

ROCK ISLAND EMPLOYEES' MAGAZINE

NOVEMBER 1916



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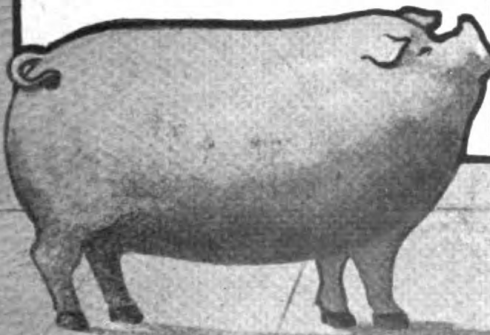
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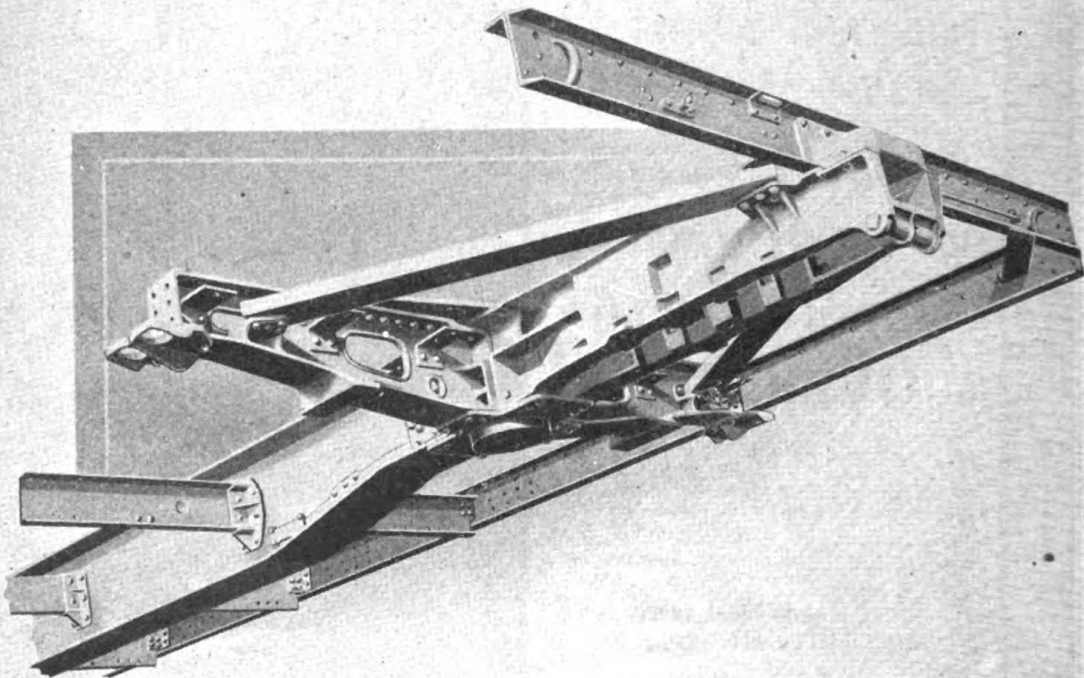
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DETROIT, MICHIGAN**

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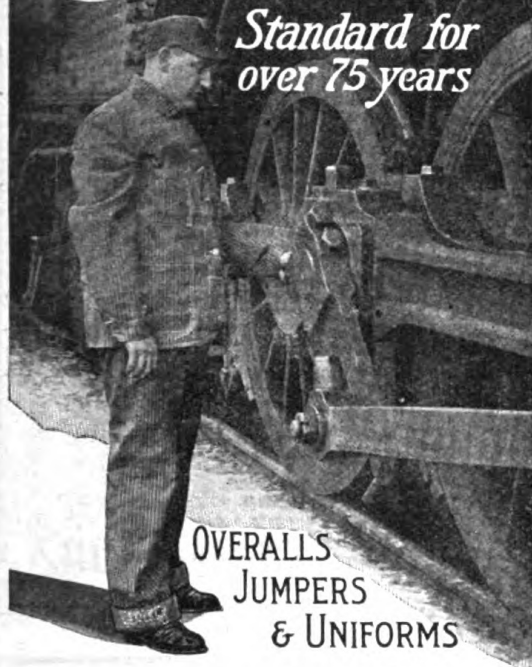
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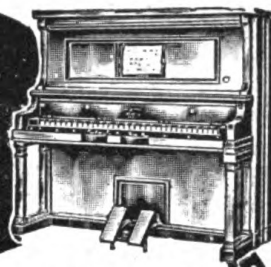
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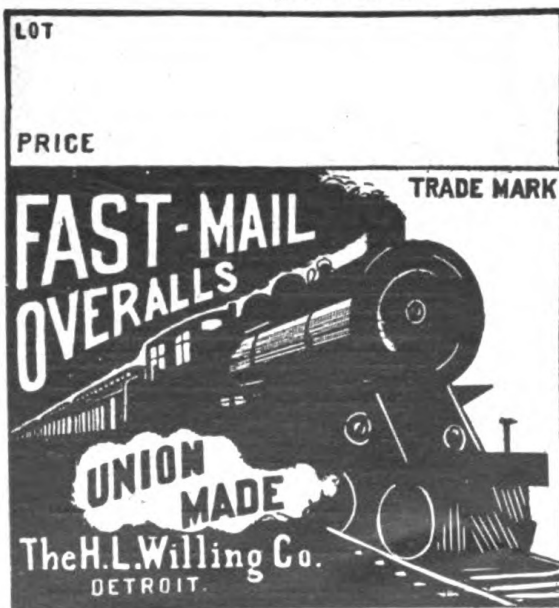
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Screw back will be sent unless pin back is specified.

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Side by side we'll work and strive,
God and Justice ever present,
We shall live and truly thrive.

Far behind us, those old masters,
Worshiping their gods of lust,
May, perchance, sometime awaken,
And forsake all but the Just.

Men are thinking, times are changing,
Present evils that beset
Presage action, and our freedom
Is assured, if we will let,

Wisdom, Truth and Understanding,
Guide our every act and thought
Then the good we've won by merit,
Prove the price we all have sought.

Brothers, Comrades—Truth is mighty,
Other weapons lack real force;
All together—pull—we're gaining,
God will guide our righteous course.
—Robert Morris Courtright.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. X.

NOVEMBER, 1916.

No. 5.

THE VISIBLE EXCITEMENT

By ERVIN C. SMITH

I had been abroad for six years, and it was on Hallowe'en, that I was giving a little dinner entertainment to celebrate my coming from the old country over to U. S. A. It was not what some thought it would be, as their were to be no card games, or puzzles of any kind, nor anything of a similar nature, as most of my friends were middle-aged or elderly people who would have found apple-bobbing and climbing up and down stairs backward rather trying to their dignity and avoirdupois. Among the friends that had accompanied me in this entertainment was Mary Vandersloot, a companion of my girlhood days. In her youth she had been sprightly and high-spirited, and extremely popular with everyone. When in Eurasia I heard of her marriage to the aged millionaire, Samuel Vandersloot, and had been very sorry indeed to learn that she had contracted such a mercenary alliance, which must have been against the dictates of her heart, since she had professed a strong affection for Edgar Rosecrane, a splendid young man, whom she had known almost since boyhood. She was now widowed, and I, having met her soon after my return to my native land, was grieved and surprised to note her pallor and her listless attitude. She had been changed almost beyond recognition. We had a great deal to talk about in those days, for she, having been

