted position as steamfitter helper, car department, 47th street. We can predict no trouble for Mr. McCluskey in his new position, inasmuch as he is a good all-around fitter.

Mr. Nick Vashos promoted to stockman, third floor, store department, vice Geo. Jung, promoted. Mr. Edward Anderson promoted to as-

assistant stockman, vice Mr. Vashos, promoted.

Miss Bitner is a good golf player all right, but we should suggest she use a regulation golf club instead of a window stick.

Mr. John Fox has accepted position as battery man in the electrical department.

Mr. Pennington and Mr. Gammell, traveling car lighting inspectors, were in Chicago a few days last month.

Mr. Nathan North, clerk in Mr. Pachaly's office, left June 13th on a week's vacation.

Mr. George Warlick, foreman paint shop, spent Saturday and Sunday, 13th and 14th of June, fishing at Fond du Lac, Wis.

Mr. George Schnieder, upholstering foreman, returned from a two weeks' vacation on the 15th of June. We understand Mr. Schnieder was convalescing in Blue Island, Ill.

Mr. Wm. Tibbotts, electrical department, has gone into the jewelry business, selling two dollar Ingersoll watches for a dollar. How do you do it, Bill?

Mr. Andrew Eberler, former electrician and brother to Chief Clerk Eberler, was married to Miss Bessie Veckel on the 11th of June. We all join in wishing Mr. and Mrs. Eberler everlasting joy and success through their wedded life.

### CLAY CENTER, KAN.

Big track improvements are being pushed on Clay Center line, with good-sized section gangs getting the track in shape for the big wheat business, which promises to be the biggest in years. Many farmers report the yield 20 to 40 bushels per acre; none goes less than 20 bushels to the acre, even where they expected damage by the wheat pests. Corn and oats were never more promising in the history of the country, and same with the potatoes and other garden products; early fruit of all kinds that grow in this part of Kansas has been plentiful with the promise of a big apple and peach crop. Any railroad men who have friends wishing to purchase farm lands should send them to the Clay Center line, which traverses the garden spot of Kansas, with many little streams tributary to the Kansas and Republican rivers flowing splendid water for stock and studded with valuable timber. Stock men and farmers are shipping in thousands of cattle, both feed and stock. Grass is knee high in pastures and at this writing has cut and stacked their second crop of alfalfa, and with the recent rains these crops promise at least four cuttings. Speaking of cattle, a little station like Wabaunsee unloaded 1,500 whitefaced feeders on June 7.

Our new ballast work mentioned in June magazine, between McFarland and Manhattan, is progressing rapidly in charge of Foreman M. A. Beroud, with forty Greeks who are good workmen, and a finer bunch of men would be hard to find.

Mr. Ed. Mallory, with his hustling bridge men, will soon be back on Clay Center line to reconstruct quite a number of bridges. While this gang's specialty is wood and iron work, they have just completed some reinforced concrete work under two or three bridges between Alma and Alta Vista, that is hard to beat. We welcome master workmen back to the Clay Center Line, but there will be one missing link in the way of Adam Shoap (alias) "The Flying Dutchman," who has charge of the 100-pound rails quite recently laid between Paxico and White City under the supervision of Mr. John Hauke, the big, congenial hustling roadmaster with headquarters at Topeka.

Geo. W. Holmes, roadmaster's right hand bower and ink slinger, is not content to stay in the office these long hot days, but rather than write the section foremen about their books, goes out and shows them all about them, and then Bill says he feels better when he spends a few nights away from Clay Center account of the oppressive heat that exists here.

Local business on Clay Center Line has more than doubled in past thirty days, so much so that our train master, J. J. Breheny, has issued orders that no more construction work be done by our local trains, 85 and 86. This pleases our two old-time local conductors, Harry Mathews and Geo. Shafer, and they say they will handle the company's business right

on time so our agents can say when inquiries are made that the local freights are on time today.

Bill Coppers says the writer can make remarks about his old shot gun and marksmanship, but he is a son-of-a-gun if it can be said of him that "Pa" Hanchett is the most popular man of the two, but we must leave it with "father" to settle in order to keep on good terms with the latter.

Mr. Geo. Basham, section foreman at Riley, says he is going to be the most popular man in Riley—amongst the ladies—the next two months while his wife pays a visit to her son in San Diego, Cal.

Mr. M. Mowry, section foreman at Zeandale, has resigned as section foreman to try farming and will be succeeded by W. H. Reynolds from Broughton, and Mr. E. Sheldon, now acting as assistant foreman at Wabaunsee, will take Mr. Reynolds' place at Broughton. Mr. Sheldon is widely known in Riley county and comes from good stock.

Mr. Henry Lewis has moved his grading camp from Big Cut, near Wabaunsee, to near Zeandale.

We were shocked on June 9 when the operator at Manhattan called us up to the office window and said: "Did you hear agent Dague at Clifton has passed away?" Our reply was it could not be possible. "Yes, it is true," was answer, and Mr. Liggett has been sent to take his place, but after all it was not quite so bad as first understood, as he had only gone to Holton to attend the wedding of his son and is now back at Clifton a lively corpse.

Mr. Geo. Basham will soon build himself a nice modern house at Riley, costing about \$1,800, part of the money he inherited from his mother-in-law. Others should take warning and stay on the good side of their wife's mother, especially if she has money.

Our company soon expects to construct a business spur up the alley between Third and Fourth streets at Clay Center, up to the poultry and the cold storage plant of the Clay County Produce Company and the Clay County Creamery Company, work to be started as soon as the purchase of sufficient ground can be made. This will increase business and reduce many damage claims. Mr. E. T. Pyle says such will be a happy day for him and Earl is not one who shirks any kind of duty, day or night. We notice his cashier, D. J. Candlish, has his new \$125 adding machine. It makes work easier for all hands.

W. C. Barth, first trick operator at Clay Center, was having the time of his life during the second week of June. His wife was away on a visit. He has many friends in Clay Center and knows the voices of all the ladies for miles around. They call up the Rock Island on long distance, and he is never too busy to answer and says is this Mrs. or Miss Jones or Housen?

Mr. Lester Cavin, who had his first class cafe burned up by a gasoline explosion, is now doing business at the same old stand—all new, modern fixtures, and has no better advertisement than Geo. Shafer, the fat local conductor who takes his meals daily at this place as well as the writer, who has patronized this place for the past two years and a half.

### COLORADO DIVISION.

By Miss M. Griffin.

Engineer Ed Nason is back to work after a few months' trip to California. He has taken the Limon-Denver run, bumping "Dug" Hathaway, who, in turn, bumps Engineer H. K. Adams off Goodland-Limon run. When Henry gets through he will be on the square-cornered cars. Hard luck.

On June 1st, as a result of several changes on the Second District, Mr. W. A. Sheahan, who has been our superintendent for the past year, was appointed superintendent of the Nebraska Division. We are all sorry to see W. A. S. go, and we wish him all kinds of success on the adjoining division. We also extend a welcome to our new superintendent, Mr. J. A. McDougal.

While worrying about the condition of the injectors on the "goat" at Goodland the night of June 9th, Engineer Jeff Powers slipped and fell off the engine, injuring himself. Don't worry, though, he will be working by the time

this item appears. "You can't keep a good man down."

Dispatcher Ed Sheehan seems to be very much preoccupied. Doing a little gumshoe work to discover the cause. We find that recently Evangelist "Billy" Sunday was delivering a series of lectures at Colorado Springs, and that Ed was a regular attendant. Can you imagine Ed as an evangelist? Some class.

Road Master H. O. Sinsabaugh, who has been on the Colorado Division for the past year, has been appointed road master on the Nebraska Division, relieved here by Mr. J. S. Pollard. Welcome to Mr. Pollard; success to Harry.

R. E. Webster, water service repair, and all around handy man of Goodland, left for a few weeks' vacation in the East.

Brakeman Bob Stevenson has given up local freight and is flagging on 39 and 40. You can't keep those Pike's Peak boys away from the Springs.

Walter Hunt, conductor on 85 and 86, is taking an extended leave of absence, relieved by Conductor G. Oswald.

Miss Mary Alexander, daughter of M. A. Alexander, W. S. Foreman Goodland, left the latter part of June for an extended vacation with relatives and friends in Fairbury and Omaha.

Engineer Bob Sisty is back to work again after a three weeks' enforced vacation as a result of being injured at Selden. Too much ginger is Bob's only failing. Good thing to have too much of, sometimes.

Engineer Sam Bledelman is laying off, taking an extended trip through the South.

The correspondent spent a few days in Kansas City the fore part of June. But never again at this season. Western Kansas suits me. I've got my fingers crossed.

