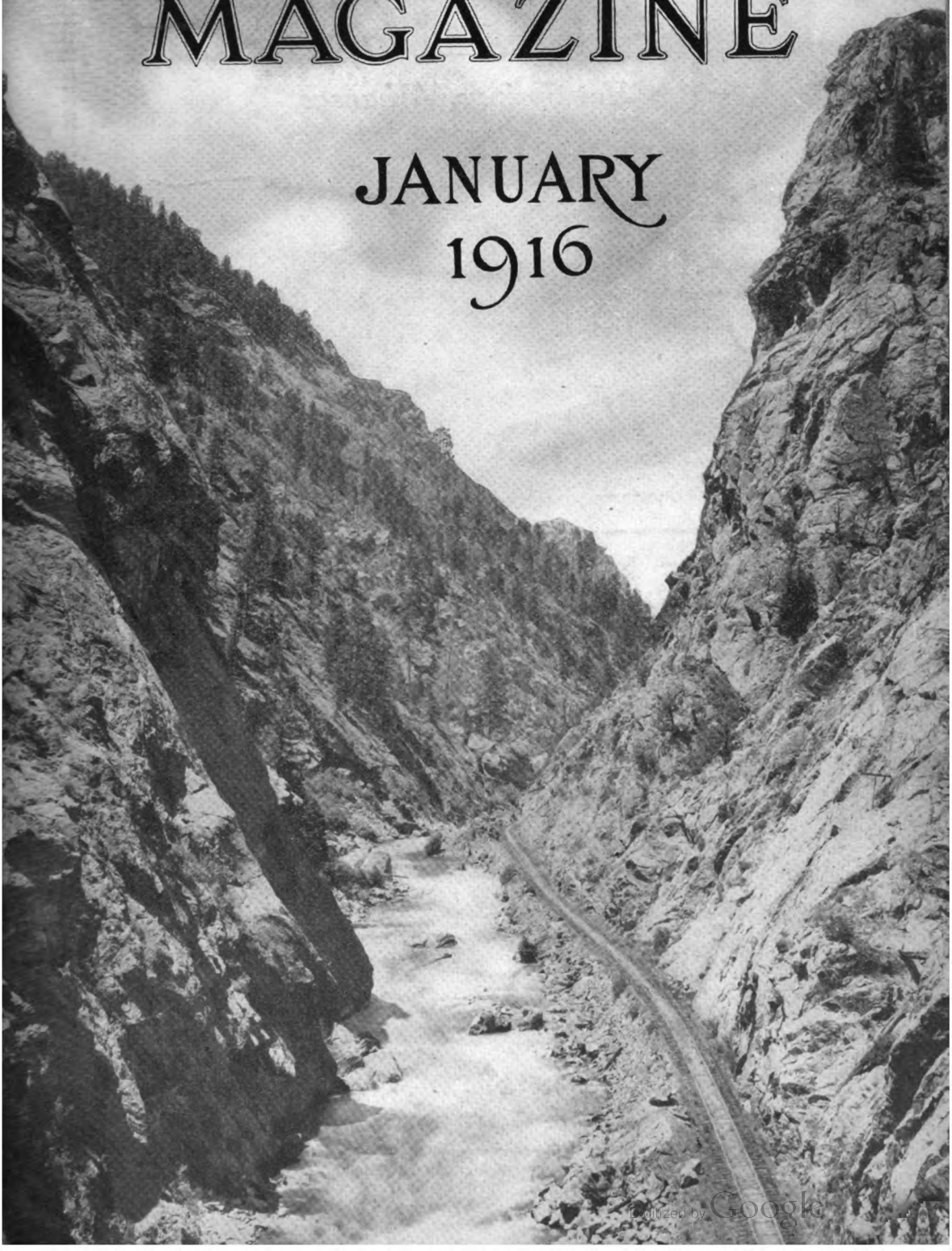


JAN 12 1916

ROCK ISLAND EMPLOYEES' MAGAZINE

JANUARY
1916



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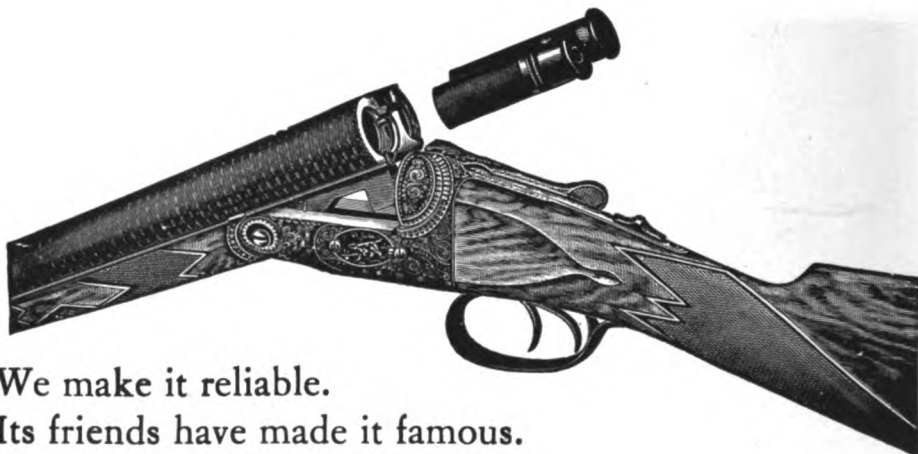
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Moline and Davenport.

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C. R. I. & P. Ry., Section 34.

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For those who live along the Rock Island Lines, who are planning trips from the sea board to foreign countries, it will be mutually helpful for the railroad and for the express companies if such travelers are referred to the AMERICAN EXPRESS TRAVEL DEPARTMENT.

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An illustrated Travel Guide, full of valuable information to travelers, has been printed and we suggest that you recommend to those interested in ocean trips that they drop a card to our offices and secure this booklet.


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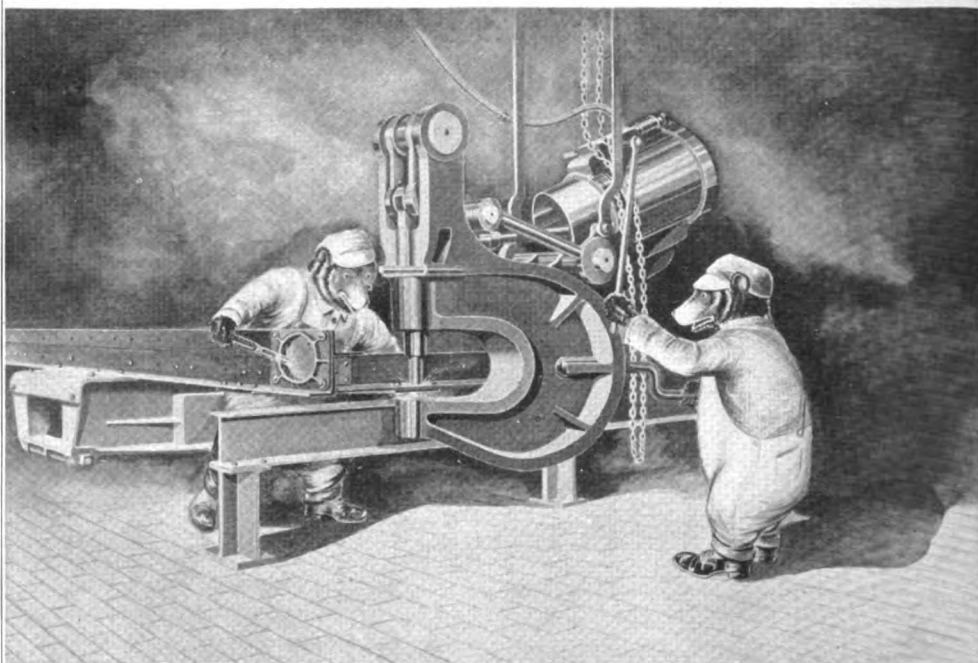
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500 Rooms,
Nearly All with Bath.

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

The Restaurant of exceptional quality at moderate rates.

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

Rooms for two persons, \$3.00 per day and up.

Rooms with bath, one person, \$2.50 per day and up.

Rooms with bath, two persons, \$4.00 per day and up.

E. L. WESTON, Manager

BOOKLET AND FULL INFORMATION ON REQUEST.



James E. Gorman.
Chief Executive Officer

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

JANUARY, 1916.

No. 7.

JAMES E. GORMAN CHOSEN CHIEF EXECUTIVE OFFICER.

Mr. James E. Gorman, who was chosen to become Chief Executive Officer of the Rock Island Lines for the receiver, Mr. Jacob M. Dickinson, succeeding Mr. H. U. Mudge, who was elected President of the Denver & Rio Grande Railroad, is well fitted to assume his new duties.

Mr. Gorman was born on December 3, 1863, at Chicago, Ill., and educated at the Holy Family School, entering railway service in Chicago in August, 1877, with the Burlington as car number taker, since which he has been consecutively, November, 1877, to May, 1878, assistant yard clerk at Chicago; May, 1878, to May, 1879, clerk in the local office at Chicago; May, 1879, to August, 1881, clerk in the claim department; August, 1881, to January, 1882, voucher clerk with the Rock Island; January, 1882, to November, 1883, stenographer; November, 1883, to June, 1884, tariff clerk; June, 1884, to March, 1885, clerk for the Chicago Lumber Company; March, 1885, to April, 1887, clerk in the general freight office of the Chicago & North-

Western; April, 1887, to May, 1889, chief clerk in the general freight department of the Chicago, Santa Fe & California (Santa Fe System); May, 1889, to March, 1890, traffic clerk in the general freight office of the Illinois Central; March, 1890, to November, 1893, clerk and chief clerk with the Chicago, Santa Fe & California; December, 1893, to March, 1895, traffic manager for Joy Morton & Co.; March to September, 1895, chief clerk to the traffic manager of the Santa Fe; September, 1895, to September, 1899, assistant general freight agent at Chicago; September, 1899, to April, 1904, general freight agent; April, 1904, to March, 1905, assistant freight traffic manager; March, 1905, to December, 1909, freight traffic manager. In December, 1909, he came to the Rock Island as Vice President in charge of freight traffic. Upon the death of Mr. John Sebastian in January, 1914, he also took charge of the Passenger Traffic Department. He remained in direct charge of all traffic matters until December, 1915, when he was selected as Chief Executive Officer.

SAFETY BUREAU.

State-Wide Safety Meeting—Oklahoma City—Mr. W. G. Ashton, Directing.
(By L. F. Shedd, General Safety Supervisor.)

It is truly remarkable what can be accomplished for the advancement of the Safety movement when men of brains and ability become interested and set out to reach a certain goal, evidenced by the very splendid and exceptional meeting held in the parlors of the Lee-Huckens Hotel, Oklahoma City, Okla., November 16 and 17 of this year, this meeting the result of the earnest desire and unceasing efforts of State Labor Commissioner of Oklahoma, Mr. W. G. Ashton, the man who "does things" (not people, but things). To Mr. Ashton all the glory belongs, for it was he who conceived, planned and executed a movement that rewarded him, the state of Oklahoma, the industrials of that good state and all who assisted or attended the meeting mentioned, in a manner not to be forgotten; and from that meeting, the cause of "Prevent Injury" and "Safety First" will receive the impetus needed, but not anticipated. The meeting was a success in every detail. The program, well arranged and better executed was a treat, the display in a separate room bore mute testimony of the "irons" Mr. Ashton had in the fire and the climax, the organization of a State-Wide Safety Committee, gave the finishing touch to the occasion, and attested to the interest taken by those present, and by those who were not present, but represented, in the greatest and most humanitarian movement ever brought to the attention of the American people, that movement to conserve the lives and limbs of our citizens, our shopmen, our railroad men, our fellow man anywhere and everywhere.

The attendance of about three hundred during the two days' session bore further testimony that everybody was in earnest. The Rock Island Lines were represented, as requested by Mr. Ashton, with one hundred Safety Committee men, and to say that Mr. Ashton appreciated the attendance, the interest taken and the assistance given him by the management as well as by the employes of our lines, would be but to state the truth, and to state it mildly. Isn't it so, Mr. Ashton?

The sectional meetings were a feature worthy of mention. Through these sectional meetings (and by that we mean that men of certain industrial pursuits met separately from those of other trades and occupations), every subject involved in the handling of the factories and the various industrial plants through the state was discussed in detail and without interfering with any other subject or plant. In this way great good was accomplished, for every "fellow" got right down to the business he came to transact, and it was transacted; it had to be; Ashton was back of it.

Machinist Harry Myers of our Shawnee shops, was invited and of course he accepted the invitation to represent the men in the ranks, and the very first thing he said

when he took the platform was that he wanted every Rock Island man to stand up. Every one did stand up and a solid company of well-trained soldiers in the army of Safety stood at "present." Mr. Myers stated that he represented the "man in overalls" and he surely made a telling speech. The fairness of his talk was admitted, his knowledge of conditions conceded, and when he paid a very high tribute to those in whose employ he stated he was, breathless silence reigned. His remarks were greeted with unusual applause. Best evidence, he was invited to talk again on the second day.

The speakers were all interesting and able representatives of the movement that prompted the meeting, and to each and every one Mr. Ashton conveyed his personal and public appreciation.

The object of the meeting was to interest the industrials of Oklahoma in the Safety movement, to induce them to organize for systematic protection of themselves and those employed by them against the ravages of injury and the misery that naturally follows in injury's wake, by properly and carefully guarding the machinery in their respective plants, put their property in safe and sanitary condition, remove every chance of injury, every pitfall and then to expect those who perform the various duties to assist by taking care of themselves and assisting in the care of his neighbor and fellow-worker to the end—

"That the workman may live to enjoy the fruits of his labor; that his mother shall have the comfort of his arm in her age; that his wife shall not be untimely a widow; that his children shall have a father, and that cripples and helpless wrecks who were once strong men shall no longer be a by-product of industry."

Meeting—Arkansas Division.

To have appreciated that meeting, held in Little Rock on October 6th, your presence was necessary, but believe us when we tell you it was a splendid meeting. Superintendent Walker in the chair means "All Eyes This Way," and let's begin, and business starts RIGHT NOW. The meeting in question was attended by about FORTY-FIVE, among which we were pleased to record the names of THIRTEEN VISITORS, adding just that many newly interested men to work for the success of the movement, for there is no doubt about their assistance being pledged, once they hear and see what is done in those meetings. Every feature of the work was presented and discussed, from the "Defective Cattle Guard" over which Smith's Pig went and met HIS death to the request that a certain building be moved to proper clearance. Everybody was invited to offer his suggestions, everybody said what he had to say and the results from such a meeting are not in doubt. We thank Mr. Walker and his committee, and we also express our appreciation of the good feeling shown towards the "Prevent Injury" movement, evidenced by the attendance.

MEETING INDIAN TERRITORY DIVISION AND SHAWNEE TERMINAL COMMITTEES.

It would not be fair to Superintendent Reddig and Master Mechanic O'Neill and the Indian Territory Division and Shawnee Terminal Safety Committees, if we overlooked the opportunity of telling you about that exceptionally interesting and highly instructive meeting held in a coach especially set apart for the occasion at Shawnee Passenger Station on October 8th. Mr. Reddig presided, and in his good-natured, pleasing way handled that meeting in a manner that would cause the best Parliamentarian to be envious, but as the Safety Bureau aims at the cause and prevention of injuries, we pay no attention to Parliamentarians, but endeavor to get the suggestions before the meeting and have those suggestions acted upon and properly and satisfactorily disposed of. This was done at this meeting, and you need not take our word for it, either. Just ask Mr. W. G. Ashton, Labor Commissioner of Oklahoma if it was not a splendid and well attended meeting. He was there and knows all about it. Then ask the Rock Island "Boys" who were there if Mr. Ashton's remarks were not to the point and splendid (Mr. Ashton is an interested advocate of the Safety Movement and you need not soft pedal that fact) and if those remarks did not appeal and sink in, as it were. Mr. Ashton is a very forceful speaker, and open-and-above-board worker for the Safety Movement and is doing a splendid, and we know an effective work in the State of Oklahoma. We need his assistance, he says he needs ours; therefore, a mutual need, and we trust the assistance needed will be forthcoming. The attendance numbered THIRTY-SEVEN, among which were EIGHTEEN VISITORS, just that many more men interested in the movement to "Prevent Injury." We trust another meeting like this one will soon be realized on the Indian Territory Division and we want to know when it takes place. Mr. Reddig, please note.

(Signed) SAFETY BUREAU.

MEETING LOUISIANA DIVISION.