abroad, was much interested in hearing of my travels; and so, both for lack of opportunity and disinclination, I did not speak of her marriage to the aged millionaire nor of his demise two years later, for I knew that they were far from being pleasant subjects of conversation to the young widow. On Hallowe'en, however, as we were dressing for the dinner, she seemed even more melancholy than usual, and sighed frequently. Of what are you thinking about, Mary? I asked. Is there anything that I can do for you? She smiled wanely. Nothing, I was thinking of Hallowe'en six years ago, six years ago tonight. She paused a moment, then went on. I was thinking of Edgar; Hallowe'en always brings me memories of him. We were at a fancy-dress ball six years ago. I was a merry, giddy girl then, and with the others I tried all the love charms, at which time I had my fortune told; you know those Hallowe'ens of old! At midnight I went out to the old well, to see if its depths would reveal the face of my heart's mate. Edgar Rosecrane's reflection smiled up into my eyes, and turning, I saw him at my shoulder. It was then that he had told me for the first time that he loved me; there that his lips first touched mine. He asked me if I could love him well enough to wait for him, saying that he did not feel that he was yet financially able to con-

sider marriage, but he was rising in his profession; he was an architect, you know; and that in a year or two he was sure that he could ask the question that was now trembling on his lips. And I kissed him and promised. I wish I had been high principled enough to appreciate his high principles! His attitude toward me was the same as it had been previous to that night, and I know, now, why it was the same. We were not really engaged, and so he considered that he had no right to monopolize me and thus perhaps cause gossip. I began to think, after a time, that he had been simply amusing himself with me and, to make certain, I determined to arouse his jealousy, if I could. Mr. Vandersloot, the aged, wealthy invalid, came among us, and immediately began to pay me a great deal of attention. He was as unlikely a lover as any girl could possibly have, and so, in a mild way, I encouraged him. He made much of me, as if I had been a little girl; and Edgar at first looked on smilingly. But by and by, when Mr. Vandersloot grew more than paternal in his affection for me, Edgar became insanely jealous. I was satisfied now that he did care for me truly, and I began to realize that it was for my own sake, to avoid idle gossip, that he had been somewhat reserved with me, or at least had not placed our relations on a more intimate footing. If I had only stopped there, when I had satisfied myself that he was truly devoted to me. But you know how proud, how high-spirited I always was! So, when Edgar reproached me for encouraging Mr. Vandersloot, for flirting with him, as he put it, I said haughtily, "How do you know I am flirting? You must not judge other people's motives by your own." He became deathly white. Do you mean to say that you are really in earnest in receiving the adulation of this old man? he asked. It is not at all improbable, I replied. Mary, he exclaimed; you surely would not marry him. I made no reply, and he construed my silence as confirmation of his suspicion. I am sorry, he said. Of course I had no right to ask you to wait for me, I am only a poor architect, it was foolish of me to aspire so high. Forgive me. He turned away, and I let him go without a word of explanation. I told myself that since

he had considered himself at liberty to play the cavalier to other young women, surely he had no right to be angry because I accepted the escort and attentions of Mr. Vandersloot. It would be very foolish in me to admit that I had been in the wrong; after his anger had cooled he would be obliged to concede that he had been absurdly jealous; then he would come to me and ask my forgiveness, and I would explain that I did not care for Mr. Vandersloot as much as I had implied. But he did not come. Several days passed, and I heard and saw nothing of him. I telephoned to his club, and learned, to my amazement, that he had gone to Buffalo the day after we quarreled, and sailed a day or two later, with an exploring party, for the northern part of Africa. My pride was deeply wounded, and when Mr. Vandersloot asked me to honor him by becoming his wife it was pride that impelled me to say yes. And so we were married. While we were partaking of the wedding breakfast, less than an hour after the ceremony had taken place, Mr. Vandersloot was stricken with paralysis, from which he really never recovered, though he lingered for two years. Oh, those long years; I nursed him and cared for him tenderly, and I am glad he never suspected that I did not really love him. But I am miserable in the knowledge that I have wronged two good men; one by sending him away from me, though I loved him; the other by marrying him, though I did not love him. That is all. The past is past; it cannot be undone. But tonight, of all nights, memories come to me of Edgar Rosecrane whose lips first touched mine on Hallowe'en six years ago. He has never returned; somehow I feel that he never will return; and I must console myself with memories. Come! Let us go down. It is growing late, and the guests will soon arrive.

Mary and I retired almost as soon as the last of the company had departed, each of us going directly to our rooms. Mary's apartments were next to mine, and beneath the windows of both apartments, which were at the rear of the house, was an artificial lake, which glistened coldly in the light of the October moon. I sat at my dressing-table, brushing out the long coils of my hair,

when I heard Mary's voice calling to me in frightened tones. Springing up from my chair, I hastened to her sleeping chamber and found her gazing from the window, her face ghastly in its pallor and her fingers trembling as they gripped the sill. Look! she said. Down there in the water! Tell me, do you see it? What is it, Mary? I asked anxiously. Edgar; I see his face peering up at me, just as I saw it in the old well six years ago tonight. But he was at my shoulder then, and tonight he is in far off Africa. Tell me, do you see it? I looked where she pointed and uttered an exclamation of amazement. As clear as the reflection of the moon itself the face of Edgar Rosecrane looked up into my own. The eyes, dark and brilliant; the mouth, that I had known as a merry smiling mouth, now firm and grave; the expression weary, and yet in some peculiar way that I cannot explain, the face of one at rest. I was frightened, I admit; but I dared not let Mary know that I was frightened, for she had already thought more of Edgar Rosecrane than was good for her health. So I said, as lightly as I could, "There is a resemblance, my dear; but don't you see that the picture in the pool is caused by the little cloud overhead in conjunction with the branches of the lilac bushes at the edge of the lake? There—the cloud passes, the wind stirs the branches, the face is gone." She laughed nervously. How foolish of me, she exclaimed. Forgive me for troubling you. Do you feel nervous? I asked solicitously. If you like, you may sleep in my room tonight, or I shall stay with you. No, not at all, she replied. It was just a foolish idea of mine. I ought to be ashamed of myself, I'm quite all right, not a bit nervous. Good-night. Thus assured I left her, and returning to my own room soon retired. I do not know how long I slept, but it did not seem as though it was more than an hour when I was awakened by the feeling that there was someone or something in the room. I opened my eyes and felt for the electric switch. Turning it, I sat up in bed as the room was flooded with light, and saw there, standing at the foot of the bed, Edgar Rosecrane. Where is she? he asked in low but natural tones of voice. Where is Mary? I have come

back for her. "Edgar!" I exclaimed. We cannot postpone the hour. My hour came to me but a little while ago; hers approaches; it is almost here. She is mine, my bride, heart of my heart and soul of my soul; she never loved any other but me; and so I have come for her. It is a long way; long and lonely and dreary, and we will go together. I gazed at him, not in the least understanding what he said. Are you mad? I asked when he had finished speaking. But before he could answer the light went out. Whether I had accidentally turned the switch with my arm while listening to him I cannot say, but at any rate the room was in pitchy darkness. I was seized with a sudden unaccountable fright, a nervousness that made me tremble from head to foot, and though I reached for the switch my fingers fumbled blindly in the darkness and I could not find it. When at length I did find it and filled the room with light again Edgar Rosecrane was no longer there. He was not in the room, and when I rose from my bed to examine the door I found it was bolted from within, exactly as I had left it when I retired. I began to wonder if Edgar Rosecrane's appearance were not merely a trick of my imagination or a wild dream from which I had just awakened. Stealing quietly out of my room, I tiptoed to Mary's chamber and listened at the door until I heard her soft breathing. Satisfied that she was asleep and had not been in any way disturbed, I returned to my room and again drifted into slumber.

The sun was high when I again awoke, Hearing no sound in Mary's room, and being assured by my maid that she had not yet risen, I knocked at the door to rouse her. But there was no response, and when we forced the lock, as we were obliged to do, we found her dead, lying with hands gently folded and with an untroubled face as if asleep, but dead nevertheless, never to speak or smile again; never again to fret her weary soul with memories of Edgar Rosecrane.


It was some months later that we received a letter apprising us of the death of Edgar Rosecrane, in Africa, on the night of October 29th.