Our energetic janitor, "Dad" Pyle, is taking a vacation, relieved by C. King, day caller. While we admit that "Dad" is the best yet, will have to give it to Charley. He is so good we cannot tell the difference (in the work, not looks) is what is meant.

If it takes Switchman Housman a week to go to Denver and return, how long will it take "Tally" and Housman to go to Denver and return? Answers can be sent to "Tally."

The reporter had some difficulty in getting the inside facts regarding Mr. James Shay, known under various names of Walter Johnson, Ty Cobb, and Home Run Baker, but these are the facts obtained: James Shay was born in Huerfano, Kans., in the year of 1890, employed at the age of 15 by the C., R. I. & P. as call boy, which position he filled with honor. He was later promoted to yard clerk at Limon, which position he has held since 1912. He was never thoroughly appreciated by the people of Limon until the 7th day of June, 1914, when he pitched a wonderful game of ball against Eastern Colorado, and that wonderful Mr. Wolverton, formerly of the "Lincoln Antelopes." (Jimmie, I'm afraid you have missed your vacation.)

If any one wishes to know how to get married, or how to do the stunt in such a way that your friends will not find it out until you are far away on a "honeymoon," well, you might ask Miss Mable Brown and Carl Montgomery about it; they can tell you, as they were married at Goodland, A June wedding, of course. (All the more interesting.) They took an auto from Goodland to Edson, boarded No. 40 for Kansas City before their friends had time to tell about it: "Very simple, after all, was it not?" We offer Conductor Montgomery and wife congratulations, but, had you told us about this before, we could have told you there were easier ways of committing suicide than by getting married.

Mrs. P. J. McBride, wife of Engineer Paul McBride, died at Goodland, May 27th. Although an invalid for some time, yet her death was nevertheless a surprise, and we extend our sincere sympathy of the division to Mr. McBride and son, Frank.

The untimely death of Perry Crouch came as a shock to his many friends on this division. He had been ill for about a week and died Monday, June 15th. He leaves a wife and three children to mourn his loss. Perry, who for the past four years had been working as chief clerk to Master Mechanic, Goodland, was a faithful employe and a friend to all who knew

him. We extend the sincere sympathy of the entire division to Mrs. Crouch and family.

The following terms used by railroaders, Colorado Division:

F. Hartzler: "It's on the way from Horton."  
H. Hunt: "That bonehead thinks he is a storekeeper."

Hubbard: "What time will 97 get out?"

Shay: "Let me see the baseball dope."

Patrick: "I suppose Denver 40 is 40 minutes late."

Slm Harmonson: "I want to get to Calhan next time."

Curwin: "Pull off a crew."

Bennington: "Dad Burn it."

W. O. Coons: "By Jinks."

Geo. Oswald: "That local is like a vaca-

tion."

L. Gillaspay: "You are entitled to that."

Barsby: "Delayed on account small engine."

Hammond: "My wife won't let me."

Johnnie: "I never was in love."

Ferris: "Believe me, I have done some work."

Altman: "What's your hurry?"

Cochran: "I hain't got time."

Sallor Gorden: "Gee! I saw a new girl in town," etc.

Hopper: "Undoubtedly I accomplish most of the difficult tasks around the depot."

J. S. Jones: "Hello, pardner."

M. A. Alexander: "Ow! Don't do that" (when you show him anything that looks like a snake).

J. L. Boyle: "How did the Cubs come out?"

Condr. Joe Lustig: "Hurry up."

E. F. Tegtmeier: "That engine will be out of the shops next Tuesday."

Staff meeting of the officials of the Colorado Division was held at Goodland, Kans., June 16th, at 9 o'clock a. m. Various matters pertaining to improvements and better operation of the division were thoroughly discussed, such as engine handling, coal chute handling, fuel economy, water tanks and pumps, conditions at stations, track conditions and material needed.

The car situation was gone into in detail to prepare for the handling of Western Kansas' bumper wheat crop, all phases being considered, such as repairs, tracks, cooping of the cars, distribution of cars and material, securing the co-operation of all agents and employes, men and power needed, etc.

Attention was called to the proper and prompt handling of accident reports and investigations, also personal records.

A friendly, co-operative spirit was manifested by all present and the meeting was a decided success and will no doubt show far-reaching, beneficial results.

The following gentlemen were present:

J. A. McDougal, superintendent.

J. S. Jones, trainmaster.

E. F. Tegtmeier, master mechanic.

W. A. Inwood, chief dispatcher.

J. D. Sullivan, roadmaster.

J. S. Pollard, roadmaster.

H. H. Kleiwer, master carpenter.

B. L. Rush, chief clerk to superintendent.

J. L. Boyle, road foreman of equipment.

M. A. Alexander, water service foreman.

J. F. Chambers, car foreman.

H. A. Hill, dispatcher.

Chas. Wisnant, car distributor.

## DALHART NEWS.

By L. E. Pickard.

Mr. P. J. Colligan, master mechanic, has been promoted to a similar position as master mechanic of the Illinois division, with headquarters at Chicago. In order that the employes of the El Paso division might show their appreciation of what had been done for them during his time as master mechanic, on the evening of the 17th of June, about 4 o'clock, Mr. Wilson was called upon to assist in getting Mr. Colligan to the office, which he did by stating that he had an important message to deliver and preferred to deliver it in person as it was of such a nature that it would not do to repeat it over the phone. On arrival at the office, every employe was instructed to make a run for the office when the fire whistle was sounded. This they did, and Mr. Wilson called for Mr. Colligan to



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

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*If a fly rips from the body—a new pair free:*  
*If a back band becomes detached—a new pair free.*  
*If a seam rips—10c a rip.*  
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Sold in all High Class Stores where overalls are sold or we will send overalls and jackets parcel post prepaid on receipt of \$2 and waist and inside leg measurement.

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Detroit, Michigan

come forward from his private office to meet some of his old friends. Mr. Colligan was very much surprised when stepping out to face a large crowd of the old employees and Mr. McDowell promptly made a talk before the presentation of a present was made, which was very appropriate for the occasion, stating that the present was presented by the different employees of the entire El Paso division for the purpose of expressing their appreciation for what had been done for them, their good feeling and the friendship that had prevailed and that it should ever last.

After a short duration Mr. Colligan responded with words which were very appropriate and to the point. He expressed himself as being very much surprised and stated that never in the history of his life had he the opportunity of working with a more friendly bunch of employees than he had on the El Paso division, and further stated that he wished to thank each and every employee on the entire division, to the bottom of his heart, and that there would always be a warm spot in his heart for this division. On account of there being a large number of the employees that could not be present, he wished for the ones that were present to transmit his words of appreciation and thanks for the loyal support and present throughout the entire ranks. While the employees regret very much to see him leave the El Paso division, they all join in wishing him every success in his new position.

Mr. W. M. Wilson, general boiler foreman at Silvis, Ill., has succeeded Mr. P. J. Colligan as master mechanic of the El Paso division, with headquarters at Dalhart. Mr. Wilson comes to the division highly recommended by his old-time friends who have known him of old and, no doubt, will find him their friend as well as a leader.

Mr. T. J. Butler, assistant car foreman from Herington, has accepted the position at Pratt as car foreman, vice Mr. J. P. Oliver returned to Dalhart to his former position.

Walter McMuller is the new round house clerk at Pratt on account of Mr. Lyle Tysor's returning to Dalhart as car clerk, vice Mr. Roy Rayson promoted to assistant car foreman at Herington, Kans. Roy, may success be with you.

Mr. F. L. Scott is the new car clerk at Pratt, Kans.

Mr. E. J. Johnson, round house clerk at Liberal, was a Dalhart visitor on the 17th, attending the wedding of his brother, A. C. Johnson.

Mr. H. G. Armstrong is the new car clerk at Liberal, which position had for some time past been abolished.

Mr. H. R. Pennington, traveling electrician from Chicago, was in Dalhart recently on business, looking after dining car 1616 which is now cutting out here.

Engineer Scott and Foreman Porter Montgomery, who were burned some time ago, are now getting along nicely and we hope to see them back on the job soon.

Carl Birdsell, hostler days, is now spending his vacation in St. Joe, Mo.

Mr. N. E. Reynolds, chief dispatcher, and family have just returned from their annual vacation. They have been visiting in Missouri.

Mr. H. E. McMullen, trainmaster, and family have returned from spending their annual vacation in New York City, Boston, Washington, D. C. and other points of interest.

Harry Schultz, our genial stenographer in the master mechanic's office, is now spending his vacation, visiting Oklahoma City and other points of interest.