No doubt about the adoption and application of the slogan "Bring a Visitor" on the Louisiana Division. The records show EIGHTEEN VISITORS at the meeting held at El Dorado on October 4. Superintendent Allen and his Safety Committee are wide awake to the fact that "In Union There Is Strength," and they are prepared to defend the "Cause" against unsafe conditions and practices, and as you will note, and bringing in the recruits. We appreciate this showing, Mr. Allen.

MINNESOTA DIVISION HELD AT MANLY, IOWA.

"Bring a visitor" has taken root on the Minnesota Division, evidenced by the record of TWENTY-SIX VISITORS at the meeting held at Manly, Iowa, October 20.

Superintendent Wallace and his staff and Committee are getting ready for the snow plow ordeal and are enlisting every man to the cause of safety, doing so by inviting those who are in town when the committee meets, to meet with the committee, and a meeting is held that merits especial mention. "Prevent Injury" and "Bring a Visitor" are on friendly and close terms, and we trust that other divisions will follow the examples herein mentioned. It can be done on EVERY DIVISION if proper efforts are exerted and proper interest be taken in the "Fellow Outside." Do your full part and it will be appreciated. Mr. Wallace's efforts are appreciated.

A. J. MITCHELL HONORED AT A BANQUET.

In the Rose Room of the Hotel Sherman on Thursday evening, Nov. 11, there foregathered a group of "old timers" in the service of the Rock Island to pay their respects to A. J. Mitchell, retired.

In a reminiscent mood, Mr. Mitchell briefly reviewed his services with the Rock Island. He was born in Manchester, N. H., June 21, 1835,—was transferred from Rolling Prairie near La Porte, Ind., a station on the L. S. & M. S. (now N. Y. C. R. R.) to the position of joint agent of the L. S. & M. S. and C., R. I. & P., Englewood, May 1, 1876, thence to Burr Oak, Jan. 30, 1893—Burr Oak Transfer being at that time just opened up as a consolidated transfer station in connection with what was at that time a freight switching yard of considerable magnitude. He continued as agent at Burr Oak until retired, June 1, 1907.

As indicative of the trustworthy methods in vogue at the time Mr. Mitchell was appointed agent at Englewood, it was interesting to learn that he was not formerly checked in by the C., R. I. & P. until sometime two years later, then by Traveling Auditor Geo. H. Crosby, now Vice-president, Secretary and Treasurer of the Rock Island.

The evening was reminiscently and pleasantly spent, Mr. Mitchell declaring that his friends were surely generous in decorating him so freely with "hero medals." Those present as follows:

ROCK ISLAND.

A. J. Mitchell, retired; W. H. Burns, General Auditor; W. H. Roche, General Auditor's office; C. H. Hubbell, Superintendent Telegraph; Paul Peters, Auditor, Freight Traffic; A. J. Hitt, Agent, Chicago; J. W. Lawhead, Agent, Burr Oak; C. A. Tice, Agent, South Chicago; D. W. Longacre, Cashier, Burr Oak; C. S. Tewksbury, Freight Claim Department; F. S. Wirts, Freight Claim Department.

MISCELLANEOUS.

Alex. Stuart, T. M., J. Rosenbaum Grain Co. H. H. Bernstein, Asst. Mgr. Joint Rate and Inspection Bureau (Transit Dept.). G. D. Andrew, International Lead Refg. Co., East Chicago, Ind.

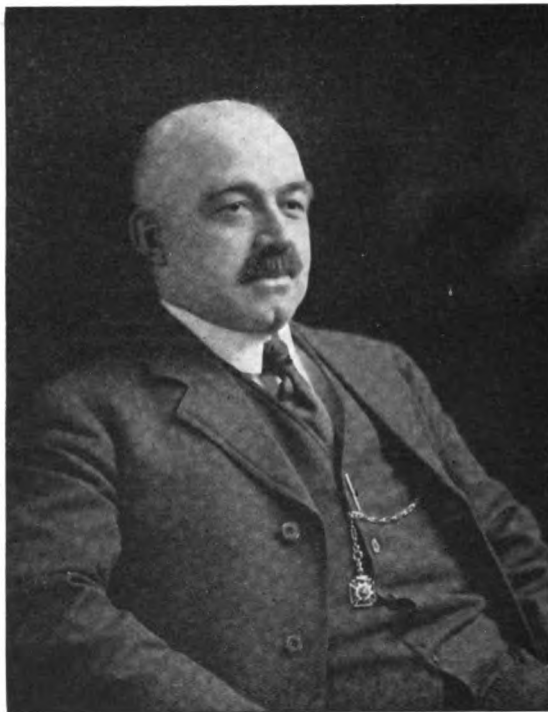
John Treadwell, Board of Trade. Those unable to attend from whom letters of regret were received: Rock Island—George H. Crosby, vice-president, secretary-treasurer; Wm. Hodson, assistant treasurer; A. B. Ramsdell, superintendent Illinois Division. Miscellaneous—E. G. Loser, T. M., Albert Dickinson Co.

ARTHUR E. SWEET

VICE-PRESIDENT OF THE DENVER & RIO GRANDE RAILROAD

Mr. Arthur E. Sweet, who has been General Manager of the Rock Island Lines, Second District, located at Topeka, Kans., for the past five years, was recently elected Vice-President of the Denver & Rio Grande R. R. with headquarters at Denver, Colo. He was born

Topeka, Kans. In 1897 he was appointed chief clerk to the Assistant General Superintendent of the same railway, and from that time his rise was very rapid, holding the position of trainmaster and later Assistant General Manager of that company until 1905, when he was



Arthur E. Sweet.

at Pascoag, R. I., October 26th, 1865, and educated at Wichita, Kans. He first entered railroad service in 1883, as messenger in the Superintendent's Office of the A., T. & S. F. Ry. at Las Vegas, N. M., and was in the service of that company at various points holding positions of clerk, timekeeper, assistant chief clerk and chief clerk to the Superintendent until 1893, when he was made chief clerk to the Superintendent of the Colorado Midland Railway at Colorado Springs, and in 1894 returned to the A., T. & S. F. Ry. as transportation clerk in the General Superintendent's Office at

appointed General Manager of the Arkansas Southern Railway at Ruston, La. In 1906 he was appointed assistant to the Second Vice-president of the Rock Island Lines with offices at Chicago, and in the next year went to Topeka, Kans., as General Superintendent of the Southwest District of the Rock Island Lines. In 1909 he returned to Chicago as assistant to the President of the Rock Island, and in 1911 was appointed General Manager of the Second District, which position he held up to the time of his election as Vice-president of the Denver & Rio Grande Railroad.

STANLEY H. JOHNSON

APPOINTED FREIGHT TRAFFIC MANAGER

Mr. Stanley Hathaway Johnson, who was recently appointed freight traffic manager of the Rock Island at Chicago, Illinois, was born at Bunker Hill, Illinois, February 22, 1872. He received schooling in various places and

1902 he was bureau secretary of the Southwestern Freight Bureau at St. Louis, Mo. In 1902 he was made chief clerk to the vice president and freight traffic manager of the Rock Island, and has been with this company since that



Stanley H. Johnson.

finally in high school at St. Louis, Mo.

He entered the railroad field as a stenographer for the Southern Interstate Association at St. Louis in 1888, and between that time and 1894 held the position of stenographer and clerk in the Freight Traffic Department of the Missouri Pacific at St. Louis, Southern Railway at Knoxville, Tenn., and the Chesapeake, Ohio & Southern Railway at Louisville, Ky. From 1894 to

time, holding the following official positions:

Assistant general freight agent, Little Rock, 1904 to 1906.

Assistant general freight agent, Chicago, Ill., 1906 to 1909.

Assistant freight traffic manager, Chicago, Ill., 1909 to 1915, and appointed freight traffic manager December 1, 1915.

ARTHUR MACKENZIE, AP-
POINTED ASST. FREIGHT
TRAFFIC MANAGER.

Arthur Mackenzie, chief clerk to the first vice-president of the Chicago, Rock Island and Pacific, has been appointed assistant freight traffic manager, effective December 1st. Mr. Mackenzie entered railway service in 1888 with the Grand Trunk.

In 1890 he was employed by the Michigan Central at Buffalo, N. Y., in a clerical capacity, and in 1892 entered the service of the Atchison, Topeka and

Francisco. In 1897 he entered the employ of the Iowa Central as chief clerk to the Assistant General Freight Agent at Peoria, Ill. In July, 1897, he returned to the service of the Santa Fe, as a stenographer in the General Freight Office at Chicago. He remained with this road until December 14, 1909, in the consecutive capacities of claim clerk, chief rate clerk, assistant chief clerk and chief clerk to the Freight Traffic Manager. December 15, 1909, to December 1st, 1915, was employed as chief clerk to the First Vice-president of the Rock Island. His office will continue to be at Chicago.



OPERATING DISTRICTS ARE
CHANGED, EFFECTIVE
JANUARY 1.

Mr. A. E. Sweet having resigned as general manager of the Second District, the lines of this company will be divided into two districts, known as the First and Second Districts, as follows:

FIRST DISTRICT.

Chicago Terminal Division,
Illinois Division,
Missouri Division,
Iowa Division,
Cedar Rapids Division,
Minnesota Division,
Dakota Division,
Des Moines Valley Division,
Nebraska Division,
Colorado Division,
in charge of C. W. Jones, general manager, headquarters, Des Moines, Iowa.

SECOND DISTRICT.

Kansas City Terminal Division,
St. Louis Division,
Kansas Division,
El Paso Division,
Oklahoma Division,
Pan Handle Division,
Indian Territory Division,
Arkansas Division,
Louisiana Division,
Amarillo Division,
Southern Division,
in charge of Mr. T. H. Beacom, general manager, headquarters, El Reno, Oklahoma.

The Third District having been abolished and a new Second District created to include territory formerly comprising the Third District, and the St. Louis, Kansas City Terminal, Kansas and El Paso Divisions, Mr. G. W. Rourke has been appointed assistant general manager of the Second District, headquarters El Reno, Oklahoma.



Arthur Mackenzie.

Santa Fe, as a clerk in the commercial agent's office at Buffalo. In 1894 he went to Chicago, Ill., to become a tariff clerk in the general freight office of the Santa Fe, and two years later went to Indianapolis, Ind., as a record clerk in the office of the Superintendent of Car Service for the Cleveland, Cincinnati, Chicago and St. Louis. In the same year, 1896, he removed to Rochester, N. Y., to become chief clerk to the division freight agent of the Lehigh Valley, and shortly after he again went to Chicago to become chief clerk to the General Agent of the St. Louis and San

Mr. F. T. Beckett has been appointed engineer maintenance of way of the Second District, headquarters El Reno, Oklahoma.

Mr. R. L. Stewart has been appointed mechanical superintendent of the Second District, headquarters El Reno, Oklahoma.

The Nebraska and Colorado Divisions having been made a part of the First Dis-

trict, the jurisdiction of Mr. W. H. Peterson, engineer maintenance of way, headquarters Des Moines, Iowa, has been extended to cover the additional territory.

Mr. L. A. Richardson, mechanical superintendent, headquarters Des Moines, Iowa, has also had his jurisdiction extended to cover the additional territory.

W. O. BUNGER, APPOINTED GENERAL SUPER-INTENDENT FREIGHT CLAIMS

Mr. William Oscar Bunger, who was recently appointed general superintend-

N. Ry. at Cedar Rapids in 1884 as a clerk in the freight claim department



William O. Bunger.

ent freight claims, was born at Terre Haute, Ind., June 4, 1870, and educated at LaHarpe, Ill., and Burlington, Iowa. He entered the service of the B. C. R. &

and in 1893 was appointed freight claim agent.

When the Rock Island took over the B. C. R. & N. Mr. Bunger was made

freight claim agent at Chicago of the C. R. I. & P. Ry and went to Little Rock, Ark., in 1902 as freight claim agent of the C. O. & G. Ry. In 1903 he returned to Chicago as assistant freight claim agent of the C. R. I. & P. Ry. and in 1907 was appointed freight claim agent, which position he held until the reorganization of his department on December 1, 1915, when he was made general superintendent freight claims.



GEORGE W. LODERHOSE, APPOINTED ASST. GENERAL SUPT. FREIGHT CLAIMS.

Mr. Geo. Wm. Loderhose, who was appointed assistant general superintendent freight claims on December 1, 1915,

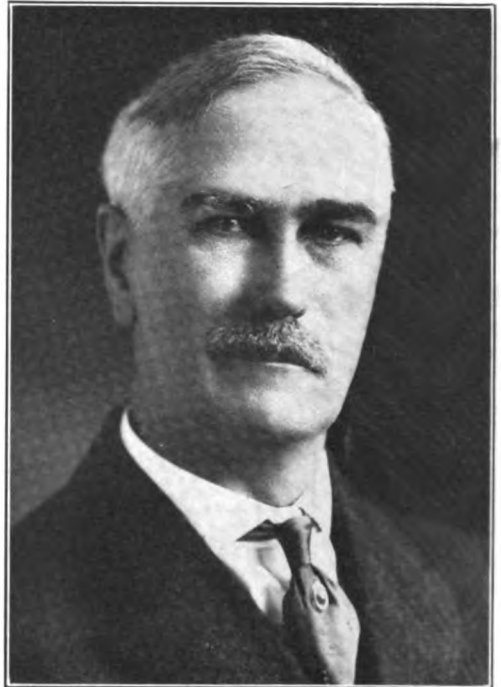


George W. Loderhose.

was born in Chicago, Ill., February 2, 1885; attended school at Chicago nine years and entered railroad work in 1900 as a clerk for the C. M. & St. P. Ry. He entered the Rock Island service as seal record clerk in January, 1903, and held the position of O. S. and D. clerk, foreign O. S. and D. clerk, division clerk and chief O. S. and D. clerk in the freight claim department up to the time of his recent appointment.

FRANK W. MAIN, APPOINTED AUDITOR FREIGHT OVERCHARGE CLAIMS.

Mr. Frank Wolfe Main, recently appointed auditor freight overcharge claims, Chicago, Illinois, was born at Toronto, Canada, January 10, 1863. He entered the service of the Rock Island in the office of the freight auditor in February, 1883. He was made voucher checker in the A. F. T. department May



Frank W. Main.

26, 1903, and appointed first freight claim clerk in office of auditor Oct. 1, 1905. On Jan. 27, 1906, he was made chief overcharge investigator freight claim department, and appointed chief clerk of the freight claim department Chicago, Ill., April 1, 1906. His next promotion was to the position of assistant freight claim agent, Sept. 1, 1907, where he remained until Nov. 30, 1915, when he was appointed auditor freight overcharge claims Chicago, Ill.



"I don't see much in these automobile shows, do you?"

"Naw! Nothing to do but rubber around and get tired."

EMPLOYES PENSIONED.

At a meeting of the Board of Pensions October 29th, the following applications for pension were approved:

Name.	Occupation.	Location.	Monthly pension.	Pension effective.
Robert Mullis,	Cashier,	Council Bl'fs, Ia.	\$20.00	12-1-15
James Loftis,	Sec. Foreman,	Delta, Ia.	20.00	11-1-15
Oscar Herkt,	Cabinet Maker,	Chicago, Ill.	20.00	6-1-15
George Embrey,	Fireman,	Iowa Division ..	27.60	3-1-15

At a meeting of the Board of Pensions, November 24, the following applications for pension were approved:

Name.	Occupation.	Location.	Monthly Pension.	Pension effective.
John Read.....	Tin & Coppersmith....	Valley Jct., Ia.	\$30.65	1-1-16
Benj. F. Rickey.....	Loc. Engineer.....	Illinois Divn.....	47.50	12-1-15
Jas. D. Enright.....	Jt. Sta. Baggage man...	La Salle St. Sta....	12.95	1-1-16
(RI PROP)				
Herman L. Cook.....	Pass. Conductor.....	Iowa Divn.....	50.45	1-1-16
Margaret Mahoney.....	Scrub woman.....	Chicago, Ill.....	20.00	7-1-15
(La Salle St. Sta.)				

PENSIONERS WHO HAVE PASSED AWAY.

Following is a list of pensioners who have passed away subsequent to the last meeting of the Board of Pensions, September 24, 1915:

Name.	Occupation.	Location.	Died.
Wm. C. Lacey,	Shop Laborer,	Valley Junction, Ia.	10-1-15
Pension effective, July 1, 1912; pension ceases, October 31, 1915; amount \$20 per month; total pension received, \$800.			
William Shehan,	Loco. Engineer,	Illinois Division	10-12-15
Pension effective, December 1, 1913; pension ceases, October 31, 1915; amount, \$87.05 per month; total pension received, \$2,002.15.			
James Hogan,	Crossing Flagman,	Keokuk, Ia.	10-12-15
Pension effective, April 1, 1914; pension ceases, October 31, 1915; amount \$20 per month; total pension received, \$380.			