THE LOCAL FREIGHT AGENT

By FAIRFAX HARRISON

President Southern Railway, in Address before the American Association of Freight Agents
Copyright 1916—La Salle Extension University

The local agent is the man on the railroad with whom the public comes most in contact, and the opinion which his neighbors have of him is apt to become their opinion of the company. His realization of this will inspire him with a determination to maintain the good name both of himself and of his company. Uniform courtesy in dealing with the public should be the rule of every railroad officer and employe, but it is of supreme importance to the local agent, for discourteous treatment may lead a shipper to give his business to a competing line or to short-haul that of the man who has offended him, and it is well for the agent to remember that in reality, there is no such thing as a "non-competitive" railroad station. Though the business may have to start by his line, a disgruntled shipper may turn it over to another at the first junction point.



"There are three requisites for advancement in railroad service — loyalty, efficiency in your present job, and preparedness for larger responsibilities. Efficiency and preparedness for higher places go together."

There are many ways in which the local agent and the shipper may co-operate to their mutual advantage, and the most successful local agent will be one who strives unceasingly to bring about this co-operation and especially to secure the intelligent interest of

the shipper in the proper packing, marking and loading of his goods. You may make a lifelong friend for yourself and

for your company by explaining to a shipper just how certain goods may have been lost or damaged as a result of improper packing, marking, or loading. On the other hand, if goods have been lost, damaged, or delayed through the fault of the railroad, is it not better to go to the shipper and frankly tell him the whole truth, accept full blame, tell him just what happened, why it happened, what you are doing to prevent the same thing happening again, and show him what he may be able to do to help you? It is human to err, but the wise man profits by his errors and will not make the same mistake twice.

I yield to no one in appreciation of the difficulties of the agent's job. He probably comes into contact with as much meanness and petty dishonesty as any man in business, but when he is successful he probably earns as much esteem and good opinion and gets cordial co-operation from the great majority of business men who are honest and straightforward as does any public servant.

He must, however, be a versatile man. In addition to having the qualities which make for success in the management of a general merchandise store he must usually be a telegraph operator, a rough and ready lawyer, a first-aid surgeon, a substitute for a certified public accountant, a pretty good bank president, a political economist, a peacemaker, a captain of men in action, and an organizer of victory. He must interpret and do his best to enforce a multitude of detailed and often obscure regulations prescribed by law and by public regulating authority as well as those which originate at the railroad headquarters. He must have a patience and good humor which will qualify him for a robe and a harp and a seat in heaven alongside of Job himself, and, with all this, he must be a self-respecting citizen, a church member, and rear a family on a modest wage. It would seem that if every local agent qualified in all of these respects, the political parties would all go to your association to find candidates for presi-

dent of the United States. But seriously, your job is an important job on every railroad, and no self-respecting managing officer fails in respect and esteem for the successful agent.

The German army is the wonderful fighting machine that it has proved itself to be, not because the individual soldiers of whom it is composed are in any way superior in natural ability to an equal number of men of any other nationality. Its superiority is due to the fact that, from the time of Von Moltke to the present, there has always been at the head of the German general staff a man of the highest efficiency, who would be contented with nothing but superior service throughout the entire organization, from a general commanding an army to a private in the ranks. The same rule holds good in every human organization, including the local agency of a railroad. As the agent, so will his force be. If he is a man of efficiency himself, who will not be content with anything short of superior service from his entire organization down to the office boy and truckers, he will get that kind of service. There may be different ways of doing this in different parts of the country and in different railroad organizations, but I believe that the best way will uniformly be for the agent to be a leader of his men and not a driver. I know it is the best way on the Southern Railway, for the southern man is hard to drive; but there is nowhere that he will not follow a leader who has his full confidence and respect.

There are three requisites for advancement in railroad service—loyalty, efficiency in your present job, and preparedness for larger responsibilities. Efficiency and preparedness for higher place go together, for that man will be most efficient in his present job who is not content with mere mechanical performance of his duties, but who has an intelligent understanding of them in their relation to the service as a whole, and who has qualified to take over the duties and responsibilities of his immediate superior on a moment's notice. Applying this to the local agency, it follows not only that the agent should be a man measuring up to these requirements for advancement, but that he should

carry out the principle in the organization of his force.

I suggest that a young man who gives evidence of a desire and a determination to make the most of his opportunities should not always be passed over for one whose present qualifications may seem to be superior, but who would probably develop into nothing higher than the mechanical, clock-watching type of employe. Starting with the best material available, every man in the agency should, of course, be expected to perform his immediate duties efficiently, but in addition to this, he should be encouraged to familiarize himself with all the business of the agency, to qualify himself for any place in it, and to make suggestions for the improvement of the service. The right kind of an agent need not be afraid to have men under him qualified to take his place, for if he is the right kind of an agent no subordinate will be so well qualified for his place as he himself, and, if his subordinates are all qualified for promotion along the lines I have suggested, by efficiency in their present jobs combined with an intelligent understanding of their relation to the service as a whole, and with preparedness for larger responsibilities, the agent's mind will be relieved of details, he can be a constructive leader, and the work of his agency will be of such high grade that it cannot avoid attracting the attention of his superiors.



"AUTUMN."

BY D. M. L.

The autumn time again is here,
The days are bright and cool and clear;
All nature rests from summer's toil
And plowshares turn and rest the soil.

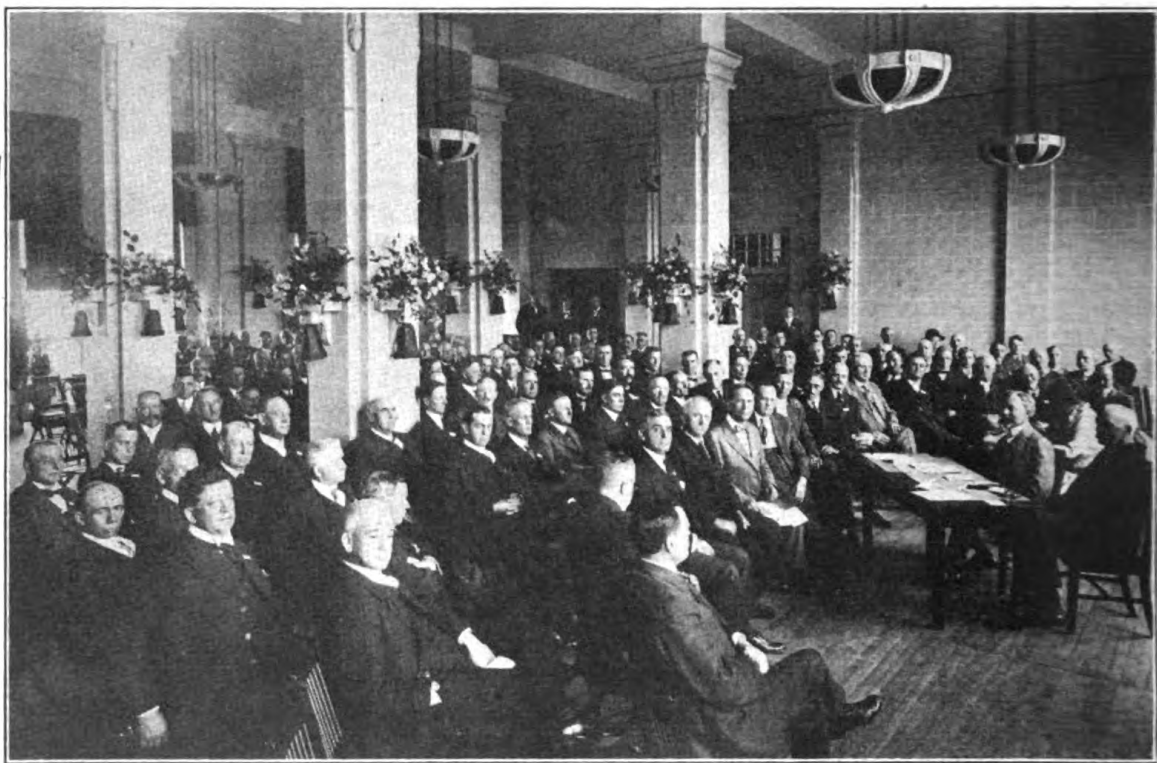
Barns burst with ripened fruits and
grains
To bless mankind throughout domains—
And those who wrought are now repaid,
Well satisfied with efforts made.