Mr. A. C. Johnson was married to Miss Burchette Carnes at the home of the brides parents, June 17th. The ceremony was performed by Rev. F. T. Charlton under a bell of pink roses. Mrs. J. N. Cole sang "Me'ody of Love" and Miss Agnes Carnes sang "I Love You Truly." The bridal couple entered the parlor to the strains of "Mendelssohn's Wedding March," played by Aramita Killen. The bride wore a gown of white messaline trimmed with lace and draperies. The groom wore the conventional black. After the ceremony refreshments of ice cream and cake was served. Many handsome presents were received. The

bride and groom left on the Denver train, No. 1, for Denver and other points of interest.

## ELDON (MISSOURI) NEWS.

By B. H. Walrond.

H. M. Irwin, stenographer to chief clerk, has accepted position as assistant accountant at Trenton, Mo.

Public Utility Commission inspection special left St. Louis May 25, arriving at Kansas City evening of May 26. Inspection was made by Mr. Frank A. Wightman, commissioner, and Mr. H. R. Gass, assistant engineer in charge railroad department. Other members of the party who accompanied them over the division were: Mr. A. E. Sweet, general manager; Mr. H. E. Correll, superintendent; Mr. J. S. Irwin, train master; B. H. McNamara, master carpenter and Roadmasters V. B. Simpson, C. A. Dingley and N. T. Blackwell.

D. Q. Burris, train master's clerk, has been promoted to position as stenographer to chief clerk, vice H. M. Irwin, transferred.

Mr. G. W. Rourke, assistant general manager, passed over the St. Louis division June 10 on an inspection trip, being accompanied by Mr. A. E. Sweet, general manager; G. B. Hetherington, chief clerk to general manager; Mr. H. E. Correll, superintendent, and Mr. J. S. Irwin, train master.

W. M. Maxwell, of Warrensburg State Normal School, Warrensburg, Mo., has accepted position as train master's clerk vice D. Q. Burris, promoted.

Special train, consisting of seven cars, was run from St. Louis to Centaur, Mo., Sunday, May 21, to handle a picnic given by the Diocesan Verant Society of St. Louis, leaving St. Louis at 8 a. m. and returning leaving Centaur, Mo., at 7 p. m. Quite a large crowd was carried on this special.

Night Caller Anderson has resigned to accept a position in the shops at Silvis, Ill., as machinist apprentice.

The Eldon and Silvis, Ill., teams broke even in their two-game series at Eldon, Silvis winning the Decoration day performance by a score of 5 to 4, while Eldon took Sunday's game by a score of 10 to 4. A large crowd attended both games.

Frank Moore has accepted position as night caller vice Mr. Anderson, resigned.

W. H. Slinkman was a spectator of the Pageant in St. Louis. Bill says he could see alright but couldn't hear much, his attention being distracted, we suppose, by the sight of so many pretty girls.

Mr. and Mrs. Thos. S. Walrond spent a week with their son, B. H. Walrond, secretary to superintendent. Mr. and Mrs. Walrond reside in St. Louis and were quite delighted with the town of Eldon, remarking on its cleanliness and picturesqueness.

Dispatcher O. W. Holloway is back on the job again after taking his annual vacation. Owen says he spent one day in DeSoto, Mo.; also one in Kansas City, and had a very good time, but he says the best time he had was the week he spent in the country near Schuyler, Mo., eating fried chickens. The only weakness Owen has is his fondness for "chicken," especially "brollers."

Dispatcher F. B. Kirk will depart shortly for Colorado where he will spend his vacation this year.

Clyde Bowden, brakeman, has reported for duty after making a short visit with some of his wife's relatives at Hartville, Mo. Clyde says the fishing was fine and that he had "some time."

Clarence Moss, brakeman, and brother Eddie, night clerk, have returned to work after spending a few days at Mansfield, Mo., with relatives.

Conductor Billy Campbell, after a two weeks' vacation, which was spent around Argyville and Eugene fishing in the Saline, Maries and Osage rivers, has returned to work. Bill says the fishing was punk. Maybe you didn't use the right kind of bait, Bill?

W. H. Burleigh, general foreman, and Miss Vivian Collins, daughter of Engineer E. P. Collins, were married in St. Louis recently. Bill put one over on the boys by slipping away on No. 24, waiting until the train was ready to





## THE CHARITON BLOCK

is superior of all coal for domestic use; clean to handle and burns to a light ash. Give CHARITON BLOCK a trial. It will please you. Mines located exclusively on the Chicago, Rock Island & Pacific Railroad, at Chariton, Iowa, the Hub of the Rock Island System, insuring prompt delivery.

ADDRESS

### Central Iowa Fuel Company

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DES MOINES, IOWA



leave before boarding it. Everybody knew Bill's intentions, but could not find out the date. Here's to happiness, Bill, but don't forget the cigars.

### EL PASO DIVISION. By Graves and Swan.

In reading of the popularity of our "Golden State Limited" in the April issue, the writer became so inspired with the following results. "I have traveled around this world of ours, a million miles or more From the Isle of Man to Yucatan, from far Japan to Labrador; "I have journeyed afar in foreign lands, its Lands End to John O Grotes But the queerest thing to ride, I say, is the Japanese one-man Jinricksha.

"I have journeyed afar in foreign lands, its wondrous sights to view, I have taken trips on a sailing ship, on an aeroplane, tried the spiral dip And riding a camel I've tried that, too. But the Vaterland appeals to me as the finest thing that sails the sea.

"If you want to take a trip to the West, to the land of the setting sun, Either for wealth or seeking for health, or to view the fruit in the Orange Belt. Take the Golden State to the Golden Gate and your pleasure has only begun, For this train of steel with its luscious meals is the finest thing that rolls on wheels."

#### LIBERALITIES.

It's a long distance to anywhere. Start, plod, push along and some day you will get to where you started for.

If you can't "boost," roost; you will be more valuable to your community and your employers.

If you must knock, "knock" the knockers, and you will be of some service to mankind.

### FORT WORTH, TEXAS.

The passenger department boosters for the past month are as follows: J. M. Huckabee, carpenter; L. R. Sumpter, A. C. P. A., Fort Worth; Miss Carrie Norris, vice president and general superintendent's office; W. D. McClure, conductor, Amarillo division; A. A. Colder, conductor, Amarillo division; W. M. Long, conductor, Amarillo division; Herman Laster, auditor's office; J. Tucket, conductor, southern division; B. Johnson, auditor's office; M. J. Dowlin, A. G. F. A.; Mrs. Grace Clark, auditor's office; Chas. Rudd, auditor's office; D. W. Odum, auditor's office; H. W. Walker, general passenger office; Ted Randolph, general passenger office; Miss Winnie Slawson, general freight office; J. W. Thompson, car accountant; J. W. Withers, chief clerk, car accountant; William Scott, engineer, southern division; W. A. Hunt, agent, Stoneburg; G. W. Ross, chief machinist; A. W. Haight, conductor, Amarillo division, and Howard Brooks, treasurer's office.

This speaks well for the assistance being rendered the passenger department by the employees of the other departments. We take this occasion to thank you for the assistance rendered. The increase in our ticket sales will show conclusively the results of these tips.

Mrs. J. A. Marks, wife of D. P. A. Houston, passed through Fort Worth on a summer trip to Denver, Chicago and other points. She advises that Mr. Marks will follow later.

George Wilhelm, voucher clerk in the auditor's office has taken unto himself a wife and made a honeymoon out of his summer vacation.

Business in the passenger department is certainly looking up the past month as we secured the Dallas-El Paso Ad Clubs in a special train to Toronto, also two special trains of Rotary Clubs en route to Houston.

### HAMILTON PARK NEWS. Kaybee Salad Dressing.

That our efforts in representing Hamilton Park in the magazine are deeply appreciated, is ascertained by glancing through the stack of letters on Kaybee's desk. We are printing a

few lines from some of the letters we have received:

Roy McMaster remarks: "Your column certainly is great. You can't quote me too strong on that point. I read it once a day, and find it a great appetizer, as I always want more."

The Steno girl in Room 927, LaSalle Station, says "The best ever, but honest, I am not a news item."

Jno. Kilty pens "Your column is a heart breaker. Nuff said."

Ducky Holmes writes, "Salad Dressing is the reason I pass Jake's so fast."

Jno. Simpson elucidates, "Your column makes The Daily News look like a Cleveland Plain Dealer."

Frank Werner salubricates, "Salad Dressing has found a warm spot in my heart."

We could quote from hundreds of letters like the above, but, owing to lack of space, we must forego the pleasure.