Following is list of pensioners who passed away subsequent to the last meeting of the Board of Pensions, October 29, 1915.

Name.	Occupation.	Location.	Died.
Constant Brown.....	Station Agent.....	Geneseo, Ill.....	11-7-15
Pension effective January 1, 1913; \$39.05 per month. Pension ceases November 30, 1915. Total pension received, \$1,366.75.			

THIS LETTER IS SELF-EXPLANATORY.

Harry E. Brown,
Attorney and Counsellor at Law,
Geneseo, Ill.

Dec. 3, 1915.

Mr. W. B. Ross,
Pension and Personal Record Bureau,
Rock Island Lines,

La Salle Street Station, Chicago, Ill.

Dear Mr. Ross: Your kind letter of November 9th to my mother, Mrs. C. Brown, of this city, extending the condolence of the officers of the Rock Island to her, was received. She has requested me to write you thanking you for the kind expressions of sympathy, and to assure you that such evidences of the high esteem in which my father was held have been a great comfort

to her. It is particularly true in regard to the officers of the Rock Island Lines.

My father worked for the Rock Island all his life. It was in the performance of his duties as agent of the Rock Island at this city that he incurred the illness of which he afterwards died. I personally know how faithful he was in the performance of his duties, and that he always sincerely tried to further the interest of the company. The salary that he drew was not a princely salary, and he was able to accumulate but very little property, and my mother feels that she is entitled to all the consideration that is coming to a widow of a faithful servant of the Rock Island for forty-seven years. And, under the circumstances, she would like to be advised if the annual pass, which was granted to my father and her during my father's life, and after his retire-

ment, will be continued as to her. I know this has been done in other instances, and I hope that the Rock Island can see their way clear to do the same for my mother.

I am not advised as to the rules of the company regarding pensions, but presume that the month of November will terminate the pension. I wish you would kindly advise me if this is true.

Thanking you personally for the courtesy you have shown my father, and for the kind expressions of sympathy contained in your letter, I am,

Sincerely yours,
(Signed) HARRY E. BROWN.

* *

BIOGRAPHIES OF PENSIONERS.

John Heman Park, locomotive engineer, Peoria, Ill.

Age, Sept. 2, 1915, 70 years.

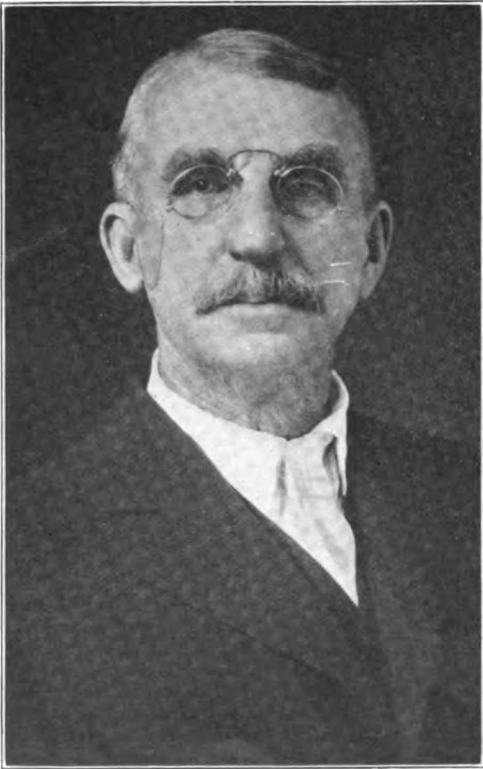
Length of continuous service, 34 years.

Monthly pension, \$49.90.

Date of application, Aug. 19, 1915.

Pension effective, Oct. 1, 1915.

John Heman Park was born in Huron county, Ohio, September 2, 1845. When twenty-two months old his parents moved to Beloit, Wis., where his father started farming. Under the environment of this early western country, as it was then



James H. Park.

known, John spent his boyhood days helping on the farm and obtaining what meager country schooling there was to be had. The long hours of hard work during the summer to open this new country, coupled with

the severe winters of Wisconsin, built up the rugged constitution which he has enjoyed so long and permitted him after fifty-two years of active railway service to step aside still in robust health.

The hard life of the early railroader held no fears for John and September 3, 1863, when he was but eighteen years old, he went braking on the Western Union Railway, now the Racine and Southwestern division of the Chicago, Milwaukee and St. Paul. He was thus brought in close contact with that all-absorbing subject, the "war," and in November, 1864, he enlisted in Company H of the 47th, Wisconsin Volunteers. After a year of very efficient service in the Cumberland Mountains with the Army of Tennessee, this regiment was mustered out September 13, 1865.

John returned to his old place on the Western Union, running trains, firing engines and oftentimes handling the engine, for one was called on to railroad anywhere in those days as occasion demanded. November 25, 1869, he was employed as fireman on the Rockford, Rock Island & St. Louis at Beardstown, Ill., and was promoted to engineer August 19, 1871.

In August, 1872, he went to St. Louis to work for the Carroll and St. Louis Narrow Gauge, which had just been built. However, before he could assume his duties as an engineer it was necessary to unload the engines from the river barges, set the engines up and break them in. Thus he had the honor of running the first narrow gauge engine in the state of Illinois.

A promise of work in Little Rock took him through Peoria, where he stopped to visit old friends, and Mr. Elder, the well-known master mechanic of the Rock Island and Peoria Railway persuaded him to stay in the north. In December, 1881, Mr. Elder succeeded in locating Mr. Park at Rock Island as roundhouse foreman and extra engineer. In the fall of 1881 he took a regular yard engine on account of the poor health of his family and in 1891 went back to road work on the Cable Branch, where he remained until July 26, 1906. From 1906 to 1912 he was running on the Bureau Line and in the latter year went to the "Rip," between Peoria and Rock Island. September 2, 1915, he made his last trip at the age of seventy years, exactly fifty-two years from the time he began railroading.

Mr. Park will long be remembered among his fellows still in the harness as the genial old gentleman bred in the old school of enginemen. His memories of incidents of by-gone days are exceedingly interesting and are full of the romance and hardships of running an engine. To leave at 9 a. m. in a blinding snowstorm and reach your terminal at the other end of the division 96 miles the following Thursday night speaks for itself.

But we cannot let him go without recalling that beautiful summer night when he worked up the hill towards Taylor Ridge. Just as he reached the summit what should he see but the flare of a headlight ahead of him. Impossible! There was no other en-

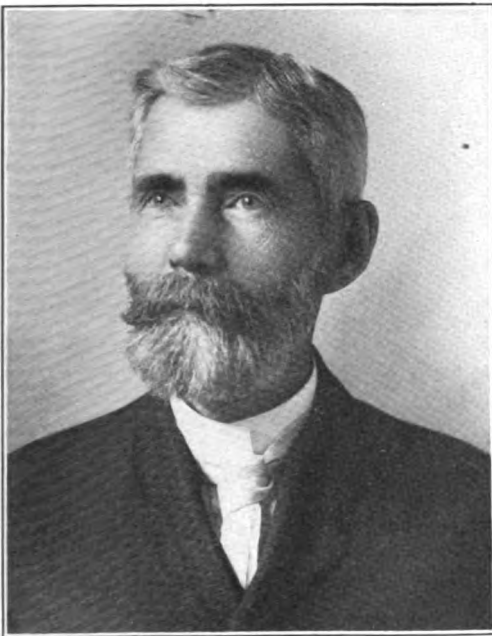
gine on' the division that night. But sure enough it was dropping over the hill upon him and into the "pig hole" went his lever. The dispatcher never knew the reason he backed down the hill for another run was because he stopped before he reached the top to let the moon head in.



Robert Mullis, Cashier, Council Bluffs, Ia.
Age, November 5th, 1915, 70 years.
Length of continuous service, 23 years.
Monthly pension, actual, \$18.24.
Monthly pension, minimum, \$20.00.
Date of application, Sept. 13, 1915.
To be retired from active service, Nov. 30, 1915.

Pension effective, Dec. 1, 1915.

Mr. Mullis was born on November 5, 1845, in the county of Cornwall, England, and was raised on a farm until 21 years



Robert Mullis.

of age. He then came to America with an uncle and came direct to Nebraska City, Nebr., at which place he worked for two or three weeks in a flour mill, going from there to Fontanelle, Nebr., at which place he remained for about six months, working in a mill and general store. He came from there to Council Bluffs in the spring of 1867, and went to work gardening for a couple of years, and then started in the grocery business in Council Bluffs. Mr. Mullis at that time was running one of the best grocery stores in Council Bluffs and continued to run same for about 15 years, selling out at that time and going to Florida and bought up some land and started up an orange grove but was frozen out twice and lost all his money, returning to Council Bluffs in June, 1892, and started to work for this company as expense clerk, which posi-

tion he held a few months and was then made rate clerk and assistant cashier. In a short time he became cashier and has held that position until the present time. In all this time, Mr. Mullis has taken one vacation of ten days.

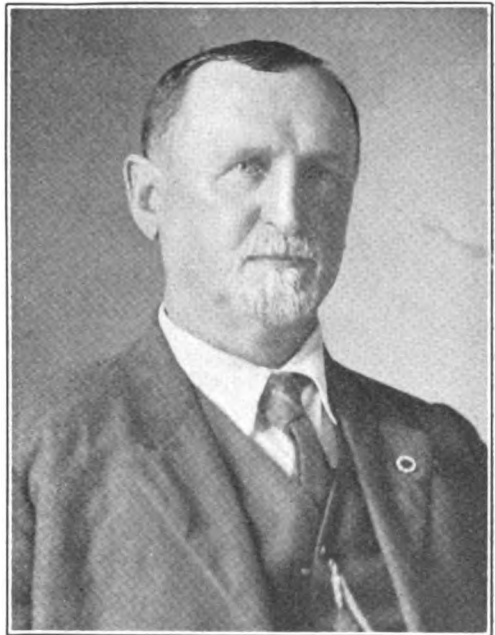


Michael O'Meara, Crossing Flagman, Geneseo, Illinois.

Age, October 4, 1915, 70 years.
Length of continuous service, 42 years.
Monthly pension, actual, \$13.24.
Monthly pension, minimum, \$20.00.
Date of application, July 28, 1915.
To be retired from active service, Oct. 31, 1915.

Pension effective, November 1, 1915.

"Michael O'Meara, the subject of this sketch was born in the Village of Callaghins, County Clare, Ireland, October 14, 1845. He lived with his parents, going to school and working on a small farm which they leased from some of the landed proprietors of that country until the year 1866, when he came to this country. After being in Westfield, Mass., a few months he concluded that the then great West had more opportunities for a young man than were to be found in the East, so that he came to



Michael O'Meara.

Illinois and located on a farm near Osce, Henry County, Ill. He remained here about five years when he entered the employ of a contractor who had the contract of preparing the grade for the double track on the Illinois Division of the C., R. I. & P. Ry. In the year 1879 he entered the service of the C., R. I. & P. Ry. as a track laborer, when he was promoted to the position of section foreman, having been located at Mossville, Atkinson and Geneseo, Ill.

He held these positions until some time in 1892 when he was put in charge of the State Street Crossing in Geneseo, where he has remained continuously with the few exceptions of sickness or a leave of absence until November 1st of this year, when he was retired on a pension on account of having reached the age limit of 70 years.

He is proud of the fact that during his long service that he never has had any property belonging to the company destroyed while in his charge. He has lived in a frugal way and has saved from his salary enough that when added to the pension a grateful and generous corporation gives in consideration of long and faithful service he can be on "easy street" for the balance of his days."



Oscar Rudolph Herbt, Cabinetmaker, 51st Street Shops, Chicago, Ill.

Age, March 9th, 1915, 62 years.

Length of continuous service, 29 years.

Monthly pension, actual, \$17.50.

Monthly pension, minimum, \$20.00.

Date of application, August 18, 1915.

Retired from active service, May 22, 1915.

Pension effective, June 1, 1915.

Oscar Rudolph Herbt was born in Goldberg, Germany, March 9th, 1853.

He arrived at New York City in 1883,



Oscar R. Herbt.

started for Chicago and found employment with the building contractor in that city, as a carpenter and served in that capacity until the spring of 1886, after which he started working as cabinetmaker for this company at 47th street shops and has been in continuous service up to the latter part of March, 1915, at which time he was taken sick and asked for leave of absence, which

was granted him; since that time he has not been able to return.

Francis A. Simpson, Loco. Engineer, Chicago Terminal Division.

Age, September 16, 1915, 70 years.

Length of continuous service, 44 years.

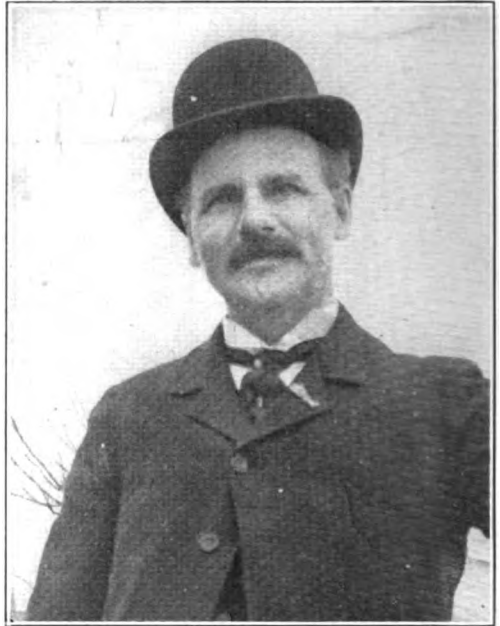
Monthly pension, \$32.95.

Date of application, Aug. 12, 1915.

Retired from active service, Aug. 24, 1915.

Pension effective, October 1, 1915.

"Francis A. Simpson was born in Longtoft, England, September 16, 1845. Came to this country with his parents, 1850, to



Francis A. Simpson.

Joliet, Ill., who settled on a farm near Joliet, where he remained until 1864. Enlisted in 64th Illinois Infantry Company G, Yates Sharp Shooters; went with Sherman to the sea. At the close of the war he went back to the farm. In 1871, October 2nd, he came to Chicago, commenced to fire on the C., R. I. & P. Ry., and has been with this company continually to October 1, 1915."



George Embrey, Fireman, Iowa Division.

Age, August 20th, 1915, 67 years.

Length of continuous service, 39 years.

Monthly pension, \$27.60.

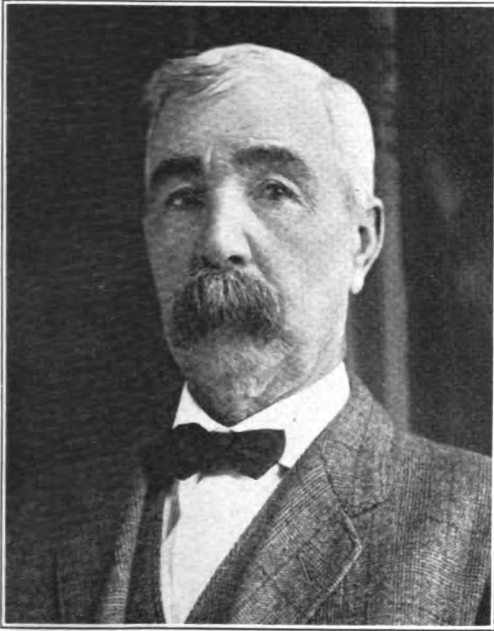
Date of application, May 19, 1915.

Retired from active service, Feb. 28, 1915.

Pension effective, Mar. 1, 1915.

George Embrey is a native of Ohio, having been born in Logan County in 1848. He came to Iowa in 1855, locating in Pannora, where he served an apprenticeship at the harnessmaking trade, which he followed for a number of years. He came to Stuart, Iowa, in 1872. After a few years at his trade he entered the employ of the Rock Island Railway Company in the machine shops at Stuart. This was in 1875.

After almost a year in the shops he was given a position as fireman, and as such was in continuity service to February, 1915,



George Embrey.

ill health making it necessary for him to give up his position. During his many years of service, he was never seriously injured on the road."



APPOINTMENTS.

Dr. S. C. Plummer has been appointed by President Wilson as one of the seven members of the Board of Standardization of the American First Aid Conference.