Well may our lives take heed the truth
That toil and effort spent in youth
Produce rich fruitage of years well spent,
Which brings us joy, peace and content.

ANNUAL MEETING SURGICAL ASSOCIATION

On September 26, 1916, the surgeons of the Rock Island staff gathered at St. Paul for their fourteenth annual meeting. Previous meetings having been held at the eastern, western and southern extremities of the Rock Island Lines, but this year for the first time we went to the northern end. This meant a long journey for our surgeons from the distant states like Arkansas and Oklahoma, but in spite of having to travel more

tures with lantern slide exhibitions, one being given by Doctor T. B. Bradford, our Sanitarian in Arkansas, and the other by Doctor A. R. Colvin, our surgeon at St. Paul. The afternoon was spent in the Institute of Public Health and Pathology which is in charge of Doctor H. M. Bracken, who acts as consulting sanitarian for our company. Our visit to this institution was most instructive and valuable. It would be hard to find a de-



Surgeons in Session at St. Paul.

than 1,000 miles there was a good representation from these states. We also had a representative from New Mexico. All together there were 172 registered, which is a very creditable showing when it is considered that each one of these doctors had to leave his practice in order to attend the meeting. Such a large attendance was certainly evidence of the loyalty of our surgeons to the company.

The first day of the meeting was spent in the reading and discussion of papers, while the second day varied from our ordinary program. In the morning two separate meetings were held, one consisting of a clinic at the University Hospital and the other consisting of two lec-

partment in any business managed with a better system and getting better results than this laboratory under Doctor Bracken's care. It is gratifying to know that this laboratory makes examinations of all water furnished passengers on our trains in the state of Minnesota.

Our surgeons attended strictly to the business of the meeting, but the evening of the first day was taken up by the one social event of the meeting, our annual dinner which we had at the St. Paul Hotel. In addition to talks from a number of the members of our staff the surgeons were addressed at the dinner by Mr. E. S. Stringer, our attorney for Minnesota and South Dakota.

IDLE CARS AGGRAVATE THE SHORTAGE

(Extracts from an Article in October Issue of Universal Dealer, Universal Portland Cement Co.)

(Copyright 1916—Universal Portland Cement Co.)

(Editor's Note)—This article is reprinted in our magazine with the hope that it will be read by Superintendents, Trainmasters, Yardmasters, Commercial Representatives, Agents, and all others interested so that they might spread the gospel among the shippers. The car shortage is growing worse and it constitutes one of the biggest current problems.

Idleness is the besetting sin of freight cars. During rush seasons, when every car should do maximum duty, there often are unnecessarily long waits at the yards of shippers and receivers. Car shortage is partly the result of these delays.

The car shortage retards business. It injures consignees and shippers alike, and for that reason they should co-operate to improve the situation. Close observance of a few simple rules by each receiver and each shipper will minimize the damage.

SUM OF SMALL DELAYS RESULTS IN LARGE TOTAL.

Those who load and unload cars may not realize that it is the sum total of small individual delays which makes or aggravates a car shortage. Each firm suffers from the combined negligence of all other firms. If each of 10,000 consignees cuts off one day in time of unloading, shippers in general would receive 10,000 additional days of car service. The loss of one car for one day amounts to little, but in the aggregate, it means much.

This is a time when each must consider the welfare of others. Each dealer knows only of the delay he causes, and a one-day delay to one car is so slight that he naturally feels that others must be more guilty than he. If each felt personal responsibility, the situation would be greatly relieved.

UTILITIES COMMISSION CITES FLAGRANT EXAMPLE.

The State Public Utilities Commission of Illinois issued a general circular on September 1, urging prompt unloading and equally prompt loading to *full visible capacity*. The circular cites a

case where 155 cars were used to load a certain quantity of grain which could have been loaded in 110 cars. This resulted in a loss to other shippers of 45 cars during the period of transit.

At this season, when there are not enough cars to go around, even if every car gave maximum service, the need for economy is evident. The waste time of cars is often greater than their time in transit. A few typical cases of cars that might have been more active if someone had realized the true situation follow:

DELAYS WHICH CONSIGNEES CAN AVOID.

1. A dealer allowed a car to lie on his track for three days before starting to unload it. On the fourth day he released the car with a demurrage charge of \$2.00. There was space in the warehouse. Common labor was not scarce. The regular gang would not have been idle later if additional men had been hired to unload the car. The dealer lost \$2.00. The railroad lost the difference between \$2.00 and what the freight car might have earned in additional service for two days. Shippers in general lost two days of car service.

2. Another dealer received a large car of cement. Labor was to be had but instead of hiring extra men, the dealer used part of his regular force for a few hours each day. Three days elapsed. With extra labor, one day would have been sufficient. The demurrage charge of \$1.00 would have been saved. Two days of car service would have been given to some other shipper who was forced to wait.

3. Another dealer took five days to unload a car. It should have been done in one day. When the car arrived, the unloading gang was busy on two other cars and the dealer decided that he would pay demurrage and unload the cement direct into wagons for current orders. He paid demurrage. The demurrage was greater than the saving in cost of handling. Active work by two extra laborers would have given four day's use of a car to some other shipper.

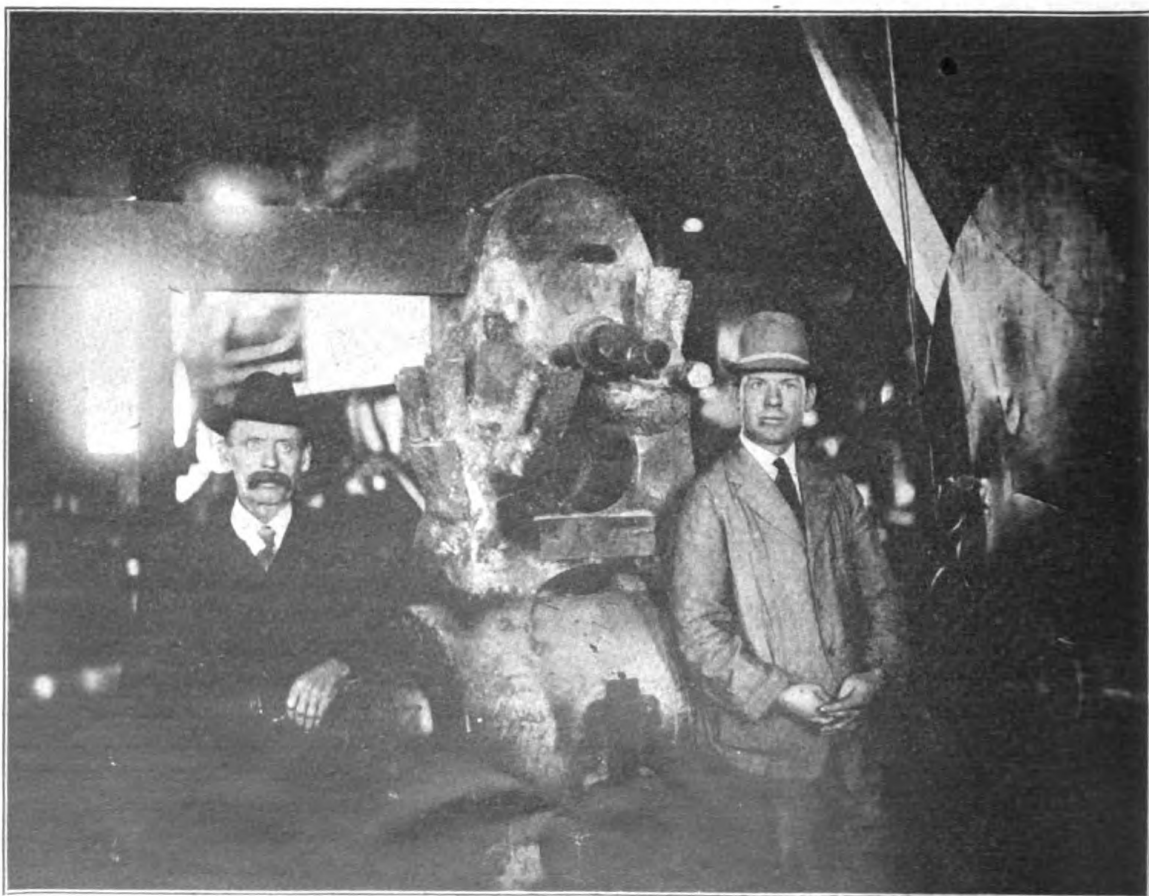
A SPECIAL APPEAL TO ENGINEMEN AND FIREMEN]