#### "Breaking in to Print."

They are kicking, kicking, kicking, just because Kaybee hasn't wrote a line about them or tried to get their goat. Down in the FCA they are raving night and day, howling, cussing, scowling, that Kaybee should get no pay. Thos. Flood is kind of mad, just because his name has not appeared in Salad Dressing, and we have not sung his fame. Now, Tommy,

how on earth can we give you a salubrious writeup, unless you commit "Hari Kari" or swallow a drinking cup. Jas. Normoyle is likewise raving, as if he were in a dream; now, Jimmy, if you will elope, we will give you a writeup that will scream. Florence Buzeno says she thinks it's a howling shame that we have not interviewed the girls of the Freight Claim. Do not worry, Florence, some day we will get there, and put you through the third degree on the witness chair. The car accountant's office force is likewise peeved and sore, and Bluebeard Craig says he will not eat Salad Dressing any more; we are grieved, friend Craig, to think such words you would say; however, Bluebeard, the Federal League will get you some day. "Every dog has his day,"

is a saying old, so do not worry, Chick Rozeak, some day we will get you cold. Geo. Carrol of the A. of D. wonders how on earth such things can be; why have we neglected them? Why don't we write Ed. Holmes crazy? Ed. Krause is on the warpath; says he will fill us full of lead. Be careful Eddie, better men than you have tried it and they all are dead. Thus it is wherever we go, one question will always burn: "Why don't you write us up? Don't you think it is our turn?"

Said Jos. Cognac, the Cosmopolitan Commander,

"Your Salad Dressing is awful slander."

Said Kaybee, "Your ways Remind me of school days—

For you squak like a salamander."

Jno. Michael Balun intends to visit Portland, Ore., going by way of Canada, on his vacation, in the near future. Better be careful, John, some Portland girl may capture you. To My Friends:

I wish to call your attention to a poem which appeared in our June issue entitled "A Day in the Local," a burlesque of the boys in the local department.

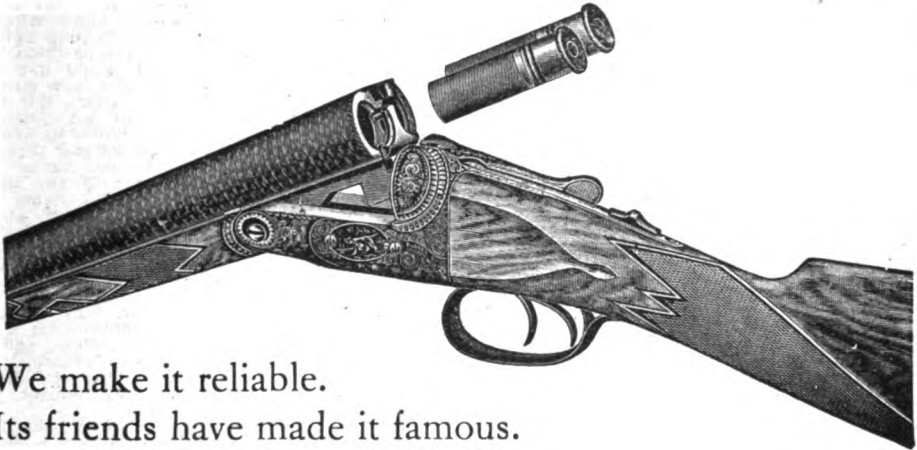
I have just learned that there is a possibility that an outsider, on reading it, would be led to believe that it was a true picture of conditions in the local department and that I was placing Mr. Woods in an embarrassing position on account of my sense of humor.

Such, however, is not the case. In the first place, Mr. Woods is one of my most enthusiastic supporters and I know personally that no such condition of affairs could exist for a moment under him.

In the second place, the records show conclusively that Messrs. Ryan, Fitz and Humph are seldom or never late for work, thus another calumny is laid to rest. In regards to the boys eating being done when 12:30 comes around, I can only say that if they did not eat at the regular lunch hour, they would soon starve to death.

I have made the above statement not as an apology but merely to set to rest any and all rumors that might reflect on the management of the Hamilton Park offices, my good friend

# THE PARKER GUN

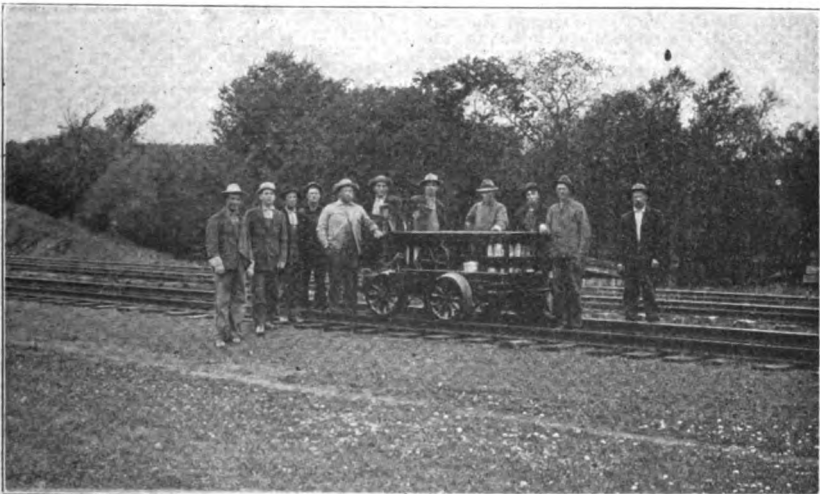


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**FAIRMONT MACHINE CO., DEPT. R, FAIRMONT, MINN.**

Joseph Wood, or the boys of the local department.

I have also decided that "Salad Dressing" is not an appropriate name for our column, and I have inaugurated a christening in which you are all invited to participate. All names or suggestions should be addressed to me personally, care of Auditor Freight Traffic. The contest expires August 10, 1914, and the winner will be announced in our September number. The judges will comprise Miss A. F. Roche of the A. F. T., Mr. R. McMasters of the A. P. T., and E. H. Holmes of the A. D.

In closing I wish to state that it has not been or is not our policy to give offense to any one, and we hope that no one will take offense where none is intended.

Sincerely yours,

H. KINNEY.

Who is our wild Irish rose and Minstrel Boy combined? Who with kings, potentates and prizefighters has dined? Who was born in Dublin back in 1887? Who is the gink that thinks Ireland is heaven? Who was a cowboy a year or so ago? Who is the gent who tamed the bad man of Broken Bow? Who can count his friends by the score? Sidney Crowley, forevermore.

#### CANNED INTERVIEWS.

Peter Spruit.

Gather around my friends, look what I have got here, the horrible details of Peter Spruit's career. When I finally cornered this gink, he would not talk, he was like a sphinx; but when he saw I had him fast, this is the confession he made of his awful past: "I was born on July 25, 1889, in Amsterdam, where the weather's fine; but I did not linger near the Znyder Zee, for in a year I sailed the briny sea; I was wrapped up as parcel post, and landed on the Atlantic Coast. When I was a child, my one ambition, was to run for President and shout prohibition! After a tumultuous career, I finally landed here. I was associate editor of the R. I. Gazette down in the APT, they remember it yet. No, I never have had a honeymoon, but I think it's awful nice to spoon. Now see here, my friend Kay-bee, I have had enough of your third degree."

Jno. Kilty.

I went down to the APT and found he was the rage. In fact, he looked so good to me that I interviewed him for this page. Jno. Kilty is our victim's name, the young Romeo who won Agnes and fame. "I was born in San Antonio in 1893, out in the wild and woolly west, on a prairie. I grew up like a weed, they say, like an untamed maverick I did play. When knee high to a grasshopper, I longed to be a soldier or a copper. I joined the C. R. I. & P. four years ago. Broncho Billy is my favorite in the picture show. I was editor in the R. I. Gazette. Peter Spruit remembers it, I bet. One day in the golden summer, when the sunflowers were in bloom, I went to St. Paul on the 'Hummer,' that town reminds me of a tomb. My favorite author, did you say? Is Richard Terry Hanrahan on pay day. My one ambition is to go on a honeymoon, I bet you think I am a loon, but honest, that is, my way, my gay young friend, goodbye I say."

Irma Crossett.

I have interviewed them great and small. I will interview them one and all, but this is the girl that talks the best, and she does not hail from the golden west. She leaves them all in the rear, for to talk and smile she has no fear. Friends, make yourselves acquainted with this charming miss, Irma Crossett, the girl you will all want to kiss. "I am glad to meet you; how are you? I suppose you want an interview." Those words were her greeting as I drew near. They sure were salubrious to hear. "Yes, our readers want you to tell the life story of a Blue Island belle; where were you born? Your favorite motion picture star? What do you think of Blue Island? Do you like to ride in a motor car?" "I was born in suburban Dauphin Park, now don't laugh, this is no lark; I think Blue Island is the best city on the map, that verse of yours was an awful rap, but then maybe you have never been there and gazed upon our city fair. Lots of city folks in the summertime linger in Blue Island clime, for they think it is a summer resort, out where the Calumet River cavorts.