Effective December 14, F. S. Green was appointed agent at Heflinger, Kansas, vice O. E. Bonecutter, assigned to other duties.

Effective December 13, Mr. O. N. Cash was appointed agent and operator at Rockford, Nebraska, vice M. R. Miller, transferred.

Effective December 1, Mr. W. M. Campbell was appointed yardmaster Carrie avenue yard, St. Louis, Missouri, vice E. G. Neel, resigned.

Effective December 10, Mr. F. Studer was appointed general locomotive foreman, Horton, vice Mr. O. S. Beyer, resigned.

Mr. H. C. Williams was appointed Adjuster at El Reno, Okla., reporting to Claim Agent A. G. Morrison, vice E. M. Lewis, resigned to accept service with another company.



MURINE EYE REMEDY.

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

OPERATOR W. N. STOLEY, WATERLOO, IOWA, AND HIS PRIZE HENS.

Mr. W. N. Stoley, our operator at Waterloo, Ia., passes his spare hours raising chickens. He has a fine flock at the present time and "Anna" and "Sadie," two rose-comb White Minorco hens, took first and second prize in November, 1915, at the



Wm. N. Stoley.

Panama-Pacific International Exposition at San Francisco. He has many other birds that have taken prizes at poultry shows. He has no birds for sale at the present time, but will start selling their eggs this month.



MERITORIOUS SERVICE.

Mr. George Chapman, Section Foreman, Missouri Division, was commended for flagging a train on Nov. 27 on which he noticed a brake beam down. His prompt action and watchfulness possibly averted an accident.

Mr. A. R. Bradley, Conductor, Mr. B. B. Murphy, and Mr. E. G. Murphy, Brakemen, Missouri Division, while waiting at Kearney, Oct. 9 to meet trains, braced a car on passing track which No. 914 had orders to pick up, thus avoiding a delay to that train. For this commendation they were each given five merit marks.

Mr. C. D. Coleman, Section Foreman, West Liberty, Ia., has been commended for discovering a broken flange on car in extra Dec. 20, which car was set out at West Liberty for repairs.

Mr. J. Code, Engineer, Mr. J. F. McFee, Fireman, Mr. I. R. Cofran, Conductor, Mr. J. O. Vincent, and Mr. Leslie Britt, Brakemen, and Eric Olson, Section Foreman, of Des Moines, Ia., have each been commended for their close watch, while going from Chariton to Williamson to locate trouble of telephone wire being down at that point, and finally succeeded in

repairing same, thereby avoiding delay to passing trains and waiting for section men to make repairs.

Mr. R. E. Miller, Brakeman, Burr Oak, Ill., has been commended for voluntarily firing engine on the Joliet Merchandise extra west, regular fireman having taken sick.

Mr. G. M. Gregory, Conductor, Shawnee, has been commended for reporting notation on waybill of merchandise from Kansas City to McAlester, consisting in part high explosives, which had been omitted.

Mr. Fred Shannon, Engineer, Fairbury, has been commended for extinguishing flames at Kensington, Kansas, and Mankota, Kansas, recently which would have in all probabilities done serious damage if left to burn.

Mr. Jess Davis, Train Porter, Council Bluffs, Iowa, has been commended for voluntarily firing engine on train 18 from Alvo, Nebr., to Council Bluffs, Ia., after regular fireman had taken sick and was unable to complete his trip.

Mr. H. Gardner, Section Foreman, Winnekan, Okla., has been commended for discovering a brake beam dragging on C-82049 of passing train, and having car stopped to make necessary repairs.

Mr. R. I. Eubanks, Brakeman, Amarillo, Texas, while on extra east on 84's train voluntarily fired engine from Erick to Sayre, regular fireman's time being up.

Mr. R. W. Thomas, Engineer, and Mr. J. A. Houle, Conductor, El Reno, while deadheading from Kingfisher to El Reno, voluntarily took charge of train into El Reno, the time of the crew being up.

Mr. W. L. Cook, Conductor, and Mr. J. B. Jordan, Brakeman, El Dorado, have been commended for handling train from Winfield to Ruston without incurring any overtime, one of the brakemen being called away on account of father's illness.



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

Mr. L. Mosely, train porter on Missouri Division, was instrumental in selling one whole and two half-fare tickets via our line Kansas City to Chicago.

Mr. H. B. Trumbull, conductor, Missouri Division, was instrumental in the sale of a ticket via our line to Caldwell, Kansas, on Dec. 1.

Mr. L. D. Batsfield, conductor, Missouri Division, on Nov. 24 introduced to the depot passenger agent at Kansas City a party who purchased a ticket to Sullivan, Mo., via our line to St. Louis.

Mr. E. F. Wright, conductor, Missouri Division, on Nov. 15 introduced to the depot ticket agent at Kansas City a party who purchased two whole and one half-fare tickets to Newkirk, Cal.

Agent at Amarillo, Texas, has been instrumental in securing one ticket from Amarillo to Nashville, Tenn. This party had expected to use another line. The revenue amounted to \$38.08.

Mr. H. Hays, conductor, Shawnee, Okla., was instrumental in securing two passengers for our line to Boston, Mass., who had intended using another line out of Oklahoma City.

Mr. L. Mosely, train porter, Trenton, Mo., on Nov. 15, while waiting in for his pay check was accosted by a colored man looking for the ticket office of another railroad, and after some little conversation, induced him to transact his business with our ticket agent, which resulted in the sale of two half-fare and one whole fare tickets from Chicago to Kansas City.

Mr. Ed. Wright, conductor, Trenton, Mo., on Nov. 15, turned over to Mr. Franklin two passengers who purchased two whole and one half tickets to Newkirk, Calif.

Mr. Bruce Hays, conductor, Oklahoma City, Nov. 22, secured two passengers for our line for Houston, Texas, who had intended using another line.

Mr. William Godfrey, baggage checkman, Chicago, has again been instrumental in securing three whole tickets from Chicago to Santa Barbara, who had intended using another line.

Through the solicitation of F. M. Chapman, engineer, Amarillo, we secured a passenger from Amarillo to Oklahoma City on Nov. 28. This party had intended using another line.

Mr. Floyd Smith, train porter, El Reno, Okla., has been instrumental in securing a passenger from El Reno to Kansas City, who had intended using another line from Oklahoma City.

Mr. L. B. Shroop, brakeman, El Reno, was recently instrumental in having a friend of his make cash deposit with ticket agent at El Reno, covering four one way tickets from San Francisco to El Reno.

Mr. Floyd Smith, porter, El Reno, has recently secured for our line two passengers from Lone Wolf to Oklahoma City, who had intended going another line to Kansas City. Mr. Smith advised them to save time and get in to Kansas City in a. m. was our No. 32, and he wired ticket agent at El Reno to have two Kansas City tickets ready so parties would not miss connection.

Mr. C. B. Bales, brakeman on Nos. 703 and 704 between Enid and Waurika, has been commended for securing three passengers for our line to Los Angeles. These parties had intended going to Kansas City and using another line from that point.

The traffic department at Oklahoma City, appreciates the work of J. A. Wimple, conductor on the Kingfisher-Chandler Branch, as during the past six months he has sent in routing orders covering two cars of automobiles and three carloads of flour and feed for Guthrie and Chandler, which business was secured by our company.

Mr. F. B. Shepherd, conductor, Oklahoma City, Okla., has been commended for interest shown in giving us information on a number of occasions during the past which resulted in our securing business which otherwise we may have lost.

Mr. Pat Lourell, usher, at La Salle Station, Chicago, while assisting a man and his wife from one of the eastern line connecting trains through the depot, found in conversation that they were going to the Pacific Coast, and after a little talk, succeeded in taking them up to our depot passenger agent who sold them two round trip tickets to the Pacific Coast, amounting to \$225.00.

Mr. R. W. R. Well, agent, Trenton, Mo., has been instrumental in persuading party to take our line from Kansas City to St. Louis, who had intended taking another line.

Mr. W. C. Holmes, conductor, Eldon, Mo., recently persuaded two stockmen to use our line from Kansas City to St. Louis, and returning our line to Medford, Ill., with their stock, these parties intending using another line. This resulted in a nice sum of revenue for this company.

Mr. A. L. Martin, operator, at Oklahoma City, although on the sick list at the time, secured a passenger to Los Angeles.

Mr. W. D. Worst, conductor, operating between Estherville and Cedar Rapids on train No. 420, influenced three passengers to purchase tickets at Cedar Rapids for Ottawa, Ill., and one winter tourist to use our road as far as possible enroute to New Orleans.

Mr. C. H. Plumb, conductor, Fort Worth, Texas, on Dec. 17, brought in a passenger to the general passenger agent who sold a ticket to Brackenridge, Mo., via our line to Kansas City, thence another line to destination.

Mr. A. A. Halleck, traveling freight agent, who found two parties at Rock Rapids, Iowa, having purchased tickets to Sibley, Iowa, and had their baggage checked to that station, learned they were destined to Kansas City, and persuaded them to purchase tickets through to Kansas City.

Mr. M. E. Slavens, section foreman, Conway, Texas, has secured tickets for our line from three Mexicans going from Conway to Fort Worth, on December 15. These Mexicans had intended using another line.

Through the solicitation of Mr. G. W. Roane, timekeeper, Amarillo, Texas, we secured a ticket from Memphis to Amarillo, party intending using another line.

Through the solicitation of Mr. Chester Floyd, rate clerk, Amarillo, Texas, we sold two tickets to passengers going from Amarillo to Elk City, parties intending using another line.



ARKANSAS DIVISION.

H. L. Howe, Editor.

January! Cold, quiet, old month ever new. What are we doing this new cycle? Most of our New Year resolutions are probably broken by now. Well—they were only "New Year's" resolutions anyhow. It was a comparatively easy matter to hold our habits in check for one day.

The worst thing a man can do is to "swear off" on New Year's day. Life is a bunch of habits. Revise or abolish some of your habits and you instantly change the phase of your life.

But don't wait for January first to revise your habits. If you have a habit that is detrimental, either improve it or strike it from your list. At least, don't wear it on your sleeve any more.

"STUNG."

They tell it on our friend, Carl Oman, that while engaging in an innocent game of golf sometime ago, felt something tickling, pricking, sticking—up the hind leg of his trousers and forthwith presuming that it was "tickle-grass" scratched his calf vehemently for several minutes at divers intervals. Finally in exasperation he decided to investigate and—do you believe in evolution? For the "ticklegrass" evolved into a wasp and planted his stinger several times in Brother Oman's hide.

Moral: When on the links don't wear pants!

THE LADIES' CIRCLE.

By Violette Greye.

Why do some of us jeer and sneer at the mere mention of the word "love"? Is it a joke? Where would we have gone had mother not loved us? Where are those who love nothing? Are they human? Can you depend upon them? Would not the universe disintegrate if love were abolished? Are not the laws of gravitation and attraction but love manifested in a matter-of-fact, scientific way?

Some of us love to work, some love to play, some love to sing, a few love to loaf and most all of us love to love.

Whatever we do from desire is merely an expression of that law of love. And remember that the lowliest gravel stone in the roadway is simply millions of atoms held together by virtue of that same law.

The more we love, the more we live.

TO ROSE.

By Sara Teasdale.

"Rose when I remember you,
Little lady, scarcely two,
I am suddenly aware
Of the angels in the air.
All your softly gracious ways
Make an island in my days
Where my thoughts fly back to be
Sheltered from too strong a sea,
All your luminous delight
Shines before me in the night
When I grope for sleep and find
Only shadows in my mind.

Rose, when I remember you,
White and glowing, pink and new.
With so swift a sense of fun
Although life has just begun;
With so sure a pride of place
In your very infant face.
I should like to make a prayer
To the angels in the air:
"If an angel ever brings
Me a baby in his wing,
Please be certain that it grows
Very, very much like Rose."

—Literary Digest.

ABOUT PEOPLE.

Of what an employee can do with his spare time while off duty is in many cases only a vague possibility sailing on a turbulent sea of obscurity. It is well to have a hobby, if nothing but a hobby horse.

But we have one man on the Arkansas Division who, by utilizing his spare moments to a certain advantage, has won world recognition for himself and the State of Arkansas, in an art which is considered extremely difficult in its ultimate.

To make a violin by hand and secure therein a powerful mellow tone, thoroughly responsive and even on all four strings; neatly carved and accurately made and revealing to the artist who plays, a born artistic sense—very few have ever accomplished it.

The honor is due Mr. G. T. Shrader, conductor, Arkansas Division. In the language of the Superior Jury of Awards of the Panama Pacific Exposition, we read: "We are pleased to advise you that an award of Silver Medal has been placed on Shrader Violin on Superior Tone and Workmanship."

Hillory Jennings, secretary of the Arkansas Commission to the Exposition, wrote to Mr. Shrader, "This is certainly a great winning for Arkansas and every citizen should be proud of same."



G. T. SHRADER, Conductor, Arkansas Division. An employee whose hobby has won for himself and State, world recognition.

LITTLE ROCK BALLAST.

By Stoane Clifton.

"Can't" never did anything but it has kept

many a thoughtful person out of trouble.—Stoane Clifton.

Little Rock item says "Can't never did anything, but up our way Kandt does; he runs a drug store.—Georgia Cullins, Herrington.

Indeed, fair lady! Well, Kandt could run other things. I once knew a fellow that can't "ran" out of town.

As a sire "cells" in his cranium so he thinks he is, but not always is he.

A Jane is as wrong as her sleekest wink.

Fit definition of "Wolf"—a 47th Street Lion.

It would take about two months of Rock Island car mileage to reach from the earth to the sun. Some mileage!

On the job: Lady—but this piano has such a dead sound. Salesman—Quite natural, madam. It's made of "kiln" dried wood. And the lady thought he was "stringing" her.

"Cappy" Smith says that his idea of a gink practicing economy is wearing one collar two weeks.

There are no passes issued to Eternity. Soon or late everyone must board the "Overwith Limited" and pay their "fare well."

Fond. "Why all these toots as you pass that village?" inquired the fireman.

"Toots is my wife's pet name," explained the engineer.—Kansas City Journal.

Mr. R. C. Wolf and "boys" of 47th Street Shop.

Gentlemen: Miss Greye being out of town at present and acting on her behalf, wish to very kindly thank you for your hearty invitation which we all read in last month's issue of 47th Street Line.

We appreciate your gracious courtesy and will endeavor to attend your ball on Jan. 15, if possible. Personally I will be unable to attend. Mr. Clifton wants to, as do several others. As to Miss Violette, I am not guessing what the "Greye Violette" will say to the "Grey Wolf." She will probably write you direct.

Sincerely yours, DOC HOWE.

Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.



ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Young.

JANUARY.

The new month of January is here at last, And the twelve old ones that came and passed, Are History, and should be buried deep— So let us leave the old year sleep; And grab hold now, to this, the New; And pick out things that we can do That'll help the most our fellow man To live and learn, and understand That by our acts we help to cheer The weaker ones through this New Year. Let's be as one, and form a band— For peace on earth, good will to man.

Now we are not going to come stalling that there isn't any news to let you have this month, for there is, in fact so much that we can't expect to get the space to the extent that would no doubt crowd others out, that has some as well that is interesting, so in a general way we hope to get by, by asking that from now on until the last issue of our magazine in the year of 1916, we get the co-operation from every one concerned as we have in the past.

It might be well to note that Bob Freeman, when as a plain brake, uses just any old lantern, but when his nationality is changed to that of conductor, he uses an electric, some class, eh?

Our old friend, Billy Cobb, is able to be out on crutches and is in position to say anything bad about a knee that became BO acct. being jlimmed up against an oil car. Poor old car.

Charley Harden was on the sick list some time back, and he gave us as the reason: Chills and fever, but who ever heard of eating too many pecans giving one the chills.

The agent of Hartford, Ark., was in Shawnee some time back and couldn't hardly wait until the safety meeting was over before visiting the indoor carnival. Boys will be boys, won't they?

Carl Mikesell says it is a time to look forward to, when children get next to who is the actual Santa Claus, and quit asking him for so much.

Blondy the night baggageman at Shawnee thought too loud at the musical comedy and his girl didn't have the same idea of blond chorus actresses, so Blondy came home by himself.

Mr. E. E. Elliott in the December issue says there are few ways every employe of a railroad may become an active solicitor of business. The only thing the matter with the statement is that instead of a FEW ways he should have used the word MANY.

QUESTIONS.

Dear Hi—Did you see Billy Olds on the street the other day with his new girl?—Si Bryant.

Wait, Si, till we find out if his other girl saw him or not. If she did first, we saw him, if she don't know of it, we didn't.—Ed.