The approaching cold weather will necessarily increase fuel consumption and call for additional efforts on the part of engine crews to keep trains running on time and maintain the standard of efficiency and performance which has been so thoroughly established on Rock Island Lines.

Every effort will be made to maintain the best preparation of fuel delivered to our tanks, but there is one feature in which the engine crews can materially aid, and that is, better fire-box efficiency. This can be effected by reducing to the shortest possible time the period during which fire doors are open and have the door actually closed between each shovelful of coal for no less than three seconds.

The fire-box is very much like the human system—if you “bolt” a meal hurriedly, it does you comparatively little good and generally damages your physical well-being considerably. A fire-box cannot digest its fuel unless it is given time to get oxygen through the fire bed below. As fire door attachments are made to close the doors completely and not merely to fan air, firemen should practice (and engineers should aid them by instruction) how to open the fire door in the shortest possible time before the coal enters the fire door opening and have it closed in the shortest possible time after the shovel has been withdrawn. This method will result in fuel efficiency, reduce the Company's coal bill, as well as cost of fire-box and flue repairs, and at the same time greatly reduce the manual labor of the firemen. It is a question of applying scientific principles to promote efficiency and reduce hard labor.

CARL SCHOLZ, Manager, Mining and Fuel Department.



Cast Iron Thermit Weld recently made on wheel press at Trenton by Blacksmith Foreman M. J. McAuliffe. This was a very delicate job, and like many others he has undertaken, it was successful.

Blacksmith Foreman M. J. McAuliffe at right—General Foreman J. J. Fitzgerald at left.



Vice-President and General Superintendent, C. R. I. & G. Ry., Ft. Worth, and Office Force.

Front row, left to right, sitting—Mrs. A. G. Wilson, Miss Carrie Norris, J. L. Corbitt, Chief Clerk to Vice-Pres. and G. S.; A. B. Warner, V. P. and G. S.; E. K. Norris, Asst. Chief Clerk; Jas. Short, Chief Dispatcher; R. C. Elmore.

Standing—T. R. High, Jr., Cecil Ashley, R. E. Brandt, Dispatcher; C. L. McLendon, A. J. Messersmith, Frank Kahl, J. G. Massey, C. D. Grimes, C. P. Varney, J. F. Torbrun, F. E. Messersmith, J. T. McKenna, C. F. Spencer.



Master Mechanic, General Foreman and Clerks, Chickasha, Okla.

Bottom row, left to right—W. T. Burke, Div. Storekeeper; W. W. Beavers, Chief Clerk to M. M.; Geo. M. Stone, Master Mechanic; A. Hamilton, General Foreman; W. J. Logsdon, Car Foreman.

Second row—V. E. Tyrrell, Esther Lynch, Mabel Burke, Jessie Ruyle, Kate Burke, J. N. Bradley.

Third row—A. M. Jennings, Clifford Huntley, John H. Lynch, Road Master; Walter Halsey, Oscar Ferguson.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

"AND FORGET NOT ALL HIS BENEFITS."

To you, employes of the Rock Island Lines, and readers of this article, having for its object the awakening of serious thoughts in the minds of men, railroad men at this time in particular, the admonition quoted herewith from the One Hundred Third Psalm is offered, and your serious consideration invited to the words as well as to the message these words convey. It is said that the Psalmist was alone when he wrote these words, that his thoughts were therefore centered upon one great object, only ONE, and that One was the Creator of the world, the Maker of man and the Ruler of the Universe, hence the depths of gratitude and appreciation that must have possessed him to have brought forth such utterances.

It is not the intention of the writer to become, nor does he aspire to become recognized authority for the origin of such utterances, neither is it his intention to enter the Realm or the Precincts of the Clergy, but it IS his EARNEST DESIRE to do something, if it be within his power, to impress upon the minds of his fellow employes, upon the minds of those who are numbered in the same Railroad Family as he, that WE, YOU and I have been endowed with especial BENEFITS and that these BENEFITS came from no other source than from that ONE to whom the Psalmist directed his thoughts that ONE who alone is Omnipotent, Omniscient and Omnipresent, and coming from such high and noble source, should impress upon us the grave necessity for properly and earnestly appreciating such BENEFITS, and a forthcoming resolution not to sacrifice ONE of such BENEFITS to the ruthless hands of Carelessness and the attendant discomfort and misery to ourselves and our homes. But, what do we mean by such BENEFITS? Let us consider the answer to this question together:

Man, created in the image of his Maker, was endowed with certain high and beneficial faculties, not apparent in the animal. Man, by his Creator was placed "Over" all other creatures, given a mind, the power to think, to conceive, to plan and to execute, and through these "Benefits" he has

risen higher and higher in the world's development until today, man's achievements startle, as it were, his fellow man. All these accomplishments and results are made possible, only because certain BENEFITS were allowed us, these to be used by us to advantage, in many instances, improperly and unadvantageously used in others.

The mind, the eye, the ear, the tongue, the hands, the feet, in fact, entire body if it please you, are among the benefits the Psalmist had in mind when he wrote those admonitory words "And forget not all His benefits" and it is these "Benefits" that claim the attention of the writer. Conscious of these especially endowed BENEFITS, are we guarding them lest some evil overtake them and deprive us of such priceless gifts? Are WE, are YOU, am I taking the same care of these BENEFITS that we take of worldly acquired possessions?

Observance of the actions of some of our fellow men and co-laborers at times, lead us to believe that the gifts and benefits with which the Almighty so graciously endowed us, are not appreciated, not even regarded as other than ordinary happenings or as something that we have a right to claim and expect. It is an undisputed fact that man, that highly favored and intellectual being, takes chances of losing some of the "Benefits" with which he has been blessed, without ever a thought of what he would do if one were LOST. In the animal, instinct teaches that care of self be taken, in MAN, failure to THINK converts him into a "Chance Taker," sometimes with his mind through the use of alcohol, at other times with his legs, arms, hands, feet or body, only trying to WIN, never stopping to "Think" what he would do if he lost.

Isn't it time that we, a nation of educated people, given the power to "Think," awaken to the duty that confronts us of taking care of the "Benefits" that are ours, and not sacrifice them and weaken ourselves, and lessen the home comforts of our Wives and Children? Isn't it time that we take counsel with OURSELVES and resolve to "Think" right, and to act in accordance with such thoughts? If we "Think" properly, we will act properly, if we think SAFETY, we will act SAFETY. Let us

all resolve to THINK and to act SAFELY,
"And Forget Not All His Benefits."



From La Salle Station to Tokio.