Jack Warren Kerrigan is the handsomest actor I've ever seen on the motion picture screen; in fact, he is the kind of a man for me; tall, dark and handsome, you see. In the winter my favorite pastime is to dance; I would sooner miss a meal than lose a chance. In the summertime I love to ride in a touring car up a mountain side, with someone that I like, you know; well, maybe it might be so." As I listened to her story, I knew when the boys read this page an auto stealing epidemic would break out, and that some of them would land in a cage; but then I would not blame them, for if you knew this girl, you sure will agree with me that she is a pearl, but let us go on with her story. I will not hesitate, I know you all are anxious to listen to her fate. "I have been with the Rock Island three and a half years, and unless someone comes to the rescue soon, I may be here till the day of doom. Elizabeth is my middle name; now don't make fun for it has fame. It was my grandmother's at one time, so I know you will say it's fine. I think Salad Dressing is very clever, but sometimes you turn on imagination's lever. Truth is stranger than fiction, did you say? Yes, but what you write does not happen every day. Now, why don't you come out to Blue Island sometime on a Halsted street car, it costs only a dime, and then you will not ask me to tell you, please, if Blue Island is a regular city or a disease. Honest, I have not another word today, except, goodbye, Kaybee, adieu, good day."

Geo. W. Backman, the pride of the Local, left our ranks on June 1st to accept a position with Sears, Roebuck & Co. He was with the C. R. I. & P. eight years, and those who know him best see a big future for him in his new undertaking. Let us hope that in the pleasant chain of friendship, George will regard us a missing link.

Jack Whelen says he finds the scenery near the hat rack very invigorating. What scenery, Red? We'll bite.

R. O. Roginson has written the following verse and dedicated it to R. Baker:

A nifty little phrase,  
"Down home!"  
A vacation trip, some craze,  
"Down home!"  
R. Baker thinks it's so,  
Repeats it soft and low,  
Till the boys all hope he'll go,  
"Down home."

The A. of F. T. Baseball Club added another victory to their long string of wins, by defeating the Interline team 23 to 3. The winners were at no time in danger, and would have scored a shutout if they had not eased up when they saw the game was safe. Mr. Ross umpired and his life was at no time jeopardized. The features of the game were the heavy hitting of May and Ryan, and Webber's twirling.

The Auditors are very anxious to play any Rock Island nine along the line. The team is a strong one, comprising such sterling players as Dankers, Fagan, Singer, Miller, Anderson and May in the infield; Ryan, Ames and Hatfield in the outfield. Ralph Webber perambulates the horsehide with Dietrich behind the bat.

All communications in regard to games should be addressed to Edw. May, care A. F. T., C. R. I. & P. Ry., Hamilton Park office, Chicago, Ill.

Sam Dickens, Earl Stark and their brides spent their honeymoon trip together, visiting Denver, Colorado Springs, Cripple Creek and Salt Lake City. It surely must have been a happy trail, so let us drink to their happiness. Here's to the honeymooners, may their path never be crossed by sorrow and their cup of happiness be ever full.

Frank Ryan embarked upon the matrimonial sea on June 3rd. His many friends presented him with a beautiful water set, and wished him a happy journey. The following letter needs no comment; it speaks for itself:

"Dear Friends:

"We take this opportunity of thanking you for the beautiful present which you have given to us, and assure you that we greatly appreciate it.

"Yours very truly,

"MR. AND MRS. F. T. RYAN."

Have you seen the "Last Rose of Summer" with Mr. A. H. E. Grant appearing in the role of the man with the toothache? It will bring tears to your eyes when he sings "Oh, Who Would Inhabit This World With a Toothache Alone?"

No, friends, Peter Jasper Young has not been fed to the lions yet, but Brutus did stab Caesar. Jasper is very happy these days, and we don't blame him, after escaping such a horrible fate, and spending a vacation in Minneapolis.

The following Rock Islanders visited Starved Rock on Decoration day: Miss Hartman, Miss Haynes, Jack Kilty, Happy Halberg, "Agnes" R. Terry Hanrahan, Miss Madge Carter and Miss Grace Westfield. The Rock evidently did not starve that day.

#### Vacation Days.

Vacation days are here at last, the gladdest of the year, for two weeks' hard work is past, for fourteen days you have good cheer. How often have you cursed your boss, and swore your work was hard; said you worked just like a hoss, but vacation time is here, go easy, pard. First, you board a rattling train and ride a thousand miles, then you rush for your hotel to win some summer girl's smiles. In the moonlight you will spoon, out on the soft and silvery lake, tell the girl a lot of bunk, and perhaps a kiss you'll take; then when you're ready to go back, you find that you have lost an oar and you paddle along all night, before you reach that distant shore. If that girl had not been there, tell the truth you would have swore, cursed the day that you went out, and lost that thirty-five-cent oar. And thus you go through your vacation; you never rest, you see, between rushing down to Cuba and visiting Kankakee. Thus, when you get back to the office, and the boss greets you at the door, you gaze at your depleted bank roll and swear you want a vacation never more.

#### The Reason Why.

Our good friend, Joseph Warner, was not in a rage when I showed him what Silvis had said about him on her page. So I asked him if he would kindly tell, The reason why he designated Silvis as—Blue Island.

"I am delighted, Kaybee, to tell you the reason why. I don't like Silvis and you know I never lie. I could tell you a thousand reasons, but, well, Only a few will convince you that Silvis is—Blue Island.

"Four times a day that bunch of ginks cross the viaduct to earn their pay, And the sun beating down upon them is hotter than Blue Island any day, Oh, yes, the town is pretty and green, that's an awful sell, If you ever saw the town you would surely say, Oh—Blue Island.

"Through the office windows when the southern winds blow, The smoke and dusty cinders always fall in like snow. The town is only a hill, the office is always pell mell; Is it any wonder I think Silvis is—Blue Island?

"They want me to go down, and the boys will show me round, They forgot that I was there, and saw their hilly ground. They say they have lots of pretty girls, but I only saw one belle; And she is the reason Jim Hill thinks Silvis is not—Blue Island.

"The best thing I saw in Silvis as through the town I did roam, Was the Rock Island limited going to my Chicago home; However, Kaybee, I am very sorry I can't tell The readers of our magazine that Silvis is not —Blue Island.

"I have only a few more words to say about the gent who wrote that dope,

## THE SIGN OF SAFETY



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# 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"

Coal Oil Anderson, I believe, is the name of that white hope. Now, Mr. Anderson, cross your heart and tell, After living in Silvis all these years, don't you after think its—Blue Island'?

An old friend of ours, Mr. C. H. LaOrange, dropped in our sanctum sanctorum the other day to chat over old times. He is investigating claims in Mr. Bunger's office, and looks bigger and better than ever.

John Rosseau lost a hat recently. It certainly is a bad case when a man can't take care of his own hat.

**WANTED**—A name for this column. When you send in your selection, don't fail to sign your full name and the office you are employed in. We want to hear from everybody, so don't hesitate. The king will be glad to supply particulars of the christening to anyone who will ask for it.

When you send me any news items, they must bear your signature to gain consideration. I received the following verse without any signature and am publishing it because the author may have been in ignorance of the above rule; however, I will not consider any anonymous articles in the future:

There is a girl—her name is Hanson,  
She's not only sweet, but perfectly handsome;  
Her eyes are blue and her hair is yellow,  
She sits all day making eyes at her fellow.

(His name is—well, guess.)

I wish all our readers would turn to the Silvis items and see what Jim Hill has to say. If Warner ever goes back to Silvis, they will have a necktie party in his honor.

If Michael O'Haver of Herington will write to me personally, I will be glad to tell him how to keep his garden wet even in dry territory.

Dinner in Honor of Miss Hegelund, June 16, 1914, Hamilton Park Restaurant.

First Course:

Cream of Tomato Soup Cheese Wafers

Second Course:

Porterhouse Steak Mashed Potatoes  
Sliced Cucumbers Tomatoes Salad

Third Course:

Lemon Cake with Whipped Cream  
Lemon Ice

Fourth Course:

Coffee Marguerites

Price—We should worry.

Those who were present: Miss Sohrauer, Miss Koch, Miss Lang, Miss Hegelund, Miss Mortell, Miss Sorgenfrel, Miss Crossett, Miss Diefenbach, Miss Gilfether and Miss Roche.

## HERINGTON (KANSAS) NEWS.

By Georgia M. Cullins.