Dear Albert—Just why, in your opinion, did Hiram fall from where he did out at the pool in Benson Park last summer?—Pete Watrous.

Probably, Pete, he was trying to illustrate the song, "Get Down and Go Under."—Ed.

Mr. ???—It has been rumored that Oscar Hatfield was going to enter the ministry. Can you tell me why he thinks he would make a good preacher?—Tom Cook.

Probably, Tom, because there isn't a thing between him and Heaven; not even a hair.—Ed.

Question—How should I go about getting the Sandwich Girl at Booneville to give me a sandwich with ham in it?—Ab Booth.

I'll tell you, Ab. Tell her she is getting younger and better looking every day.—Ed.

Say—Starting in the first of the year I figured to save my money. How can I make a dollar go the farthest?—Jack Spurlock.

Do you mean the farthest from you? If so, do like you did all last year, or send it on a journey via some other railroad besides the Rock Island.—Ed.

Editor of ? Dept.—What is the most used sharp practice in getting by without working?—M. P. Jolly.

M. P., you just come to Shawnee and get shaved at the Palace shop by our old friend, Moyer.—Ed.

THE STUDENT BRAKEMAN REFLECTS.

I have noticed in reading our magazine, that we all can help out wonderfully if we would but just get in the game, for instance, Bandy of Burr Oak could help us with his billing machine in correcting the non-readable waybills saving delay to freight; this would make friends of many of our patrons, and they would be going through Herrington, maybe to some place to buy more biz, and that would give the Flashlight something to write about, and not disappoint us like she did last time. See? Bill of Amarillo scaring up a load of sorghum to be shipped to Blue Island would stick things up long enough to make some of the boys think differently of that place than the way they have written of it in the past. Any way, it would help to keep Ray C. Wolf from the door of Violette Greye long enough to get some of the Hamilton Park Krispettes, which would keep soul and body together until we could find out why the news from K. C. and other places isn't signed by some one. The Monthly Muddle would be so muddled if the fellow that writes the Silvis News could get the Missouri Division man to tell us more about the duck hunt of the bunch he spoke of in connection with Boston Baked Beans. Mr. Howe of the Arkansas Division might ship us at least a Little Rock; I am sure it would be appreciated by those that have the Rye.



AMARILLO DIVISION.

By the time we get the magazine, with the Christmastide on at this writing, it will be hard to tell just who's stocking got touched up, or who's pocketbook got bumped. It is a game that can be played both ways and is as old as the history of the world; but safe to say that many a little heart was made glad. And as to the givers, they'll all be living just the same till fate overtakes them, and even then he can smile on the world and say, I did my share. Most any of us "kids" will remember some uncle or aunt or friend that gave us our first best present as long as we live, and in a great

many cases just this very act has proven that kind deeds make deep impressions and sometime bring their reward.

Mr. Edwards, chief clerk to G. M. Fox of the Santa Fe, made a trip over our line to spend holidays at home.

Mr. R. L. Stewart, mechanical superintendent of El Reno, paid Amarillo a pleasant visit, both on business and pleasure, and made good a promise. "By grab," that was a case containing a set of three fine cob pipes, as good as is made, guaranteed to handle "granger" or any "man's" tobacco, and they sure are a luxury, and "Bob" will be remembered at every smoke. They will only be used at home, and therefore no scamp need lose any sleep laying for the set. "see." That means no one need lay plans to butt in on my "cob pipes."

Geo. Stone of El Reno came out to visit the pit in New Mexico and is about the same George. Only one thing, he'd like to get all the Rock Island's money to load gravel. There are more that would like to move the pit bodily, but that would be going too fast.

Messrs. Dimmitt and Alfree paid this division a visit on business. We extend a standing invitation to all visitors. They are always welcome, providing they don't do two things—add more hours to the clock or reduce the figures on the pay check.

Two miles of 60-pound steel was relaid with the same weight rail and made a wonderful change in the riding of the track, being laid square joints and 30-foot rails, is quite a departure from what was there, and being all in the great cap rock cut, the matter of "bucking snow" will be a whole lot safer; besides the square joints cut out all the north and south mileage we never got anything but grief out of. We should have just 111 miles of it to finish the job.

Mr. Timman, Superintendent P. H. Dion, Mr. Dick, trainmaster, and Fred Woods, roadmaster, were all at Sayre to meet track inspection train, which started out on the opposite end of the line from its usual trips and came along right on the "cat-hop."

"Better late than never" is an old saying, but I am like "Mike and Pat." Pat said to Mike, "An' where was you born?" Mike said, "Sure, in New York." "Well," says Pat, "I was born in Philadelphia, but I could have been born in New York if I wanted to." So here we go. You know Charley Mason has that little Mississippi brogue and he warned me under severe "classification" if I'd tell the truth, so for fear of a slop-over on my part, I clapped the "lid" on the news. But it's all off now and I don't care what I say, neither does he, so here it goes. Charlie Alphas Mason married to Miss Christina Marie Paulsen of El Reno on Tuesday, the 23d of November, 1915. Of course, that was a big 23 for Charlie and a good one for Miss Christina. Nothing doing with 13 or 23 or the hind leg of a black cat or any other old thing for them—they were married and came to Amarillo, where they will be good. They are both young and have a world of friends and pleasures before them and the best wishes of all the boys and girls along the line and a few presents on the side, the rest they will get themselves, and peg along on life's long journey, as many have done before them. May God bless them and lead them.

We have a good new stock yard at Jericho, the pride of Amarillo Division, good for 40 cars of cattle, with guiding wing, and there are no better chutes made than the Rock Island kind. One by one we will clean up these old-timers and get up to date.

Mr. A. B. Copley, the great friend to everybody, has passed away, as announced; but we must, as a whole, speak once more of our regrets of his loss. Distance and circumstances prevented a large delegation from attending his funeral, but our respect and sympathy are extended to the bereaved.

You know every 360 to 65 days we have a track inspector on this Third district and this covers lots of ground. From Tucumcary to Memphis, Caldwell to Ft. Worth, or from Tennessee to New Mexico and Kansas to the Gulf of Mexico. And it is quite a job to make a trip over all this territory and talk to every Pat and Mike on the job about his watch, time

and Book of Rules and some thousand other things. Those who were on the committee were Mr. F. T. Beckett, Eng. M. of Way, El Reno; Mr. D. Van Hecke, Supt. Louisiana Divn.; Mr. H. F. Reddig, Supt. Indian Ter. Divn.; Mr. A. R. Warner, Gen. Supt. C. R. I. & G., Ft. Worth; Mr. C. L. Ruppert, of the Oklahoma Division. Those accompanying the committee were E. W. Morris, of Shauneo store; Mr. Woods, Fuel and Eng. Insp.; Mr. Tassel, car accountant; Mr. R. L. Stewart, Mechanical Supt., El Reno; Mr. H. J. Sewell, Supt. of Amarillo Division; Mr. W. E. Danver, Supervisor Motive Power. Amarillo Divn.; Mr. Varney, Station Inspector; W. H. Gruhlkey, roadmaster and Master Carp., Amarillo Division; J. Burson, Asst. R. M. O. K. Aury Clerk; Mr. Van Hecke's clerk and Dan Morgan (with big sharp butcher knife), the cook, and a few more too numerous to mention, all busy making the trip a success or failure for someone. The cars came to Amarillo on No. 43 and local extra Sunday P. M. to Tucumcary and out promptly 7 a. m., the 28th. The run was made to McLean, Tex., and tied up there for the sun to rise next A. M. The weather being ideal and the watermelons all gone the evening was passed leisurely taking in the sights at McLean and telling stories. One of them was a big (fish) story and the Big Mule at Boydston took his share of honors. But the trip was finished next day early. Some were marking up, others down, and it would take Philadelphia lawyer to "figger" out results. One thing I do know, most of the marks fell below the middle or a long way from the "Double bubble" with a fence post ahead. I must say I had most of my submarine joints up on the dry docks and ammunition (ties) in and the danger signs Morris sends out are out of Balance and don't stand straight up and down.

I am thinking seriously of having Mr. Morris make them with a joint at the ground line, so I can take a monkey wrench and set them by adjusting the joint. Of course we will never get all the scrap entirely picked up, nor keep an extra keg of spikes from dropping up in the tool house, or two grindstones make a positive meet in the same town, or keep some southern boss from making "a sap order" on this ditch or grass line, nor stop the "demurrage" on a bunch of ties on the right of way that ought to go in. The job is a big one, the force is small and few graduates at the business. The thing rolls along slowly. Like civilization, it takes time. But I must honestly close by admitting that things could and should be better than they are, and the entire committee were very sociable and liberal in their comments. And everything will come around all right. At any rate the Amarillo division as a whole is up and coming, coming fast.

Mr. Van Hecke paid us a good compliment on the big improvement made in just 30 days since he left. It was just submerged when he left for Louisiana. Yet he was responsible for the biggest part of the general condition of the division, as far as help and material. Your "Uncle Dudley" was in on the rest.

Mr. C. L. Ruppert was a welcome visitor. All the boys feel interested in him. His jokes are appreciated en route.

Mr. Warner and Reddig are not to be forgotten and helped to keep things up to the standard.

Mr. Beckett was "boss" and didn't miss anything, and it was right and proper, and I am sure is appreciated just the same. We are not perfect and reasonable criticism is always welcome.

Considerable la grippe and pneumonia is prevailing here. Nearly half the force is off on account of it. If we do not have some snow or fallen weather it will be a sickly season.

Three big cheers for Carl Van Hecke! That's what I said. If you can't hear me, read it. He's a chip off the "old block," and will make good. Cheer again. Good for you, "Carl."



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BLUE ISLAND SHOP NEWS.

By Ed. Schneider.

Herbert Stalley, now has charge of the scales in the store house, succeeding Samuel Redke, promoted.

Oscar Linnberg, blacksmith's helper, has resigned to accept a position as chief of police of the village of Burr Oak, taking the position vacated by the resignation of Louis Jakes.

Dave McKillip, assistant timekeeper, resigned on December 11, to accept a better position with the Ingalls Shepherd Company in Harvey.

Car Inspector Jim Berry was slightly injured on December 13, while closing a car door, but was able to continue working.

Joe Hendricks, carpenter, who has been inspecting the new Rock Island equipment at Pullman, has returned to work.

Say, Al, did you receive an A. F. E. on Elmer's mustache? That's an addition and betterment, isn't it?

John Kellgren and John Nordquist have returned from Michigan City.

Wonder what makes Art Swanson so popular with the young ladies around 59th and Halsted streets? They all think a lot of Art in that neighborhood.

Walter Marchessault, personal record clerk, was promoted to assistant timekeeper, succeeding Dave McKillip, resigned.

So Jim Fineron is figuring on getting married. Well, Jim, you have the best wishes of everyone at 124th Street, and may your married life be a happy one.

Henry Brandt, Fred Patton and John Rampet spent December 12 in Morris, Illinois, hunting rabbits. Between the three of them they bagged fourteen rabbits.

"WEDDING BELLS AGAIN."

Again we take our pen in hand to report another wedding. It seems to me as though we will have to dedicate a certain section of our column to the announcing of the weddings which take place here at 124th Street. This month, it is Rodger Fiske, special apprentice, that fell for the guiles of the Little Love God, "Dan Cupid." Rodger got a leave of absence to spend Christmas at his fiancée's home at Grand Junction, Colorado. While there he was married to a childhood sweetheart, and returned with his bride to Gary, Indiana, where the young couple spent their honeymoon. At the present time they are living in Blue Island. Both the bride and groom have the best wishes of everyone at 124th Street.

P. S.—Our friend, Bill Haskell, gave Rodger some good advice before he left for home. Bill ought to know, he got married not long ago.

August Wilson, tinner, resigned to accept a better position elsewhere.

Mike Danik, car inspector, has resigned his position at this point to accept position as assistant foreman of the Milwaukee Refrigerator Transit Company, at Milwaukee, Wisconsin.

John Nordquist has returned from Michigan City and is again in charge of the West Yard Repair Tracks. Glad to see you back, John.

John Dalstrom, carpenter, has recovered from a serious attack of pneumonia. You have our best wishes to a speedy recovery of your good health, John.

Our janitor, Leo Pabst, was laid up for a week with a bad cold, as he was taken sick the day after Thanksgiving. We are inclined to think that Das tangesgaben fest var zu feil vor unser deutsche freund.

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Messrs. Ridgway, Dickinson and Tollerton were shop visitors on December 7.

Albert Ryde, accountant, has resigned his position at this point to accept a better position elsewhere. He leaves a host of friends at 124th Street, who all unite in wishing him the best of success in anything which he may undertake.

Henry Peglow has returned to 124th Street, and is back at his old position as steel foreman. Frank Adams has been set back to checker

and Ferd Werner is again working on the cars. Lester La More has been promoted to personal record clerk, succeeding Walter Marchessault, promoted.

"THE PAINTERS."

The painters sloop their paint around,

On box car, ground and face.

If they had time and paint enough,

They'd paint the holdam place.

We would like to know who the fellow is that uses the magniphone when he gets on the phone, over at the Transfer House, and wish for our sake, that he would turn it the other way, as none of us are used to the roar of the German's 42 centimeters, and liable to go deaf; as it is impossible to hear, whether the shops are working when he gets started. Watch 'em, Helen.

Harry Lindsay, steel worker, and wife, spent the holidays at their former home in Mount Vernon, Illinois.

Boy Scout Bill Biege always carries his tin lunch box with him when he comes over in this direction. Are you afraid someone over at Weissner's will steal your lunch, Bill?

W. D. Schultz has returned from Pullman, after having finished the building of the new Rock Island equipment at that point.

EDITORIAL COMMENT.

Didn't see any Herington Flash Lights in the last issue.

What's the matter, Georgia? What excuse can you offer?

The best thing in the Rock Island Muddle is the Mudditorials. Who writes the stuff, Ed. It's good dope.

"THE PAINTER'S FALL."

We have a painter here at this shop. And to his painting abilities, there is no stop. Now Emil Shogren, is the painter's name. To write him up this way, it is a shame.

Now Shogren was painting a car one day. And while painting same, felt quite gay. He was singing, and making a lot of noise. When an accident happened, that stopped his joys.

He fell off the roof of that big car. And hit the ground with an awful jar. He opened his eyes and looked all around. And wondered how he got to the ground.

John Edgars, paint foreman, arrived on the scene.

And examined Shogren's hard old bean. He said, "Go home and go to bed, I didn't think you could hurt that head."

Then Shogren went home, and to bed. And Edgars was sorry for what he has said. He afterwards said, "Shogren is a darn good man.

But on painting roofs, he's not worth a d—n."

I was informed that a certain class of little Sunday school girls, I believe they call themselves Blue Birds, think a great deal of their teacher. We all think a lot of their teacher, Blanche.

Tawnley Bridge has succeeded Lester La More in the time office, the latter having been promoted to personal record clerk.

James McBurnett, tinner, spent Christmas in Little Rock, Ark., visiting relatives. At least that's what he told me.

Sid Payne was laid up for a week with a bad cold, but at the present time is feeling fine. Are you sure you wasn't lovesick, Sid?

A fine baby girl was welcomed to the home of Henry Marx, tinner, on Dec. 13. Congratulations, Henry, but where are those cigars? We usually get cigars when such an event takes place.

Franklin Suchar, our esteemed interchange clerk, is the proud possessor of a watch (no, it's not a clock, but it looks like one). What we are trying to figure out is whether he stole it, found it, or bought it, or maybe somebody gave it to him. What time is it, Frank?



Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.

Hamilton Watch

"The Railroad Time Keeper of America"

Railroad progress in the United States is closely linked with Hamilton Watch history. As railroading has bettered and bettered so have railroad men realized the need for better watches—more accurate—the *most* accurate watches. That is why many thousands of railroad men today carry the Hamilton Watch.



The man in the circle is Engineer W. Gallagher of the Rock Island Railroad, one of the thousands of railroad men who time their fast trains with the Hamilton Watch.

Write for the Hamilton Watch Book, "The Timekeeper"

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

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone (in Canada \$13.00), up to the superb Hamilton Masterpiece at \$150.00 in 18k heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your present watch case if you desire.

Hamilton Watch Company
Dept. 34, Lancaster, Pennsylvania



"BURR OAK TRANSFERS."**By Bandy.**

Here's a Merry Xmas and a Happy New Year to all.

We're a few weeks late in our wishes, etc., but it's better late than never. We hope that Xmas was enjoyed by all, that "Old Nick" forgot none and that in celebrating the New Year none forgot the usual toasts, resolutions, etc. We also hope that "Rock Island Lines" will have a prosperous year.