Imperial Government Railways of Japan.
Tokio, Aug. 23, 1916.

L. F. Shedd, Esq.,

General Safety Supervisor, Rock Island
Lines, La Salle Street Station, Chicago.

Dear Sir: I beg to acknowledge receipt of your kind favor July 31st; also a package of literature you have issued relating to the Safety First movement and to express appreciation of your courteous and prompt attention to our request as well as for the valuable donations to this Library.

Thanking you again for your kindness,

Yours most truly,

(Signed) S. VAKAMARA,
Librarian, President's Secretariat.



NATURAL GAS AT EL RENO.

October 3rd, 1916, was quite a memorable day for El Reno, when a big step toward reducing the cost of living took place.

The El Reno Gas & Electric Co. on this day discontinued their artificial gas plant and turned on the unlimited flow of natural gas from the oil fields of Oklahoma. Natural gas is a convenience El Reno has been anticipating for years. This anticipation was realized when the El Reno Gas & Electric Co., which is under the management of H. M. Byllesby & Co., General Managers, turned on the great rush of gas. A celebration quite befitting the occasion took place, a stand-pipe was erected and on the evening of the 3rd, Mr. F. H. Filman, local manager for H. M. Byllesby & Co., put a match to it, causing a flame to shoot 150 feet high, which was seen for miles and miles around. It is needless to say that natural gas means an enormous saving to our many employes in El Reno, and it also means a clean city. Reducing the price from \$1.50 per thousand feet to \$0.36 per thousand feet means more light and heat at less cost than formerly.



THE DOG WAS PEEVISH.

A Dutchman, returning from a hunting expedition, was met by a friend, who, noting the flatness of his game-bag, said tauntingly:

"Well, I see you've been hunting."

The luckless hunter nodded.

"Did you shoot anything?" persisted the friend.

"Vell," was the reply, "I shot my dawg."

"Shot you dog?" asked the friend in amazement. "Was he mad?"

"Vell, he vasn't so tam pleased," retorted the Dutchman.—Everybody's.

DON'T PIDDLE AROUND—ALWAYS BE ON THE JOB.

By Tom Blalock, Section Foreman, Sec. 250,
Addington, Okla.

Make your movements count for something—do not be a drag.

The slow-moving person who makes every moment count, accomplishes more than the fast-moving one who does not "use his head to save his heels," or his hands.

However, if the slow-mover is lazy, or does not use his head to advantages, he becomes the most useless thing on earth—his room is worth more than his company in more than one way.

Try to combine speed with good judgment and good plans. When you can work this combination you have reached a position where your usefulness and worth will command what they are worth.

Be dependable.

When you can remember instructions exactly and carry them out to the letter, you are in line for promotion.

Your superior has many more things to think of than you have. Your value lies in the relief you can give him from some of his duties.

If he has to think for you and attend to his own work, your time is short on your job, at least you cannot advance—deliver the goods.



FIRST AID CLASS, VALLEY JUNCTION, IOWA.

A First Aid Class has been organized by men of the different crafts, under the instruction of Mr. Davison, who holds diplomas from the English and American governments. Mr. Davison gives a series of ten lectures and the class will then try for the American Red Cross diplomas for first aid work. Mr. Davison is very well acquainted with this work and expects to organize more classes in the future. This is the first class of this kind that has been assembled on the Rock Island and the way the men are taking hold of it, using their own time from seven-thirty to ten or ten-thirty, twice a week, shows that it is interesting to all, and will be a great aid to the company.

The first lecture was given Monday evening, Sept. 11, and they will be continued with two each week until the course is finished. Twenty-five members are enrolled to date, composed of five machinists, one electrician, one clerk, one tool room opr., one boiler insp., two boilermakers, one car cleaner, one drill press opr., two mach. helpers, six mach. apprentices, one boiler-maker appr., one mill opr., Instructor Davison, one steam pipe fitter helper, and several more are expected to join at the next meeting. A committee of four was appointed to carry on the business of the class. Dr. Plummer, chief surgeon for the company, is behind the movement and all supplies, instruction books, etc., are furnished free by the company.

FROM THE ANNUAL REPORT

The thirty-sixth annual report of the Chicago, Rock Island & Pacific Ry. Co. was issued by Receiver Jacob M. Dickinson on October 25, 1916.

The following taken therefrom will be of interest to all Rock Island Lines' employees.

REVENUES AND EXPENSES.

Operating Revenue	\$75,346,967	Increase	\$4,399,077 or 6.2%
Operating Expenses	54,543,133	Increase	1,021,518 or 1.9%
Net Operating Revenue	20,803,834	Increase	3,377,559 or 19.4%
Balance of Income after all charges	2,957,281	Increase	3,691,958 or 81% of increase in Operating Revenue.
Percent of Income (before deducting interest on funded debt) on Actual Investment	4.32%		

PROPERTY INVESTMENT AND RETURN THEREON.

The following table sets forth for each year from the fiscal year ended June 30, 1906, to June 30, 1916, the property investment and the rate of return thereon:

Fiscal year ended June 30.	Property Investment.	Income Applicable to Interest on funded debt, dividends, additions and betterments and strengthening of credit.	Per cent Income of Property Investment.
1906	\$257,071,783	\$14,530,815	5.65
1907	271,404,068	17,013,574	6.27
1908	278,069,177	13,059,781	4.70
1909	279,189,930	14,925,958	5.35
1910	297,223,044	13,715,984	4.61
1911	301,641,792	15,163,428	5.03
1912	305,155,442	14,325,686	4.69
1913	316,296,227	15,120,323	4.78
1914	338,170,516	12,032,491	3.56
1915	340,778,858	11,170,579	3.28
1916	345,873,972	14,933,268	4.32
Average per year	\$302,806,801	\$14,181,080	4.68

The Property Investment and Income include investments in securities of other companies, etc., but are exclusive of securities of the Company's own issue held in the treasury.

During the ten years ended June 30, 1916, the property investment increased approximately \$90,000,000, with practically no increase in the net income applicable to a return on the investment.

The Chicago, Rock Island and Pacific Railway Stockholders' Protective Committee and The Chicago, Rock Island and Pacific Railway Company Twenty-Year Debenture Committee in May, 1915, contracted with Mr. J. W. Kendrick, an eminent railroad expert, for an examination and report upon the Rock Island properties.

With the assent of said committees and the approval of the Amster Committee the Receiver, by authority of the Court, took over the employment of Mr. Kendrick, making him his own representative.

Mr. Kendrick and his staff of specialists spent some four months in an examination of the Rock Island properties and a study of its problems. The conclusions were embodied in a report of nearly 700 printed pages, submitted to the Receiver on November 1, 1915. This report is a comprehensive, exhaustive and able analysis of the Rock Island system and embodies very valuable information and recommendations. It has been most helpful to the Receiver and the officers and officials under him, and has exerted an enlightening and stimulating effect over the entire system.

The Receiver referred the Kendrick report to a Committee of Rock Island officials consisting of:

A. C. Ridgway, Chief Operating Officer.	F. Nay, Comptroller.
M. L. Bell, General Solicitor.	F. D. Reed, General Purchasing Agent.
S. H. Johnson, Freight Traffic Manager.	H. M. Sloan, Assistant to Receiver.

and directed them to consider and report upon every recommendation made by Mr. Kendrick which could wholly or partially be made effective with the funds probably at the disposal of the Receiver and also to make any other recommendations in the line of efficiency and economy which might occur to them.

This Committee for a long period met daily when other duties permitted, devoted much time to the consideration of the work committed to it, and embodied its conclusions and recommendations in 26 separate reports made from time to time.