Account of sickness and general increase in business this month, the news proposition is rather on the bum. Everybody appears to be in a hurry and, therefore, refuses to be interviewed. From all appearances, there was a fairly good safety meeting held here the 15th. Tried our best to get a photo of the bunch, but apparently they were all afraid of a camera (as men usually are) and quietly slipped away from the coach wherein the aforesaid meeting was held. From the few glimpses we could get from the outside, looking in (which we would rather be, than on the inside, looking out), those in attendance were: W. S. Phillips, trainmaster, acting chairman; J. J. Breheney, trainmaster; T. W. McCarthy, master mechanic; F. L. Parks, master carpenter; O. E. Bonecutter, agent; D. B. Lothian, safety supervisor; W. E. Davis, switchman; W. Morton, supervisor station work; J. Hauke, roadmaster; T. D. French, road foreman; E. H. Heath, chief clerk; F. W. Edwards, freight conductor; J. P. McSteen, passenger engineer; P. Lewis, agent Caldwell; F. Hinds, passenger flagman; F. Ford, passenger fireman; E. J. Nelleigh, freight fireman; Wm. Martin, boiler-maker; E. C. Hackney, car repairer; A. Zackert, boiler-maker; George Bogue, section foreman; G. P. Nissen, maintenance clerk, and W. A. Pike, passenger conductor.

Martin Tait, south end dispatcher, has returned from a few weeks' visit in Birmingham, Alabama, Georgia and various other southern sea ports too numerous to mention at this time.

J. S. McKee is the roadmaster's new stenographer.

D. H. Hill has relieved A. C. Trobert as private secretary to the superintendent who in turn relieved George P. Nissen as stenographer to L. J. Hughes. George is going to Rock Island, Ill., to work under Mr. Ramsdell.

We understand (from looking over a back number of the magazine) that some of the Eldon girls have the impression that F. L. Campion is bashful. Don't believe it, he's only a little timid; we expect there are a few more girls there than here.

Brakeman C. M. Mitchell and wife have returned from an extended visit in Port Arthur, Texas; Lynchburg, Virginia, and Memphis, Tennessee.

Preston Cunningham and Jesse Austin, two of our noble young men, are making regular trips to Lost Springs every Wednesday night to entertain the telephone operators at that place and as No. 24 was late, did not get home till seven a. m., Thursday. Some time, boys, eh?

T. M. Bryden, Asst. C. D., and W. Disney, car accountant, have returned from a couple of weeks' visit in Arkansas.

J. B. Benton and Wm. K. Johnson are new operators in the relay office.

Operator C. O. Lowe left the 16th on an extended visit through several western states, stopping at Denver, Colo., and Salt Lake, Utah, while en route.

## IOWA CITY, IOWA.

By J. B.

Evans Carnival Co. played this point the second week of June to a fair sized attendance. Agent H. D. Breene was a Chicago business passenger early in June.

R. H. Gould, formerly day ticket clerk and operator at depot No. 2, has been assigned 3d trick operator, main line station.

Trainmaster C. E. Green had the misfortune to get his fibula broken while assisting the local merchandise crew at Wilton, loading merchandise. Latest report is Mr. Green is doing as well as could be expected.

Bridge Foreman I. J. Gittins was painfully bruised, just east of Newton, recently, on account of some angle bars being laid on the rail, his motor car jumping the track. Mr. Gittins' wounds are slowly healing.

F. R. Kuhns, formerly third trick operator, main line station, is now acting as day operator station No. 2.

Day Baggage man J. S. Martin and family Sundayed in Tiffin recently. Relieved by L. A. Burns.

Fred Kinney, extra signal maintainer, has been acting in the capacity of foreman of the semaphore painting gang, giving the semaphores, etc., a nice new coat of paint, which has added greatly to the appearance.

Passenger business has been exceptionally good since the summer tourist rates became effective.

Engineer J. H. Phillips and wife are enjoying a visit with the latter's mother.

The writers of these items, failing to get their accident policy renewed, are obliged to "cut out" all remarks which might call for "mediation" or "watchful waiting" policy.

E. W. Stuart and wife spent a day in Des Moines recently. Just taking in the city sights.

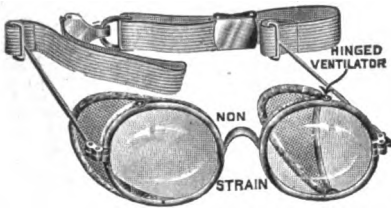
Mr. and Mrs. F. R. Kuhns were Wilton visitors recently.

A large attendance is looked for at the state B. P. O. E. convention, latter part of June, but with an efficient ticket agent at both stations prompt handling of these people is to be expected.

Night Baggage man John Grady has developed into quite a fisherman of late. From reports, he has made some good hauls. Some of the boys suggested making John "take an oath" before reporting his success.

John Hayes, formerly roadmaster of the Iowa division at this point, has departed for Estherville, where he has been tendered a position as roadmaster on one of the Dakota subdivisions. John was a first-class roadmaster over here and the well wishes of all the boys go with him.

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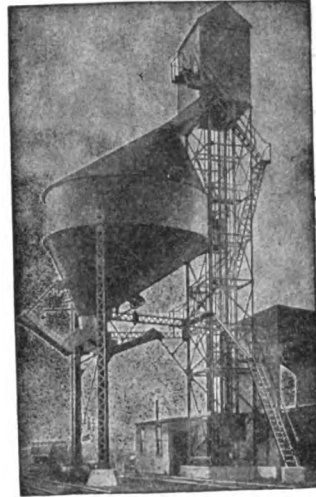
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Ticket Clerk Martin and wife were Davenport visitors recently.

A. C. Smid, chief clerk to Roadmaster Bradley, has been favored with visits from his cousin (female) recently.

Roadmaster A. C. Bradley has been a very busy man the past month, attending to the picking up of the storage coal at West Liberty and the extra ballast work east of Grinnell. A. C. is on the job, though.

L. A. Burns, baggage-master at depot No. 2, is contemplating spending his vacation in Sioux City.

M. E. Byrum, who has acted as water supply foreman for the past two years on the East Iowa division until forces were reduced a couple months ago, has resigned and will engage in other work.

J. M. Pattee, formerly signal maintainer located at Victor, Iowa, while riding in an automobile in this city was quite badly injured on account of being thrown from machine. Latest reports are that J. M. P. is doing nicely. We did not get the exact particulars, but anyway, when the auto struck a rut in the road, up went Pattee, but the car was about six blocks beyond before Pattee came down.

## KANSAS CITY, MO.

Lee McVay and wife returned from their wedding trip in Colorado and Utah, June 15th. They struck some very cold weather out in Utah, and Mack says the next trip of this kind he takes, he will go south. Mr. Lee McVay and Miss Clara P. Griswold were married here June 2nd.

W. D. Fernald, Jr., is thinking of offering a reward for the name and address of a young lady at Perry, Kansas, from whom he has received several postals.

Ernest Downing visited his mother at Knoxville, Ia., a few days about the 1st of June. Eugene Hunt and wife went to New Orleans on their vacation and Blake Wilson went to Iowa.

The local office force is in receipt of a number of postal cards from Mrs. Steach, Chicago. Mrs. Steach is no other than our Violet who annexed her new name June 1st and went to Chicago on her honeymoon. Her husband, Dr. Steach is a prominent physician here.

Some of the clerks in the local office were much surprised about two months ago at seeing Mr. Carlson down to work before 7:30 one morning, but the reason has just leaked out. Carlson, it seems, while busy reading the latest sporting edition of the star, about 8 p. m., was called to the phone and the sweet voice at the other end said she was at St. Joe and would reach Kansas City about 11 p. m., and would like to have his company home. Our gallant Swede said he would be only too glad to see her home and soon afterwards was doing the watchful waiting act at 13th and Walnut, where he was seen about 2 a. m., waiting for the next car from St. Joe. Carlson strongly suspects someone, but will mention no names.

Mr. Nay and Mr. Herman stopped in to see us on their way to Chicago, June 3rd.

We are sorry to hear of the death of A. P. Devereaux, assistant manager at Montgomery Ward & Company, here. Mr. Devereaux was on the claim desk in the local office for several years and later in the commercial office.

## MEMPHIS, TENN.

Mr. W. L. Stout, local agent, spent June 9th in Little Rock, attending the Arkansas state convention of B. P. O. E.

The work on the new freight house at Memphis is progressing very nicely, and everybody is anxiously waiting for moving day.

The climate here these days is hot; typical baseball weather, and ball games galore.

Among our visitors for the past thirty days was Vice President A. C. Ridgway and General Manager T. H. Beacom, who, accompanied by Superintendent A. B. Copley, on June 6th, made an inspection of the Rock Island new work going on in and about Memphis.