Robert Gammell has started a campaign for tobacco coupons, tags and soap wrappers. We understand Bob is after an "Edison." Gosh! He don't need any. Still they like to hear something new once in a while. Here's hoping you succeed, Bob.

We often wonder what's the sense of wearing gloves when you still keep your hands in your pockets. O. Thomas might enlighten us on this subject.

Fred Carlson says it's easy for a woman to paint a pretty face if she has it. Easy, Fred, easy.

ODE TO POWDER.

It is used in varied ways,
It is made in many places,
But chiefly do we see it,
On the fairer sex's faces.

Our modesty is sadly shocked
When we view the chamols bag
Which makes the wrinkles disappear
With a single dash of the rag.

There will be turmoil in this place
And we'll see our steno's blush
When all the powder has been used
By Europe's armies in their rush.

—Guess.

Some say the L. V. is a hard road to work for. How about the Iron Mountain?

We're all admiring "Scatty" Thomas' new drinking cup. Such a name engraved on it, "Darling." It's been hinted Mabel gave it to Scatty as an Xmas present. Kind-a-early, Mabel. Yes?

After an absence of several months Ollie Fay is back with us once more. Ollie sure is a handy "man" around our office. We hope you're with us for good again.

Fred Witt, while taking Fritz Coulson's place nights account of Fritz meeting with an accident, had the opportunity to rest up. Wonder if Fred really did so.

IFS.

If Herman Driescherf is "Slim" is Ed. Long-fellow?

If Martin Mahoney's smile is like a "lamp" has Ed. Korde-wick?

If eggs are forty-three cents per dozen would "Bill" Lay?

If Paul Kiefler is sick is Geo. Cas-well?

If Gus Klein shoots craps does Bob Gamble? Storz, Driescherf and Korde-wick are sure some hunters. Storz not seeing anything live to shoot tries his eyesight on a telephone pole; sure he missed it and turned over a farmer's cow. Driescherf took seven shots at a sparrow, missed, of course. Discouraged Slim walks up to the sparrow and finds out it's a sick bird. What did Slim say? Ask Korde-wick. Korde-wick was gun-bearer and water-boy. Anything on the hip, Tub?

Now that the clock is moved back to the "Traffic Dept." Watts wants to wind it. Nit. Harry, you're too strong and apt to wind it too hard like you did the copy press.

The "Bunch" want to know why Buck and Caswell held their daily walks in the record room after lunch. It's possible Buck thinks he's a young race horse again. Caswell, you know, is a "Boy Scooter."

Bandy: Unser friend Nick Grossland he chust come from Washington, D. C. Inn, he says he looked all over the White House, out. We take on ourselves der pleasure of anonising that he iss be-gaged to Miss Schmalzerzicht. Hoping all pleasure to Nick after der war, my remains. **JEW KLEIN.**

TOP HEAVY.

We heard a noise like thunder,
And all looked up in wonder.
For the chair gave a lurch,
And "Mick" Carlson fell off his perch.

—G. C. & C. L.

Ophelia that comic young lassie shown every evening in the Daily News, had this to say about dreams: "Cheer up, a shattered dream is better than a lasting night-mare." How true is this, Bertha? Has your experience proven so?

POINTED PARAGRAPHS.

If you have occasion to criticize a mule, do it to his face. Let's see, where is he?

The man who can accurately describe a woman's dress made a mistake in not being born a dressmaker. (Wonder then if they would make good?)

Too great a command of language sometimes lessens a woman's matrimonial chances. (Now, girls, do be careful.)

As a rule the more a man has to say about women the more he doesn't really know about them. (Wonder if he ever thought so?)

Jim Carter, check clerk, says "Bunny Hug, I say means a hard-boiled Easter egg." Well, Jim, it may be so, but "Mutt" Anderson is the only one here who can prove it.

Mutt Anderson has copyrighted his famous "Bunny Hug." Yes, Mutt, while your receiving your royalties on it, you might pay Berdie for time lost account missing the six-five every night. No remarks, please.

Slim wants to know if Lone Tree is the only tree in Iowa. Also if the Morning Sun or Rising Sun set behind this Lone Tree. Can you imagine it? Why, Slim, are you looking for a shady spot to spend your vacation next summer?

So Ed. Schneider wants to know what we have at Broke Transfer. Read it carefully Ed., and you will find out.

Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.

Three of our young ladies, Grace Inman, Mabel and Hyrtle Fay, recently attended a meeting of a china club of which they are members. Understand before leaving they were served with coffee, etc. (at least that's what they claimed it to be). We also understand that they got on the wrong car arriving home about 1 a. m. Never heard of coffee making a person take the wrong car. Furthermore, what would these young American ladies do at a china club. We're thinking they are suffergets using a different name. Little girls, better have an escort hereafter.

Clarence Cain has resigned as night yard clerk to go back to his old position as day caller. Clarence being only 5 ft. three ins. can't see the joke in carrying a ladder to grab numbers and seals. Clarence said on account of his being unable to go to "court" on Wednesday and Sunday caused her to object. Let's hope your new position will not affect your social affairs.

A good excuse is better than none. That's what they all said when "Pinkey" Harvey asked to be off on a Saturday to go to court. Now we all sat up and took notice, you bet. Someone said Pinkey went for an injunction order, restraining everyone from "Button" in his affairs till February 29, 1916. Do you think she will pop then, old top? It may be hopeless, but let's hope your hopes won't be hopeless.

We understand Fred Plehl and Geraldine Detrick intend joining the "Ragan Colts," Chicago's most up-to-date pleasure club. Evidently that's the reason of "Deek's" daily boxing lesson which we hear one must be proficient in. Latest reports from in-freight office state Deek's going around with a chip on his shoulder. Better a chip on the shoulder than on the finger or tie. Nit so, Geraldine?

Wanted—To trade a desk.

Our agent has a large, heavy roll-top desk which he wishes to trade with somebody for a double flat-top desk. What can you do for him?

We are now having our "at home" afternoons since the completion of the decoration of our



The Old Way

The photograph shown above is a familiar sight to every section man. It was taken on Section 206 where Henry Diers is foreman.

For years and years Mr. Diers used the old fashioned hand car for his work and many are the miles he and his crew have pumped the old car back and forth over his section. Many a day during the hot summer months when the thermometer was hovering in the nineties, the same back-breaking job had to be performed, and during the winter months things were not much better; cold weather made the car pump hard and it is not much fun to push a car against a fierce storm or a driving blizzard.



The New Way

Here is a picture of the same section, the same foreman and the same crew after installing a "Casey Jones" engine on their car. Instead of pushing the load by the "Sweat of their brow," the same crew now all jump on and take a joy ride. Instead of coming to their work all tired out, they are hearty and happy. Instead of eating cold grub out along the track they now run home at noon for a warm dinner and when the day's work is done they simply give the engine a turn and "sail for home."

Casey Jones Hand-Car Engine

This is the celebrated "Casey Jones" Hand-Car Engine which is now known in every country where railways are in use. On almost every line and in every state of the Union this wonderful little labor saver is daily performing the hardest part of the days' work for the section crew and many of the first engines we sold years ago are still in use and as good as ever.

Every year we have added new devices and improvements to this motor so that now it stands absolutely in a class by itself; there is no other engine to compare it with.

It is an engine that can be controlled like an automobile. It can be started, stopped or reversed without getting out of your seat. It can be thrown into high or low gear by simply shifting a lever, so it can be run on low gear so slow that a man can walk along and pick up things along the track, or it can be shifted into high gear and speeded up to run away from an express train.

4 H.P.
on High
Gear

8 H.P.
on Low
Gear

Make a MOTOR CAR From Your HAND-CAR

Changing a hand car into a motor car is a job that can be done in a couple of hours by anyone. The work consists simply of disconnecting the handle bars, remove the gears, take out a couple of boards from the car platform, fasten the split pulley to the driving axle, bolt the engine to the car platform with four bolts and connect the belt. The engine comes with outfit complete ready to install. Nothing to buy, nothing to wait for. Connect the battery, wires, fill the tank with gasoline, and you have the most up-to-date and modern motor car that money can buy.

Price of engine and outfit complete only \$90.00. Terms, \$10.00 down and \$5.00 per month on the balance. Send for it and try it out on your own section for thirty days at our expense. If not satisfactory, return, and no questions will be asked. Order direct from this ad. or send for our complete new 1916 catalog.

NORTHWESTERN MOTOR COMPANY

**100 Spring Street
EAU CLAIRE, WISCONSIN**

This is the new 2 speed transmission gear, which doubles the pulling power of engine when needed.

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

offices. The day office men employes for some-time past have been giving a part of their time on Sundays and at other odd hours and have assisted in the general cleaning and decorating of the main office, agent's office, clothes rooms, etc.

We now have what we think is the neatest and best arranged local office in the Chicago terminal territory and we will enjoy showing our outfit to those who may favor us with a visit. Now please lay off an afternoon and come and see us as we will surely appreciate our visitors.



47TH STREET LINE.

Ray C. Wolf, Editor-in-Chief.

Fred Fasold, Assistant Editor.

Our motto: Liven the magazine at any cost.
Don't forget the dance.

WE CAN'T FORGET.

A very pleasant evening was spent by a few of the boys last week, the occasion being the departure of their esteemed friend, Frank Grady, who leaves the night foremanship of the Burr Oak roundhouse to take up the duties of assistant foreman at a larger place, Rock Island being the point to which he goes. The news of his appointment was somewhat of a surprise to most everyone except his intimate friends and they grasped the chance to show their old friend that they still remembered all he had done for them. A small musical program in which the old and once famous "Dougherty Quartette" took a leading part, was given in his honor. Led by the old veteran master, Daniel Dougherty, and accompanied by Davis, Briggs, and Tragnitz, the famous quartette rendered some very pleasing harmony. When the time-worn though still popular song, "When Good Fellows Get Together," was given it caused a few wet eyes, for 'tis hard to part with a beloved comrade. Through the efforts of Thos. Connors, a collection was taken up which was generously responded to. Jerry Connell, who as usual acted the part of toast-master, made the farewell and presentation speech and presented Frank with a beautiful watch, chain and charm. After the usual refreshments which go to make such a friendship gathering, the boys sang the farewell song, "We Can't Forget the Days We Spent Together." Handshaking, congratulations and good wishes for success were in order and the boys departed rather downhearted to think that they had lost so good a pal, but glad to know that he was bettering himself. We all wish him as good luck on his new venture as he had while among us.

FITZ ERBSTEIN.

VIOLETTE HAS GONE.

This being January, the month in which the majority of people make some sort of resolutions, we feel that in justice to the readers of this colyum, we, too, should change a little from the course we traveled along during the last year. In the past we have strived to make the magazine a something to which each one would look forward to with anxiety, for they knew full well that someone, perhaps themselves, would be mentioned either in reality or in a jest. At times the jests caused discomfort to some but pleasure to others. It was from this point of view that we derived our present motto, which we will still follow: "Liven the magazine at any cost." The resolution which we made on New Year's day was "not to keep our readers so much in the dark for our own personal pleasure." Some 6 or 7 months ago we started to chide a few of the different editors along the system and received "comebacks" from a few, the most aggressive being "Violette Greye" of the Arkansas Division. The boys here have come to await with pleasure each edition to see whether the Arkansas Division or the 47th Street Line was in the lead in this battle of wits. Many times as we passed among the boys we would have them call after us "The Girl from Arkansas" told you something this month. A smile would sneak over our face and inwardly we would laugh to ourselves, for well we knew who the

"Girl from Arkansas" was. The joke was good so we kept the ball rolling expecting each month that "Violette Greye" would expose her dual personality, but we waited in vain. We enjoyed the novelty of it, but it was a last year's joke and with the passing of 1915 the battle of wits between "Violette Greye" and 47th Street will come to a terminus. With the passing of 1915 and the starting of 1916 we all wish you, Mr. Doc Howe, alias "Violette Greye," the best wishes of the day, good luck in your capacity as editor and also in the growing of your Charlie Chaplin mustache. If your mustache is as good as your writing we sure will give you credit for good judgment. Most likely you have been having a very pleasant time laughing at the way in which you have been putting it over on us and we have had to keep it to ourselves so as to keep the joke going. However, it is now our turn to laugh and we feel like letting the rest of the system laugh with us, and not keep it all to ourselves, as per our New Year's resolution. Will look forward to February issue to see if the Misses Allen, Foster or the Kelley sisters have not taken the place of the mysterious "Violette Greye" as correspondent for the Ladies' Circle of the Arkansas Division. EDITORS.

TURN ON THE LIGHT.

We were not aware that European customs had arrived in this country in the shape of a censor for Rock Island news items. Such seems to be the case and the party who self appoints himself censor and criticiser is no other than "Kling" Kinney, former employe of the Rock Island and ex-reporter of Hamilton Park Krispettes. In last July's magazine we read where he had turned over the editorial end to S. & B. with great pomp and ceremony. In that same edition he states he has resigned, but in a recent edition we find, unsigned, where he criticises Gazok No. 13 for his views on matrimony and also, before it comes in print, he has something to say about us "calling" the different editors for not signing their names. Looks as though he was still trying to "run" the magazine and advise us what to print. We like to see Mr. Kinney contribute to Hamilton Park Krispettes, if they will accept his articles, but WHY DOESN'T HE SIGN HIS NAME? He may be an authority on Hatfield's Parlor Baseball games, but when it comes to censoring 47th Street Line news items we wish to leave that to the employes of the road who get their salary for that work. We accepted his resignation to take effect July 1, 1915.

GAZOK NO. 13.

Don't forget the Machinists' dance, Saturday evening, January 15, 1916, at Calumet Club House, 62nd St. and Cottage Grove Ave. Come and enjoy yourself, everybody.

Have been informed that Davenport has made all arrangements to declare war on 116th and State Sts. The dispute being about the Isle of Loy.

Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 29.

APPOINTMENTS.

Mr. P. J. Comerford, chief clerk to Master Mechanic, has accepted a position in Mr. W. J. Tollerton's office, effective Dec. 8, 1915. Mr. Comerford, during his short stay here of 13 months, made many friends and all the 47th St. employes were sorry to see him leave. He was presented with a handsome gold watch as a token of their esteem and an appreciation for all the favors he has given them. We wish him good luck and success in all his future ventures.

Mr. J. Herlihy was promoted to Chief Clerk, effective Dec. 8, 1915, vice P. J. Comerford, promoted. Mr. Herlihy has held the position of Asst. Chief Clerk in this office for the past two years and is well known at 47th St. All the employes are glad to hear of his promotion and he has the hearty co-operation and good will of them all.

Thos. P. Maroney has been promoted to R. H. Foreman, Silvis, effective Dec. 16, 1915, vice G. W. Cuvler, promoted.

Frank M. Grady has been promoted to Asst. R. H. Foreman, Rock Island, vice T. P. Maroney, promoted.

Mr. Chas. Peck has been promoted to Night

R. H. Foreman at Burr Oak, vice F. M. Grady, promoted.

Mr. Edward E. Phillips, former Accountant at Goodland, Kans., has been promoted to Asst. Chief Clerk at this office, effective Dec. 20, 1915, vice J. Herlihy, promoted.

Mr. Howard Logman says he photographs well and would like to have his picture along with the officers of the dance committee on the program.

And some one has passed a lead quarter on our friend, Dan Hogan. He recently tried to palm it off on J. Fineron from H. P., but Finny was too wise to accept it. Now Schneider, give James credit.

Miss Cullin's letter received and must say that we deeply sympathize with her in her great sorrow and hope that everything turns out for her good. Very sorry that she can not be with us on the night of the dance and hope to have her at some future time. We also extend our congratulations and hope that she will soon be happily wedded.

Mr. E. B. Smith should collect 15 cents from the waitress over the the "Big Onion" restaurant whenever he gives her the magazine. We will expect this amount to come into the treasury the next 10th.

Mr. Thos. Grady, who had his legs crushed in the transfer table last May is seen again in the shop. Glad to see him looking so well.

Don't forget Saturday evening, January 15, 1916. Calumet Club House, 62nd St. and Cottage Grove Ave.

There is a little rivalry on between Motorcycle Mike and Mr. E. B. Smith to see who will take a certain girl to the dance. May the best man win.



Look for the Watch with the Purple Ribbon.

When a man's job depends upon his watch he *must* be sure

No leeway or guess-work is allowed—his watch must be on-the-dot. That's why so many Railroad men carry South Bend Studebaker Railroad watches—they give that kind of accuracy. They are built with the precision that assures accurate time not only for a week or a month, but for a life-time.