With the approval of the Court the Receiver, from April 1, 1916, to July 31, 1916, employed Major Charles Hine, a well known railway expert, to review the Kendrick report in connection with the corresponding committee reports of Rock Island officials. In addition to reviewing reports and formulating conclusions, Major Hine, during the four months of his employment as special representative of the Receiver, visited every division and important point on the system and mingled with officials and employes of all grades. He has made valuable and helpful recommendations, a number of which have been adopted. He reports a gratifying condition of loyalty and zeal among the officials and employes.

The Receiver has thus supplemented by expert advice and opinion the experience and first-hand knowledge of the property possessed by its officials and employes.

While the Receiver, in the light of the information thus obtained, and that of his personal study, has not adopted in toto the recommendations either of Mr. Kendrick or of Major Hine in respect to those expenditures and economies which could be undertaken by the Receiver within the time and with the means at his disposal, he has done so to a very large extent, and with gratifying results. The reports of Mr. Kendrick, the Committee of Rock Island Officials and Major Hine, will be of very great value to those who will reorganize and take over the Rock Island properties.

OPERATING STATISTICS AND SAVINGS.

Operating Ratio	72.39	Decrease	3.05 or 4.0%
Transportation Ratio	36.13	Decrease	3.53 or 8.8%

Freight train mileage increased 80,017 or 0.49% to earn \$3,345,264 or 7.03% increased revenue.

Passenger train mileage decreased 607,137 miles as compared with an increase of \$860,173 or 4% in passenger, mail and express earnings.

Average revenue tons per train 344—increase 23, or 7.2%.

Saving of \$733,852 in fuel bill for year.

Reduction of \$403,025, or 31.3%, in Loss & Damage Freight payments.

Reduction of \$83,740, or 38.15%, in payments for stock killed and injured on right of way.

Reduction of \$981,322, or 78.10%, in hire of freight car debit balance.

Reduction of \$131,579, or 7.01%, in Traffic Expenses as compared with increase of \$4,399,077, or 6.20% in Operating Revenue.

Reduction of \$44,727, or 88%, in New York office expense.

Saving of \$75,000 by consolidation of Operating Districts.

As a result of the foregoing and other economies instituted during the fiscal year, the income account of the Receiver shows an increase of \$4,399,077.17, or 6.20 per cent in operating revenues, against which there was a reduction of \$914,684.14, or 3.25 per cent in transportation expenses, resulting in a decrease in ratio of transportation expenses to total operating revenue from 39.66 during the preceding fiscal year to 36.13 during the fiscal year ended June 30, 1916, a reduction of 3.53 points, which is equivalent to 8.8 per cent.

Of the total increase of \$4,399,077.17 in Operating Revenues, \$3,691,958.00 was saved in the Balance of Income notwithstanding an increase of \$1,889,690.36 in the amount expended in Maintenance of Way and Structures and Maintenance of Equipment.

The Receiver heartily commends the loyal and able services of the officials and employes under him. So far from a receivership making them lax and perfunctory in the discharge of their duties it has stimulated them to greater zeal. A sense of trusteeship has made them co-operate toward rehabilitating the properties and restoring their management to their owners. In going over the properties and coming in contact with the patrons, chambers of commerce and public officials, the Receiver has found a manifestation of deep interest and friendship for the Rock Island Lines and a friendly disposition for and confidence in its local representatives. While the gratifying showing made during the fiscal years was mainly attributable to the general prosperity and increase of the business of the country, it is manifest that it required constant vigilance, loyalty, activity and satisfactory service to secure a proper participation in that increase, and very high efficiency in all departments to realize therefrom the net results obtained.

CARD SYSTEM IN TICKET OFFICES

By J. S. STREEPER
Ticket Agent, Rock Island, Illinois

After trying out the card system since July, 1913, I find it applies to every requirement in the ticket office, especially when doing a large business. I have 125 ticket stubs in use for card tickets and in place of anything better got a cigar box and some blank cards 4x6 in., which I ruled as follows:

At the end of the month put the closing numbers down off the ticket case

the Simplex stubs and the said card which will have the destination, highest number on hand, commencing and closing number, rate and number sold, in fact everything required for the report.

I also have the same arrangement in regard to the Simplex form, that is commencing and closing number, etc., but of course cannot use for destination as the stub will show that. The cards will

CHICAGO				
9999				* 3.62
723				
1 9276				
919				
2 9080				

which will be used for closing numbers on report and the closing number from previous month being the commencing number for the current month, the difference being in numbers sold during the month. On the card I mark the highest number on hand in colored ink and after making up report go over the cards making a notation of the difference between the closing number and the highest number, which gives the number of tickets in stock. Also at one side a small figure indicates the month.

In making up the monthly report I sort in the Simplex tickets in regular order with the above cards after which you can start in writing up report, using

also be advantageous in keeping up the stock and in making requisition for tickets.

After getting the above system in running order it will make a big saving in time over the book way and as time is money the company will be the gainer thereby.

✱ ✱

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.

COAL CONSUMPTION FOR AUGUST 1916

Statement showing comparative consumption of coal in pounds per 1,000 gross ton miles in freight service.

Rank.		Division.	Pounds Coal per 1,000 gross ton miles.	
Aug.	July.		Aug.	July.
1	3	Illinois	154	165
2	1	Indian Territory.....	160	155
3	11	Kansas	179	220
4	2	Oklahoma	186	156
5	5	Pan Handle	190	184
6	10	El Paso	190	219
7	7	Colorado	193	199
8	8	Iowa	194	200
9	9	St. Louis	195	204
10	4	Louisiana	198	172
11	6	Arkansas	198	187
12	16	Amarillo	206	244
13	12	Minnesota	230	223
14	13	Nebraska	234	227
15	14	Southern	248	235
16	15	Missouri	248	242
17	17	Cedar Rapids.....	305	287
18	19	Dakota	336	335
19	18	Des Moines Valley.....	393	301
		System average pounds.....	202	207

In order to show employes of each division their standing with reference to fuel consumption, this bulletin is posted in all round-houses. It is urged that each engine crew carefully note the standing of its respective division and try by collective effort to reach a higher rank.

WHERE WILL YOUR DIVISION STAND NEXT MONTH?

Address comments or suggestions to Carl Scholz, Manager, Chicago, Ill.



New Union Terminal Station, Dallas, Texas.

MERITORIOUS SERVICE.

Mr. Ray Bentley, brakeman, Arkansas division, volunteered to fire an engine when regular fireman took sick while train was en route Sept. 1.

Messrs. Fred Atkinson, brakeman; L. A. Crowsover, brakeman; J. C. Jamison, brakeman; Weslie Woods, fireman; J. T. Wilson, conductor; Grover Pierce, conductor; Will Browning, train porter, all Arkansas Division, were each given five merit marks for getting stock off right-of-way night of June 24. One of the horses was caught in a trestle.

Messrs. S. E. Barnett, engineer; N. D. Myers, fireman; R. H. Crowder, brakeman, and J. M. Smith, brakeman, have each been highly recommended for interest displayed when they removed coal off of Engine 1821 at Rustin in order that Train No. 94 of August 28 could make El Dorado.

Mr. Fred Davis and Mr. W. E. Rochambeau, switchmen of Trenton, Mo., have been commended for offering their services as brakeman on St. Joe to Morton merchandise train.

Mr. F. J. Lynott, brakeman, Cedar Rapids, Ia., has been credited with ten merit marks for diving into the Wapsie River near Independence, Sept. 25, to locate hand car, which had been stolen from section foreman's tool house at Hazelton, and attaching hook from hand derrick so that hand car could be recovered.

Mr. N. P. Jenkins, brakeman, Des Moines Valley Division, has been commended for voluntarily firing engine from Allerton to Valley Junction on Aug. 5 when fireman was taken suddenly ill.

Mr. T. J. Crane, conductor, and Mr. C. A. Brown, brakeman, have each been commended for voluntarily firing engine from Beech to Valley Junction, on Sept. 27, when Fireman P. Conway was injured while shaking grates on Engine 1616.