Mr. H. G. Nicholson, traveling rate clerk from Mr. Paul Peters' office, has spent several weeks in Memphis on special work. With him is Mr. L. Jensen of Mr. V. K. Rice's office, special accountant.



Mr. Frank Roblin of the electrical department has been in and out of town a number of times, supervising the electric wiring in the new freight house.

Mr. Paul Hovener, superintendent insurance department, with headquarters at Chicago, paid us a flying visit.

Mr. C. D. Harrison from Waterloo, Iowa, has accepted a position in the office, and Mr. H. W. Moore, formerly working in El Reno, is now in the ranks.

Miss Lucile Sowell, who visited her mother, Mrs. S. M. Sowell, car record clerk in the local office, has returned to her home in Atlanta, Ga.

Mr. L. M. Seago has resigned and gone to Longwood, Miss. Mr. R. L. Peyton has accepted a position as trace clerk. Mr. Roy Clark is with the warehouse force, having recently accepted a position as check clerk.

Mr. Hugh Welburn from the superintendent's office at Little Rock visited Memphis along with Special Agent J. H. Burnett.

Memphis terminals made record time with the 27 cars of stock which began loading at 9 a. m., June 4th, and were moving on the road an hour later. This shipment of stock went through to Wichita without unloading, covered by the 36-hour limit.

Mr. L. C. Mitchell just had some very expensive pictures made and won't let any one have one but Miss Zetta.

Joe Cottingham, expense billing clerk, looks mighty sleepy these days, all on account of Irene. He's going without food, drink and sleep so as to spend all the time he is not on duty with her.

Charles Weeks is the new day messenger. His hair is not a beautiful red, but it's a peculiar shade of it.

Mr. B. E. Schlessinger and his bride expect to soon go on their honeymoon trip. Bennie will surely make a good shoe merchant prince some day.

Next month we will speak on "Mother and the Wop."

Mr. H. V. Bray, general yard master, was called to Oklahoma on June 9th on account of serious illness of a member of his family.

Mr. J. H. Dimmitt, service inspector, spent a few days in Memphis in the latter part of May.

Mr. Tom Babineau, who recently suffered the amputation of his right foot as a result of an accident in the Memphis yard, is doing nicely. He was foreman of a switch engine.

Almost forgot the latest news: Prospective help on the claim desk—Mr. W. J. Cottingham, Jr., is getting a manicure twice a week in return for the promise of a pretty solitaire; and she surely is pretty, too.

#### MINNESOTA DIVISION NEWS.

The regular monthly safety meeting was held June 17th. Among the notables present were L. F. Shedd, general safety supervisor, and P. A. Murphy, trainmaster, Minneapolis terminals.

W. Cramer and W. Miller spent Sunday, June 14th, in Waterloo.

F. B. Kershaw and F. H. Smith spent a few days fishing and met with great success.

Jas. Brahney, agent at Mason City, went to Chicago, June 17th, to spend a few days. His family accompanied him.

Traveling Car Accountant Rylands spent three days around Manly. Understand he found things in good shape.

Chief Yard Clerk Jaques spent a day at the races at Mason City, Ia. Did you win anything, Marve?

We wish Will Cramer would give us a decided answer about his visits to Albert Lea. You don't seem to be going up as often as usual. What's the answer?

#### MOLINE, ILL.

By Joe Gstettenbauer.

The Rock Island clerks journeyed to Peoria on Sunday, June 7th, and walloped the Freight Clerks baseball team of that burg to the tune of 13 to 7. The writer, having been a member of the victors, cannot refrain from mentioning some of the features, such as the pitching and



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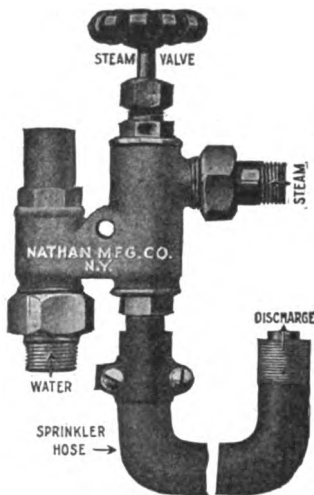
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batting of our twirler, Merow. He forced 12 Peoria batters to pound holes in the atmosphere, while he grabbed off four hits himself. Russell (no relation to "Reb" Russell) started to make faces at the Peoria heaver and was awarded four walks to first base. Breener at short will have his name placed in the Hall of Fame, as he got tangled up in two fast double plays. The writer fanned twice, due to the fact that the Peoria pitcher had poor control and failed to throw where I was swinging. Our outfielders resembled deep sea divers, as the ground was in poor condition, and no doubt is an experiment field for Avery plows. The medal goes to the umpire who introduced several new plays, such as two strikes are out and the catcher need not catch the last one. This gent missed his calling when it came to baseball, as the gates of the Peoria cemetery were, no doubt, unlocked that day. The twirler who started to pitch for Peoria seemed to be under the impression that he was some hitter, as he usually batted twice each inning and, as usual, knocked the pill into the catcher's mitt.

Carl Nelson, ex-clerk now at Rock Island, Ill., has made the rounds here, passing out the "smoke sticks." The reason is, as "Cully" says, "There's another Swede in Moline."

Wallace Arthur, while loading machinery at the freight house, had the misfortune to have his toes mashed on the ends. Walley did not "squeal" any and is getting along first rate.

With an endless variety of carnivals, excursions and dances are in continual occurrence. Colson is beginning to look like an owl.

June 3rd was "Fish day" here, and the annual Spirit Lake catch made by Agent Hall was distributed among local clerks. This is one place where they never come back and tell about "the big one that got away."

The Illinois Eagles' state convention was held at Moline the past month and many "birds" were here.

Baggage Clerk Roy Kelly is now a benedict, having signed the papers some time the past month. After a honeymoon trip to Niagara Falls, Kelly has returned and will settle down and also "settle up" each pay day.

Ticket Agent Chalfant spent several weeks at Yellow Stone Park recently. Bill claims it is some park, but they don't have pretzles.

Henry Law, ex-clerk, has taken to auditing books and will soon check up such notables as Sailor Larson, Catfish John, Bill De Monk and Pat McNulty.

Anyone having second-hand chewing gum in their possession will kindly forward same to Joe Colson. He has perfected a re-working process by which same can be used over and over again.

## NEBRASKA DIVISION.

By D. H. Hill.

Effective June 1st, Mr. H. L. Reed was promoted to superintendent of the Kansas division with headquarters at Herington, Kansas. Mr. Reed wishes to thank all of the employees for their loyal support while he was on the Nebraska division.

Effective June 1st, Mr. W. A. Sheahan was promoted to superintendent of the Nebraska division.

On June 5, 1914, Roadmaster J. L. Hayes was promoted to division engineer with headquarters at Des Moines, Iowa, and Roadmaster H. O. Sinsabaugh, formerly Roadmaster on the Colorado division, took Mr. Hayes' place. Mr. Hayes had a great many friends in Fairbury and on the Nebraska division and all of them regretted very much to see him leave, but were very glad to see him promoted, and extend to him their hearty congratulations.

Mr. Ed. Worthy, accountant at Fairbury in the superintendent's office, had a visitor at his house morning of June 5th—a baby boy, weighing ten pounds. Mr. Worthy says he will soon have his boy down at the office breaking in on his job, in order to have the Worthy family represented at all times. Congratulations, Ed.

Mr. Frank Kirkpatrick, file clerk, was not down to the office for a few days the fore part of June, due to illness, but is again back on the job as lively as ever. Mrs. John Heldelk took Mr. Kirkpatrick's place while he was ill.

On May 23rd Chief Dispatcher W. C. Cavanaugh brought his "Giants" out to the city

ball park to play the "Athletics." Dispatcher O. B. Olson, who at one time was with the Chicago Cubs, and Catcher O. H. Buchanan, who refused to sign a Federal League contract, formed the battery for the first four innings. Three hits were made off "Ole," gave one base on balls and only five runs were scored the first four innings, due to the severe wind which was blowing, making it almost impossible for the fielders to get their hands on the ball. In the fifth inning Manager Cavanagh went in to do the backstopping and Roadmaster W. E. Brown went to the middle of the diamond to dish out his "fadeaway." About four hits were made off his delivery. Only one man pilfered a base and that was due to an error in the first inning. The final score of the game was 18 to 17 in favor of the "Athletics," seventeen innings. In the fifth inning Manager Cavanagh, while pilfering third base, slid into the bag and broke both bones in his limb just above the ankle, and all of the "old pep" was gone from that time on. Everyone hopes to see Mr. Cavanagh up and around shortly and that he will be able to play ball shortly. Ivanhoe Bradley, who was just recently signed by the Kansas City Feds, and who was one of the stars of the infield, was doing the "lame duck" in the eighth inning, due to being spiked but displayed extreme courage by sticking through the game. The next day the entire team came down to the office in a car, even though they did suffer a defeat. Any Rock Island team wishing games, please write to O. H. Buchanan, Fairbury, Nebraska.