THE South Bend Studebaker RAILROAD WATCH

With every watch is given a 5-year guarantee—pictured above—against time changes. If the time requirements of your Road change—or any Road you go to—we make your Studebaker conform to the new requirements, or give you a new watch that will.

Movements Only

16 Size—17 J.—3 pos.	\$28.00
" 21 "	30.00
" 21 "	40.00
18 Size—17 "	24.00
" 21 "	23.00

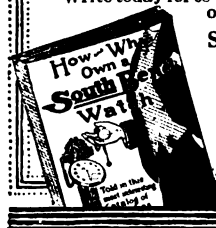
Fitted to your own case if desired

See these watches at your jewelers or inspectors.

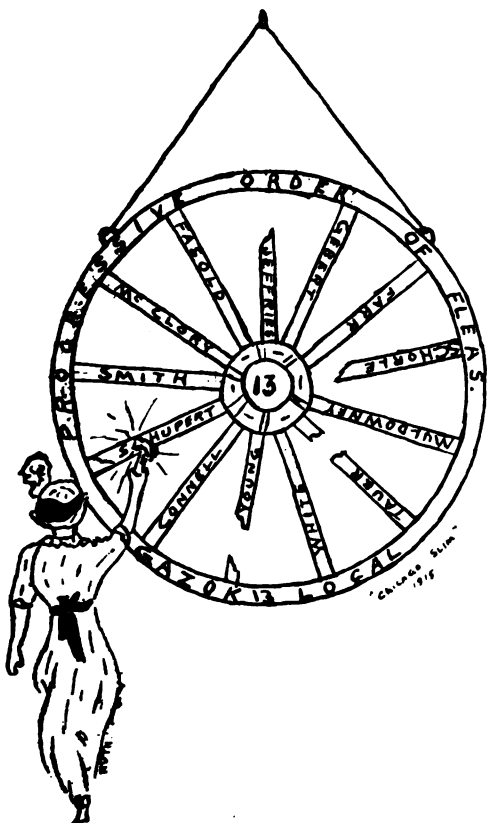
Write today for 68-page book, "How and why own a South Bend Watch."

South Bend Watch Co.

341 Studebaker Street
South Bend, Ind.



FROZEN IN ICE
KEEPS PERFECT TIME



The cartoon printed above is the symbol of the Gazok Local No. 13 Club and was drawn by Mr. Fred Fasold. There are thirteen spokes in the wheel, four of which are broken, and represents the four members of

the local who have been married since the organization was started. The young lady with the hammer who is about to break the fifth spoke is the fiancée of Mr. Shupert, who is about to be married. We wish Mr. Shupert and his bride all the luck in the world and cigars will be acceptable any time after the holidays.

HAMILTON PARK KRISPETTES.

"Happy New Year!"
BEFORE IT IS TOO LATE.
(A New Year's Resolution.)
If you have a gray-haired mother
From whom you are away,
Sit down and write the letter
You've put off day by day.
Don't wait until her tired steps
Reach heaven's pearly gate,
But show her that you think of her
Before it is too late.

If you've a tender message,
Or a loving word to say,
Don't wait till you forget it,
But whisper it today.
Who knows what bitter memories
May haunt you if you wait;
So make your loved ones happy
Before it is too late.

The tender words unspoken,
The letter never sent,
The long-forgotten messages,
The wealth of love unspent;
For these some hearts are breaking.
For these some loved ones wait;
So show them that you care for them
Before it is too late.

—Selected.

Messrs. Harry D. Koch and Edward Hines spent the Christmas holiday in Kansas City and Moberly, Mo. Indications are they had a glorious time.

Mr. Fred Foss persists in habitating the spots in or about Milwaukee. West Allis especially seems to appeal to him the most during this season of dryness, although Fred insists his better three-fourths is out there on a visit. We can draw our conclusions, Fred.

Myrtle Daley, of the A. P. T. can be seen at her post as usual. Her absence caused uneasiness to those who did not realize she was on a vacation but imagined that she was indisposed. This in answer to queries received.

Baby Bliss Bromeley, the pride of Record Room staff and Secretary to the Custodian we understand was buried in the coal dust, and with the assistance of young Jack and Joe the young elephant was blasted out of place leaving nothing but ruins after the disaster. Some folks are surely ponderous and clumsy.

The Indians in command of Charley Foster and the Wildcats under the leadership of Pete Kraemer, will meet in a match bowling contest on Wednesday, Jan. 5, at Nick Bruck's alleys.

We are glad to hear about the complete recovery from recent illness of little Miss Silcox, daughter of our genial Chief Gabe.

The mailing department at Hamilton Park has had a general overhauling and its location now is very prominent. How about it, Fred?

Father Time Warner is still walking around with the hour glass in his hand. What's the idea, Joseph?

Harry Hatfield's Parlor Game is once more the shining light of the season. Be it Yuletide time or the Fourth of July the ball game goes on just the same. Those who haven't seen the game or tried its plays ought to secure one at once and get amongst the exciting throngs which are now indulging in this great pastime.

King Kinney, erstwhile Royalty confirmed but now the dashing business manager for a prominent life insurance company, is so busy these days looking after the welfare of his fellowman in the way of advice for taking out a policy while the taking is good, dropped in on us a few days ago and after wishing a merry Xmas and a happy new year departed with our good wishes for success. Look him up, friends, if interested. Let's all pull for him.

KANSAS CITY, MO.

Robt. Reeves, night yard master, was accidentally shot last month while on a hunting trip. Mr. Reeves, with a party of friends, went down in Southern Missouri to hunt. They were about to return to town one evening when a flock of quail flew up and Mr. Reeves, who is pretty quick with his gun, fired and brought down several, and went out to get them and in doing so scared up another bunch which was fired at by another of the party, who did not see Mr. Reeves on account of the brush. Part of the charge hit Mr. Reeves in the head, injuring his right eye so badly that he will lose the use of it.

W. E. Matthews is wearing a smile these days—while Mr. Matthews' territory has been greatly increased, what he likes about the new arrangement is that he does not now have to get up at midnight and go out on the line to look after wrecks. Claim adjusting is all he has to handle now.

Steve Meade is the only real fisherman in local office. Steve caught 13 fish in creek at Muncie, Kansas, last month. Steve's only regret was that he was unable to fry any of them on account of Lloyd Bedell, who carried the skillet getting lost in the woods.

Roy L. Brown is now travelling freight and passenger agent for I. & G. N. Ry., with headquarters at San Antonio, Texas.

Merchandise has been heavy at Kansas City. We forwarded 38,700 shipments in November.

J. I. Locke is back to work again after being on the sick list for about two months. He is feeling well, but is still a little weak.

Wm. Speaks, night clerk, is the happy father of a baby girl.

Willie Gresty and Paul Slaymaker have returned to work, Paul gaining eight pounds while he was gone.

H. A. Granade, steno in superintendent's office, who resigned some time ago, is now traffic manager for Sonken Galamba Iron Company.

Joe Roche is back at his old job again. Besides being an expert performer on the machine, Joe is now getting very proficient in running one of Henry Ford's Tin Lizzies.

MEMPHIS TERMINALS.

Everybody has had a Merry Christmas and has opened the New Year with resolutions, in the hope that by next Christmas one of the most prosperous, successful and happiest years of his life will have been spent.

Despite the fact that la grippe is so prevalent in Memphis, and nearly everyone of the force has lost a day or two from the office with an attack from same, we are all on top again.

Mr. Tim E. Babb spent Xmas with his home folks in El Dorado, Ark. He still will have it that those El Dorado girls are prettier than the Memphis beauties.

Mr. W. J. Cottingham, Jr., made a quick trip to Chicago on business about the middle of December, via the I. C. railroad.

Mr. O. Maxey, supervisor of weights (whom Memphis considers the Adonis of the Rock Island), with Traveling Auditor W. H. Nicholas, spent several days in Memphis during December in connection with the Bonus System.

Mr. "Heinie" Stigler of the commercial office brought Mr. Paul Hevener, superintendent of insurance department, into the office for a short call on December 9.

Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.

We also had a short visit with Mr. Morse, chief engineer, one day early in December. Mr. Morse was in Memphis in connection with the new bridge work.

On November 29 Warehouse Foreman G. E. Ross and O. S. and D. Clerk Henry LeBosquet went to Little Rock to attend the "Prevent Claim" meeting.

Mr. E. E. Medelris, formerly with the I. C. local office, has accepted position as disposition clerk in our local office.

Mr. L. C. Mitchell, operator, got lots of Hoyt's German cologne for Christmas. He likes it, too.

Outbound Abstract Clerk J. C. Hight and family spent Xmas day in Jackson, Tenn.

Joe Cottingham spent 50 cents for a beautiful gift for his girl, who is now in Oklahoma, and with the 3 cents parcel post charges, made quite a "splash" for Joe.

At 2 o'clock on the morning of Wednesday, December 15, 1915, John Martin Bateese, familiarly known as "Martin," known by every Rock Island employe who has at any time been connected with the Memphis-Hulburt terminals for the past thirty years, died at his home, 729 Grand Pacific avenue, Memphis, Tenn. He was born in 1858, and had been continuously in the employ of the company at this point in various capacities since September, 1880. Martin was one of the most intelligent, conscientious and loyal employes the writer has ever known, and during his long service with the company has at all times enjoyed the utmost confidence of his employers as well as fellow employes. His virtues were many and his reputation for honesty, truthfulness and painstaking efforts will endure in the memory of all those with whom he came in contact. Martin was one of the prominent colored citizens of the community in which he lived, and his race loses much by his death. His life was an exemplary one, and should be taken by all colored men as an example of what they may accomplish by right living. A beautiful floral tribute sent by the Rock Island employes attested to the esteem in which they held him.

MISSOURI DIVISION.

Claude Cline, accountant in the master mechanic's office at Trenton, underwent on operation at St. Joe this month for appendicitis. He is reported as doing nicely, but at this time has not been able to return to work.

Miss Sue Hume, stenographer in the superintendent's office, visited ten days in Wichita in December.

Mr. Frank Dragoo, of Mr. Hermany's office, was a Trenton visitor this month. Mr. Dragoo was employed in the Trenton office a number of years ago and has a number of friends here.

F. E. Watson, division engineer, left December 18 with his family for Ardmore, Oklahoma. Mr. Watson is taking a leave of absence account ill health of his wife.

Verne Gilluly, engineer, has been laying off account illness.

Mrs. James Griffin, wife of engineer, went to Kansas City December 17 for a visit.

John W. Ashby, transportation clerk in the superintendent's office, spent Thanksgiving with his sister at Carson, Iowa.

Mr. George B. Brown, Mr. Coughlin's secretary, did his Christmas shopping at Kansas City December 18.

H. M. Bowers, agent at Paris, Iowa, is laying off on account of the serious illness of his wife.

Mr. F. M. McKinney, operator at Princeton, is taking a leave of absence and visiting home folks in Kansas.

Mr. A. Hafford, wire chief in the relay office, was called to Columbus, Ohio, by the illness of his father, the fore part of December.

Mr. N. J. Luther, dispatcher at Trenton, will spend Christmas with his family at Grand Forks, North Dakota.

H. H. Boylam, conductor, with his wife and daughter will spend Christmas with Mr. and Mrs. Eugene Coughlin at El Reno.

Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.

THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.
Motto: "Without Fear or Favor, with Foolishness for Flavor."

Ed. Meehan.....Muddler-in-Chief
Cully and Mac.....Assistant Muddlers

DECEMBER, 1915.

Vol. 1. MUDDLETORIAL SECTION. No. 9.

"Suum-cuique."

After we had perused last month's issue of The Muddle our feelings were difficult to define. We were not, to tell the truth, exactly astounded at what we beheld, or rather, what we did not behold. We were slightly chagrined,



**Have
Healthy,
Strong
Beautiful
Eyes.**

Oculists and Physicians used Murine Eye Remedy many years before it was offered as a Domestic Eye Medicine. Murine is Still Compounded by Our Physicians and Guaranteed by them as a Reliable Relief for Eyes that Need Care. Try it in your Eyes and in Baby's Eyes—No Smarting—Just Eye Comfort.

Twenty years of honorable success have firmly established Murine "In the World's Eye" as the "Standard of Eye Remedy Quality." Autoists—Golfers—Tourists—Mechanics—All—should have Murine handy by as **First Aid in Emergencies.**

Ask your Dealer for Murine—accept no Substitute, and if interested write for Book of the Eye Free.

**Murine Eye Remedy Co.
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INFANT FOOD

**Robinson's Patent Barley
for Infants, Invalids and
Nursing Mothers.**

*Robinson's
Patent Barley*

used with fresh cow's milk,
is recommended by leading
physicians all over the world.

Sold by all Druggists and Grocers.

*Send for booklet "Advice to Mothers"
Free*

JAMES P. SMITH & CO.

Sole Agents

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

but we believe our surprise and chagrin were subordinated by a feeling closely akin to indignation.

We can apply the phrase "Labor ipse voluptas" to ourselves only with reservations. Labor is pleasure to us when we are permitted to glimpse the results of our labor. Therefore, we do not feel that we are to be condemned for feeling somewhat "peevish" upon the discovery of the fact that over half our labor in preparing last month's Muddle had been wasted. It may be that "Full many a flower is born to blush unseen and waste its sweetness on the desert air," but the staff of The Muddle is not of that variety. Blushes being exceedingly rare with us, we have no desire that one shall remain unseen, nor have we anything in common with unappreciative desert air. Rather than submit to having our "sweetness" wasted, we shall refuse to "bloom." One object we have in saying these things is to avoid any erroneous conclusions on the part of our contemporaries that we are incapable of getting out a full sized edition each and every month. Another is—well, the alphabetical arrangement for publication of the division correspondence is a bad handicap for The Muddle to overcome. It is unfortunate that Rock Island's initial letter is not "A"—which brings us back to the heading of this muddleditorial. Look it up.

Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.

PERSONALS.

The heading above is used advisedly in what we are about to say. However, we are quite sure that Miss Dempsey will be glad of this opportunity to let a waiting world know of the beautiful solitaire that quite recently appeared on the THIRD finger of her LEFT hand. "Omnia vincit amor."

Mr. Lucas paid the office a pleasant little call the other day. He, like almost every member of the office force has a bad cold.

Our old friend, Mr. Stillwell, has been neglecting us shamefully of late. We are wondering if he is still—(no, we are not even tempted to perpetrate the atrocious pun that is as ancient as his family name) we are wondering if he is still acting in his official capacity of safety supervisor of the first district.

Mr. McMurtre, chief clerk to the superintendent for the past three years or more, has been promoted to a position covering the Missouri Division, entailing supervision of all stations. He reports direct to Mr. Bunker.

Ed. Lundberg, who is well known to all of us, having served in various positions in the superintendent's office for the past nine or ten years, has been appointed to succeed Mr. McMurtre. We have no doubt but that Ed will make good and wish him every success.

Mr. Litten was absent from his trick for a few days recently on account of illness. We are glad to note that he is back again and apparently feeling as chipper as ever.

Ed. Warner attended the exposition at Frisco, returning some three weeks ago. We were not aware of this fact in time to chronicle it in last month's issue, but we trust Ed. will pardon the omission.

Every clerk in the freight office is suffering from a cold except Joe Sues. We heard Glen Reid make an impolite reference to "brains" and "colds" but we shall not repeat it in detail.

Fred Brennan has his chest so thickly covered with Denver mud and the attendant coverings that he looks like a physical culture expert.

Personally, we can think of any number of things we would rather have for Xmas than the cold we are at present afflicted with.

MAC'S MEDITATIONS.

Isn't it strange, the difference in the points of view of the man with a cold and one without? (You see, we can't get away from it.)

We read today that the Ford Peace Party is now in Norway. Will history record the fact a generation hence? One guess.

Now that Pres. Wilson and Mrs. Galt have been made one, we can resume our interrupted duties.

We have just made a discovery and that is that it is utterly impossible to meditate when

the ears are ringing, the eyes smarting and the nose giving an imitation of a defective water faucet. Also that it is long past time when we should have been soundly sleeping. Therefore we will leave the meditating to you, gentle reader.

GLOOM.

I don't care what happens to me now!

I don't believe I've got a friend on earth;

And you can take that just for what it's worth.

To unkind fate I'm compelled to bow,

But do not try to kid me with that old

Stuff about dark clouds being lined with gold.

Abas! With that stuff, man! I'VE GOT A COLD!



SILVIS NEWS.

Mr. G. W. Cuyler has been appointed assistant superintendent of Silvis shops, effective December 15, and he has congratulations from all over the system as well as locally.

Mr. Tom Maroney, formerly assistant roundhouse foreman at Rock Island, has been appointed roundhouse foreman at Silvis, succeeding G. W. Cuyler, promoted.

Rod and Link Foreman Fred Beckstrom has the sympathy of all who know him; his little boy fell at his home and broke his thigh December 18. We all wish him a speedy recovery.

A large number of the Silvis employes are spending the holidays making trips to their homes, some being far off.

The safety first committee met at Silvis shops December 16 and very interesting topics were discussed. A new committee for the year 1916 has been appointed as follows: Mr. Joe Andrews, M. Tunnell, Geo. Bell, C. O. Eckert, Wm. Santry, Geo. Woelber, H. H. Blanchard, Conrad Johnson, Tom Glynn, W. R. Williams, I. C. Bellis and F. Nelson, representing all crafts of the shops and we hope they will take as much interest in safety first as our 1915 committee did.

Buster Brown is able to be back again after a week's attack of tonsillitis.

Machinist Apprentices Leo Nicholson of Fairbury and H. C. Tufts of Eldon, Ia., have been transferred to Silvis shops to finish their time.

Mr. Fearhiele seems to have been taking the majority of the checker games in the assistant superintendent's office lately, and is ready to meet all comers with a reputation from Silvis shops. Now you have a chance to show him up, men.

Silvis shops are having some additional pits installed which will be a great benefit in handling power through shop.

To our friends we extend hearty greeting

This beautiful snow-white Christmas morn,
The day all the people rejoice,

The day that the Savior was born.

The day of the angels' glad singing,

The song we all love to sing still,

"Glory to God in the highest,

On earth peace to men of good will."

Peace 'mongst our shopmates and neighbors,

This song in our hearts will instill.

Merry Christmas to you and your loved ones;

We know you are men of good will.

Though our brethren across the broad waters
Are at war, and are battling still,

Lord grant the strife soon may be over

And all again become men of good will.

In their madness they fail to remember

Thy mandate, "Thou shalt not kill."

Forgive them, O God, in Thy mercy,

Grant them peace, O Lord, and good will.

Peace to the nations now fighting

May they have peace lasting until

The dawn of Eternity's morning.

"Peace on earth to men of good will."



Start the New Year right by sending for one of Hatfield's Parlor Baseball games. See ad on Page 35.

I Must Let You Do The Talking For Me

about

Hatfield's Parlor Base Ball

This is my "thank you" to readers of this Magazine everywhere. The letters you have written me make me feel that my hopes and your expectations are realized. If Hatfield's Parlor Base Ball deserves only one small part of the kind things you have said about it, I am pleased—just pleased, that's all I can say.

When I read such a letter as that of Jimmy Archer of the Chicago Cubs, who tells me the game has all the thrills of the great American Pastime—why pages of type become too weak to describe my feelings. These are my sentiments that the game will continue to be a real source of pleasure to all who play it.

I can add nothing to the above statement about the game. If you have not already sent for one I can say no more than **do it now** and you will find many a long night made short playing Hatfield's Parlor Base Ball.

50c Sent postpaid anywhere for 50c

We can use a few good agents. Write for our agency proposition—many railroad men are making good money selling our game during their spare time—the work is easy and pleasant. Write to us and let us tell you how—send 50c for sample game, anyhow.

THE HATFIELD CO. (Not Inc.)

Dept. R. 6401 Normal Blvd. CHICAGO

A Wickless, Oil-less, Odorless Railroad Lantern

Federal Electric Lantern Best by Test



Hundreds of Federal Electric Railroad Lanterns have been in use by railroad men in many branches of the service for over two years and have proven to be the most convenient and dependable of any lantern ever used.

It throws a clear bright light and can be seen distinctly for over a mile. Designed by a railroad trainman and meets all railroad requirements. Lights instantly by simply turning handle. Collapsible—fits easily into suit case or bag.

You will find its use a pleasure and convenience, and will be proud to own one.

Write today for our circular completely describing this Electric Lantern.

Federal Sign System (Electric), Desk 141, Chicago

Dealers and agents wanted everywhere.

LACLEDE HOTEL==ST. LOUIS, MO.

The Popular Heart of the and Return-Large



Dollar a Day Hotel in the Business District--Remodeled

ished. New Management

Elegant Rooms with Hot

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Telephones---

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ST. LOUIS DIVISION.

A joint meeting of section foremen from both ends of the division was held at Eldon Saturday, November 28, by Roadmasters V. B. Simpson and N. T. Blackwell. D. B. Lothian, Safety First supervisor, attended meeting and made a very interesting speech on Safety First matters. Mr. Moss, assistant engineer; Mr. Bruch, maintenance clerk; Mr. R. Lumpkin, personal record clerk, also made short talks on various subjects for benefit of the foremen in the handling of their work.

The second prevent claims meeting on the St. Louis Division will be held Sunday, December 19, at Eldon, Mo., by Superintendent H. E. Correll, chairman, and quite a large attendance is expected.

Brakeman C. M. Crane, better known to his fellow workmen as Merrill, and Miss Bernice Granstaff, daughter of Mr. Arthur Granstaff, president, and general manager of the Eldon Elevator Company, were married Tuesday, November 30, at the home of the groom's sister, Mr. and Mrs. Eph Gunn, at 1 o'clock, Rev. F. M. Stickney performing the ceremony in presence of a few immediate relatives. After a short honeymoon in Kansas City they returned to Eldon and will make their home here. Mr. Crane owns a six-room modern residence in Franklin addition in Eldon.

Virgil Weidner, three-year-old son of Dispatcher C. H. Weidner, is seriously ill at this writing with pneumonia.

It may be interesting to those who were acquainted with Mr. D. H. Hill, formerly secretary to Superintendents A. B. Ramadell and H. L. Reed, respectively, also secretary to Assistant General Manager G. W. Rourke, to learn that Dan has entered the holy bonds of matrimony, being united in wedlock Saturday, December 11, to Miss Isabel Stanley of Toledo, O., and will be at home to friends after January 1 at No. 27 Richardson apartments, Toledo. Dan is at present connected with a large construction company in that city.

Otto Bowden, night freight clerk at this point, is laying off at present on account of having his eyes treated by Company Physician A. E. Stierberger at Union, Mo., and his place is being filled by Oliver Foster, son of Brake-man John Foster.

Superintendent H. E. Correll, Engineers A. Kadderley and A. B. Stanley and Mr. M. L. Dean of the Alabama Charcoal Co., Kansas City, Mo., spent a few days hunting turkey in the vicinity of Argyle, Mo., during the latter part of November, but did not meet with very much success, the hunting not being what was anticipated.

Mr. W. M. Campbell, formerly through freight and extra passenger conductor on the St. Louis Division, was appointed general yardmaster at Carrie avenue, St. Louis, Mo., effective December 1, vice Mr. E. G. Neel, resigned. We all desire to congratulate Mr. Campbell and wish him the best of success in his new position.

Mr. G. Fitzgerald, traveling auditor, was in Eldon December 15 and 16 checking station accounts and made the office a visit.

Lineman Frank Thomas was presented with another lineman in the shape of a fine ten-pound baby boy recently and at the present time the last born, as Frank has three other children, is getting along O. K. and we all extend to Frank our hearty congratulations.

Mrs. J. W. Scott, wife of J. W. Scott, maternal man at this point, recently returned from California, where she spent several days visiting with friends.

Mr. C. O. Mennell, wife of Agent Mennell, and two children visited Mr. and Mrs. Harold Higby in Kansas.

Mrs. W. P. Shiffer, wife of Conductor W. P. Shiffer, and two children departed December 1 for Cleveland, O., to visit friends.

Engineer E. E. McMeans and Mrs. McMeans and mother returned December 1 from a visit with relatives and friends in Bloomington, Ill.

The writer would have been able to have written a few more items if our friend Miss Jack Good at Carrie avenue had come across with the goods, but she fell down and we are therefore compelled to cut it short. Maybe next time she will do better.

TOPEKA, KANSAS.

"As We Heard It," by LeRoy Lonergan.

Mr. E. L. Whitney, manager and wire chief of the telegraph office, has just returned from a business trip to Tucumcari, New Mexico, where he has been conferring with Mr. F. A. Seaport, superintendent telegraph of the E. P. & S. W. Ry., and Mr. O. D. Davis, manager of the El Paso office, in regard to matters pertaining to telegraph traffic between the E. P. & S. W. Ry. and the Rock Island.

Mr. Arthur Trobert, a former employe of the Rock Island, has accepted a position as assistant transportation clerk in the general manager's office. Notwithstanding the fact that Mr. Trobert has spent the past year or two with the Burlington at Alliance, Nebraska, he is a staunch booster for the Rock Island, and we are, indeed, glad to see him with the "home team" again. Get right in and ride, Art, plenty of room.

Mr. Cecil Dake, of the local freight office, who has been night expense clerk for the past several months, has been promoted to the car record desk, succeeding Mr. Bowlius, who has left the service. Mr. Dake is a very promising young railroader with ambition and opportunities above the average and it is gratifying to his many friends to see him travel the road to success. Aside from his daily duties on the car record desk he has another object in view which takes up a greater part of his leisure time, in fact, it requires from five to seven nights a week and generally all day Sunday. During the past few months we have seen a decided change in the young man which also adds to make the situation appear mysterious, and taking everything into consideration, to our regret, it has become a serious proposition. At first his attitude was unnoticed, it was considered a mere pipe dream, but now we must have an explanation, the mystery and suspense cannot be tolerated any longer. Will somebody please come to the rescue? Who is she? It's the same old story.

What has become of our old friend, Joe Fay? Have been expecting to see him "lite" around Topeka for some time, but nothing doing. Will somebody please start him this way?

Mr. Elmo Whitmore, former chief of the O. S. & D. bureau at Topeka, paid us a short visit a few days ago, just long enough to leave a friendly handshake and a good-bye. His many Topeka friends were all very glad to see him again, wearing the usual "smile that won't come off." Prior to the time the district organization for the handling of claims was discontinued Mr. Whitmore led the campaign against loss and damage-freight for the Second District and with his unusual ability along these lines he met with success and won many friends over the Second District. When the district organization was removed to Chicago, Mr. Whitmore was appointed chief of the O. S. & D. bureau in the office of the general superintendent of freight claims at Chicago. Sorry to see him leave the "old stamping" ground, but it is gratifying to see him climb to the top. Here's to you, Elmo.



"GOOD-BYE"—GOD BLESS YOU.

I love the words—perhaps because

When I was leaving mother,
Standing at last in solemn pause,

We looked at one another;

And I—I saw in mother's eyes
The love she could not tell me—

A love eternal as the skies,

Whatever fate befell me.

She put her arms about my neck,

And soothed the pain of leaving,

And, though her heart was like to break,

She spoke no word of grieving;

She let no tear bedim her eye,

For fear that might distress me;

But, kissing me, she said good-bye,

And asked our God to bless me.

—Eugene Field.

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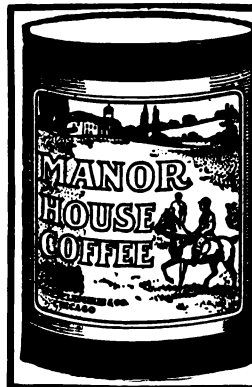
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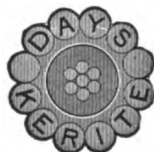
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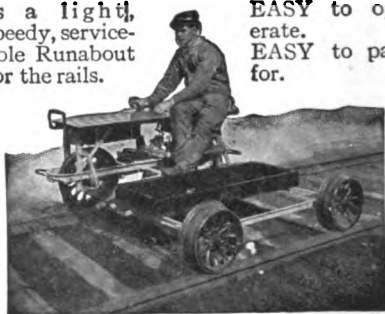
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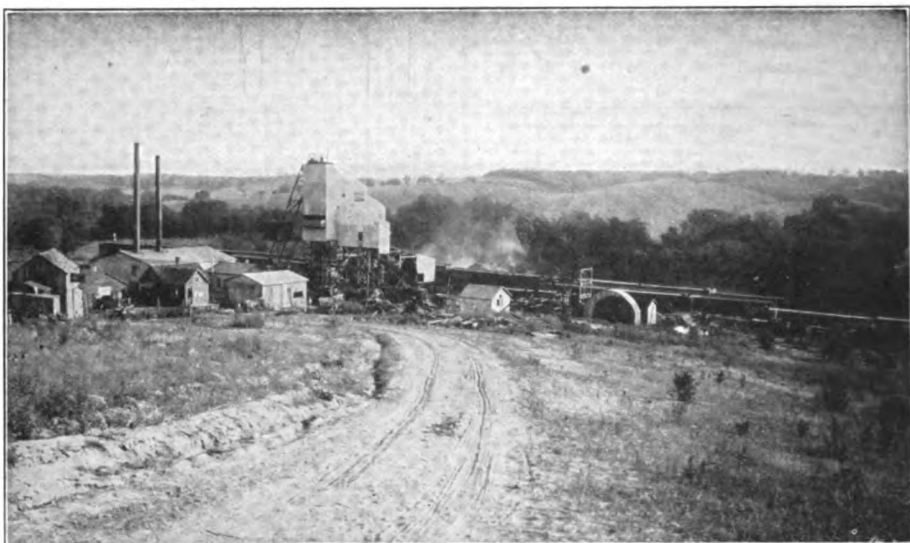
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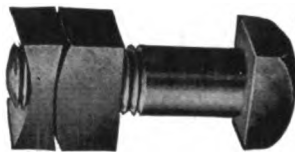
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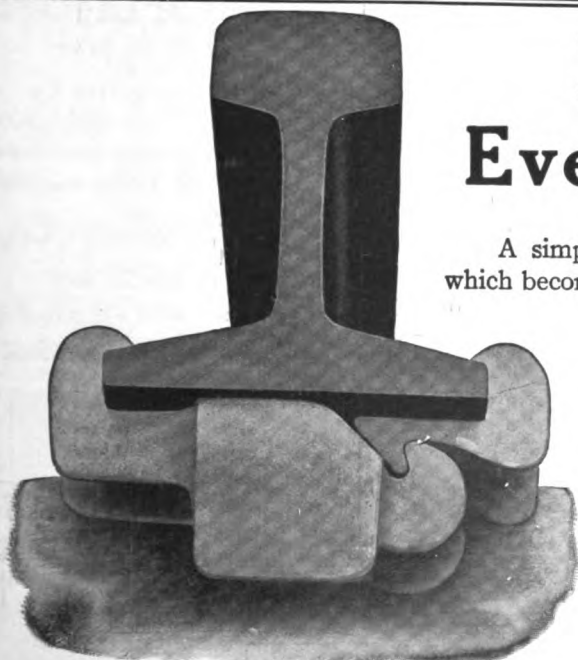
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Cash on hand	\$24,206.10	
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Total,		\$8,742,203.11
LIABILITIES		
Capital Stock		\$800,000.00
Surplus and Profits		282,357.34
Circulation		1,162,300.00
DEPOSITS:		
Bank	\$1,000,249.70	
Individual	4,745,885.34	
United States	118,310.71	6,537,545.75
Total,		\$8,742,203.11

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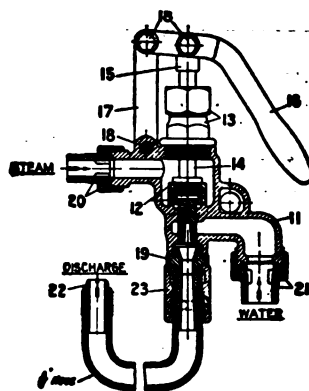
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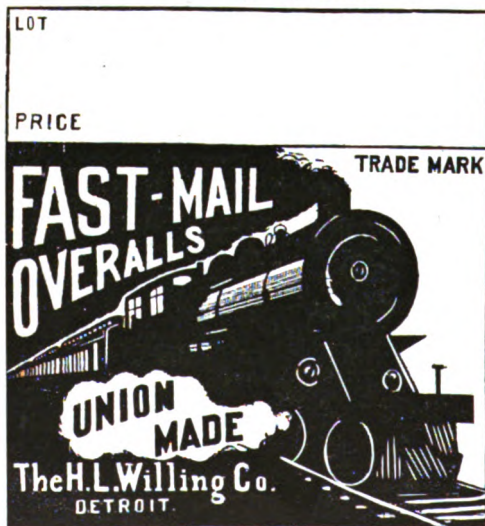
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