Mr. A. S. Bishop is acting as chief dispatcher while Mr. Cavanagh is sick.

### SILVIS NEWS.

By C. O. Anderson.

Our engine dispatcher, E. E. Rogers, is spending a few weeks on Campbell's Island, taking in all the sports, such as swimming and killing mosquitos and sleeping on a hard mattress. Gene says it is a great weight reducer.

Machinist Helper Mike Connel has returned to work after 30 days' leave of absence. During that time Mike has gotten rid of his rheumatism and he claims there is no place like Hot Springs, Ark.

Machinist D. E. Kelter entered matrimonial circles June 1 and brought his bride here from Kansas City to make their home in South Moline. The writer and several others are still looking for the 10-centers.

Machine Foreman Billy Wood and wife are spending their vacation at Seneca, Neb., with Mr. Wood's brother-in-law who is round house foreman of C. B. & Q. at that point.

The father of our assistant superintendent, Mr. P. Linthicum, passed away June 3rd, at his home at Horton, Kans. All the shop boys extend their sympathy to Mr. Linthicum.

Superintendent of Motive Power L. A. Richardson and Master Mechanic P. J. Colligan visited Silvis shops about June 11th.

Machinist Helper Roy Davis is again on the streets after undergoing an operation for appendicitis, and we expect him back to work shortly.

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Machinist Harry E. Perlch is back to work again after a long siege of illness.

Mr. J. Keogh, boiler shop foreman at 47th street shops, arrived here June 1st to take charge of the boiler shop at this point, replacing Mr. Wm. M. Willson, promoted to master mechanic at Dalhart. We wish both of these gentlemen the best of success in their new field.

I was out Wednesday night, May 27, with the boilershop boys,

To their smoker at the Rock Island hall; I've spent many a rollicking time in my life, But that night was the best of them all.

We met there together to pay our respects with song, music, speaking and cheers To our Billy Willson who's now an M. M. He was our general foreman for years.

The boys also sprang a surprise on him there Though 'tis seldom they do such a thing, So one of the boys on behalf of the rest Presented a fine diamond ring.

Right here let me say just a word in behalf Of a jeweler, a friend of the boys, H. F. Peters by name. He has a fine shop On fifteenth street, Moline, Illinois.

If you go to his store, his wares, etc., inspect; All his goods he will place in your sight, He'll help to select the appropriate thing And always makes prices just right.

Our shop superintendent, Mr. S. W. Mullinex was there And his face was lit up with a smile; The talk that he gave us made all the boys feel Honest work in the shop is worth while.

The Silvis Shop Glee Club was there in full force And their songs were exceedingly fine; MacLeod is their leader (our genial chief clerk). They all boost for the Rock Island lines.

Thus the evening was spent, the boys behaved well.

Their voices with merriment rang; We bade Billy adieu and wished him success To the tune of the Auld Lang Syne. District Storekeeper Ed Morris of Shawnee visited Silvis May 21st.

Machinist Joe Barr and family are mourning the loss of Mrs. Barr who died at her home in Silvis June 16th.

Machinist Wallace Wilson slipped it over on his friends in Silvis, June 13th, when he was married to Miss Viola Burnings of Davenport and slipped out of town to Minneapolis. We wish them both the best of wishes. Mr. Willson is a member of the Silvis Glee Club, tickling the ivory.

Carl Daniels, a round house clerk, is back at his desk again after being off on account of sickness.

Several parties from Silvis shops, who attended the Indianapolis automobile races Decoration day, report an enjoyable trip as well as lots of excitement at the races.

Shop Order Clerk L. W. Smith and wife are spending their vacation at Isabell, Kans. Mr. Smith expects to see lots of jackrabbits if he can get away with them, is another problem.

Machinist A. M. Black and Miss Loretta Sullivan were married in Davenport, June 13th. These people have the best wishes of the shop men.

Joe Knoblock, our night round house caller, has returned to work after a short visit in Chicago. Joe keeps all the boys interested telling about some of the sights in Chicago.

Our worthy round house foreman, Jack Kerwin, can be seen most any evening taking in

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the carnivals with his son Morris and if there are no circuses, as he calls them, he usually tries to break the speed law. Better watch out, Jack, for motorcycle Mike is on the job in Moline.

Machinist W. D. Santry was the lucky man by winning a Webb C. Ball watch which was raffled off at the round house a while back. If your watch needs setting, just call on Bill, as he has the official dope.

Machinist Sam Pinkerton, who has been layed up for some time on account of sickness, is able to be out, around again, and expects to report for work soon.

Mr. George Pike, son of our tool room foreman, is back home from Champaign, Ill., having completed his second year at school.

Foreman C. E. Roach is spending his vacation at Kansas City.

Friends of our special apprentice, C. I. Preston, will be sorry to learn of the death of his father who died at his home in Davenport, May 20th.

Machinist Helper Arthur Pottiger is spending a few days in Chicago. Arthur seems to have a longing for the Windy City. The reason we do not know.

Foreman Fred Beckstrom spent his vacation in Chicago and Indianapolis.

### TOPEKA NEWS.

By Nell Burleigh.

Miss Nellie Hoar, stenographer in the law department, visited in Kansas City the fore part of this month.

Miss Estella Duckwall and Mr. Leslie Mays, O. S. & D. clerk in the local freight house, were married May 20th and spent their honeymoon in Chicago. They are now at home to their friends, at 1309 Central avenue.

Mrs. F. T. Bowlus and children are spending a month in Cedar Rapids, Ia., visiting relatives.

Mrs. A. Lusk and daughter, Miss Mildred, arrived from Caldwell, Kan., the last week in May to join Mr. Lusk, freight agent, and make their home in Topeka, at 231 Western Ave.

Mrs. C. E. Gibb is spending two months in Bucklin, Mo., visiting relatives. Mr. Gibb is O. S. & D. clerk.

Mrs. D. Burleigh returned the middle of this month from Astoria, Ill., where she attended the funeral of her father, Dr. W. W. Bonnell.

Mrs. J. H. Dudley, mother of Freight Clerk Ed Dumev, went to Chicago the fore part of June, where she was called on account of the serious illness of her sister.

Curtis O. Whitney, collector for the local freight office, went to Manhattan, Kan., June 19th, to attend the commencement of the Kansas State Agricultural College, where his sister, Miss Margaret Whitney, received a degree in Liberal Arts.

Joe Costello, bill clerk, was off duty a couple of days the fore part of this month on account of illness(?).

Mrs. C. A. Miller and son Kenneth went to Trenton, Mo., the fore part of this month to visit Mrs. Miller's mother and sister.

G. W. Rourke, formerly superintendent of the Illinois division with headquarters at Rock Island, Ill., arrived the first of June to assume the position of assistant general manager, headquarters at Topeka.

Effective June 1, Superintendent A. B. Ramsdell of the Kansas division was transferred to the Illinois division, with headquarters at Rock Island. H. L. Reed was transferred from the Nebraska division, headquarters Fairbury, Nebraska, to the Kansas division, headquarters Herington, Kansas. W. A. Sheehan from the Colorado to the Nebraska division.

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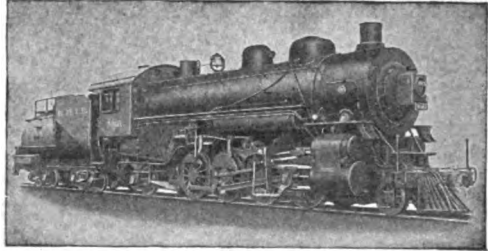
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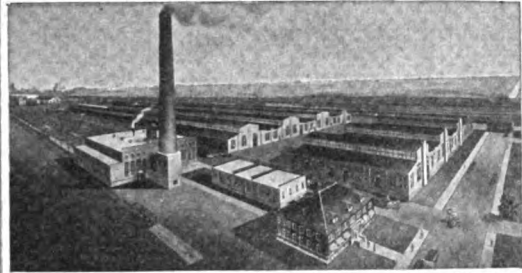
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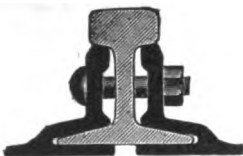
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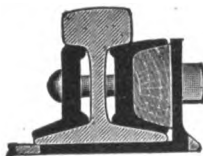
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