Mr. W. Q. Cannon, conductor, El Reno, on Sept. 9, while at Kremlin in charge of train, noticed a brake beam down on C-170109, train 96. He had train stopped and had same fixed, which probably averted an accident.

Mr. L. T. Sloan, conductor, Des Moines, has been commended for discovering fire in bunk car 96528 as he was leaving Carlisle on Sept. 30. He removed car from other cars and buildings in that vicinity, thereby saving additional loss by fire.

Mr. W. R. Foor, brakeman, Cedar Rapids, has been credited with ten merit marks for firing engine on train No. 63 from Nicholas to Cedar Rapids, Oct. 1, when regular fireman was fatally injured.

Mr. F. W. Edwards, conductor, Kansas Division, has been given a letter of commendation for handling train under difficulties, Whitewater to Caldwell, Aug. 25.

Mr. H. E. Skelton, engineer, Kansas Division, has been given a letter of commendation for handling train under difficulties, Whitewater to Caldwell, August 25th.

Mr. R. R. Berney, brakeman, Kansas Division, has been given a letter of commendation for handling train under difficulties, Whitewater to Caldwell, Aug. 25.

Mr. A. Ashworth, fireman, Kansas Division, has been given a letter of commendation for quick action in cleaning fire in engine at Broughton, Kans., Aug. 27, avoiding serious delay to train.

APPOINTMENTS.

Mr. W. J. Hartman, Air Brake Instructor, Rock Island Lines, has just been elected president of the Central Air Brake Club, which holds its meetings in Chicago on the third Monday afternoon of each month. Mr. Hartman started his tenure of office on October 16th, by reading a very interesting paper on Interstate Commerce Commission Rules 6 to 15, on "The Inspection and Testing of Locomotives and Tenders, as Approved October 11, 1915," followed by discussion, with much profit to all present.

Mr. H. A. Lawler has been appointed Trainmaster, with headquarters at Salina, Kan., and will have charge of the train and station service and such other duties as may be assigned to him from time to time.

Effective October 15th, C. W. Reed was appointed Road Foreman of Equipment, subdivisions 30, 30A and 31, Missouri division, with headquarters at Eldon, Iowa.

The territory of Road Foreman J. Tenzies to include terminal at Trenton and the portion of the Missouri division west of Trenton.

Effective October 15th, J. Ussary was appointed agent and operator at Lost Springs, Kan., vice S. S. Jones.

Effective October 4th, C. L. Dillingham was appointed agent and operator at Hoyt, Kan., vice J. Ussary.

Effective October 7th, Mr. J. J. Knoblauch was appointed agent at Plymouth, Neb., vice E. D. Hamilton, resigned.

Effective October 6, 1916, Mr. B. H. Croft was appointed agent at Martell, Neb., vice J. J. Knoblauch, transferred.

Effective October 9th, R. C. Burns was appointed agent and operator at Corbin, Kan., vice C. H. Surry.

Effective October 12th, C. T. Rowley was appointed agent and operator at Agenda, Kan., vice C. L. Dillingham.

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

Mr. J. B. Silaz, Chief Dispatcher, Arkansas Division, secured two passengers from Little Rock to Elk City, Okla. This is highly appreciated.

Mr. G. E. Moore, Car Carpenter, Arkansas Division, secured a ticket from Little Rock to Roanoke, Va. This party had intended using a competing line.

Mr. G. B. Dowell, Conductor, Washington, Iowa, secured a passenger to Winnipeg via our line to St. Paul on Oct. 4th, after this party had made arrangements to go via another line.

Mr. Hugh O'Brien, Brakeman, Denver, Colo., recently secured a passenger, Denver to Joplin.

Messrs. Neil Caldwell and Wm. Wilson, Porters on our line, were of substantial help in securing a party of fifteen from Denver to Kansas City in September, which party attended the National Baptist Convention.

Mr. E. E. Jenista, General Foreman Clerk, Cedar Rapids, secured ticket for a party, Cedar Rapids to Providence, R. I., via our lines to Chicago.

Mr. Chas. Martin, Conductor, Kansas City, Mo., on No. 29, Oct. 5th, turned over to Station Passenger Agent three passengers who purchased tickets to Enid, Okla. Mr. Martin also secured a passenger for Laredo, Texas, routed via Fort Worth.

Mr. F. J. Wilbur, Towerman at Gresham, has been commended for securing two full first class fares from Chicago to Oklahoma City, these parties having intended to go via another line.

Mr. G. E. Moore, Car Department, Arkansas Division assisted in securing passenger, Little Rock to Roanoke, Va., who had intended to use another line.

Mr. W. L. Cane, Conductor, Pratt, Kan., on arrival at Kansas City with train No. 4, Sept. 18th, notified passenger agent of six parties who purchased tickets via our line to St. Louis.

Mr. Harry Huneke, Material Clerk, Store Department at Colorado Springs, is again in the limelight. Mr. Huneke's influence was manifested when he induced a party to purchase a ticket from Colorado Springs to Hot Springs and return on Sept. 8th.

Through information from Mr. J. B. Silaz, Chief Dispatcher, Little Rock, we secured two passengers, Little Rock to Elk City, Okla.

Mr. Needham, Conductor, Des Moines, secured two tickets for our line, Des Moines to Denver, after the parties had used another line to Knoxville, and were contemplating using the same line to Denver. Revenue amounted to \$52.89.

Mr. Hearne, Billing Clerk at Oskaloosa, secured two and one-half tickets, Oskaloosa, Ia., to Bison, Kan., via Kansas City, Mo., after parties had taken their baggage to another dept. Revenue amounted to \$30.98.

Mr. E. W. Sumpter, Conductor, Kansas Division, has been given letter of commendation for securing two tickets via this line from Kansas City, also for having two passengers en route to Des Moines exchange foreign line tickets for tickets via this line.

Mr. W. L. Meriman, Conductor, Kansas Division, has been given letter of commendation for securing tickets via this line to Saint Louis Sept. 3rd and Aug. 31st.

Mr. Fred Palmer, Conductor, Kansas Division, has been given letter of commendation for securing two tickets via this line from Salina, Kan., to Des Moines, Iowa, Aug. 28th, also for securing one passenger, Salina to Denver, Colo.

Mr. R. H. McKean, Conductor, Kansas Division, has been given a letter of commendation for securing passenger via this line, Kansas City to Chicago, Sept. 26th.

Mr. H. H. Thompson, Conductor, Kansas Division, has been given a letter of commendation for having a passenger secure ticket, via this line to St. Louis, Aug. 26th.

Mr. W. G. Todd, Conductor, Kansas Division, has been given a letter of commendation for securing tickets via this line to Pierre, S. D., Sept. 4th, and to St. Louis Sept. 2nd.

Mr. W. G. Todd, Conductor, Kansas Division, has been given letter of commendation for securing two tickets via this line to St. Louis Sept. 11th.

Mr. W. L. Cane, Conductor, Kansas Division, has been given a letter of commendation for having a passenger purchase ticket via this line to St. Louis, and to Chicago, Sept. 24th.

Mr. E. K. Scott, Conductor, Kansas Division, has been given a letter of commendation for having a passenger secure ticket via this line en route to Pittsburg, Aug. 27th.

Mr. E. K. Scott, Conductor, Kansas Division, has been given a letter of commendation for having a passenger purchase ticket via this line en route to Rochester, Aug. 30th.

Mr. G. H. French, Conductor, Kansas Division, has been given a letter of commendation for securing a ticket via this line, Kansas City to Houston, Texas, Sept. 20th.

Mr. G. H. French, Conductor, Kansas Division, has been given a letter of commendation for having passenger secure ticket via this line to St. Louis, Sept. 28th.

Mr. N. D. Sprague, Conductor, Kansas Division, has been given letters of commendation for having passengers purchase tickets via this line to Des Moines, Sept. 8th, and from Kansas City to Des Moines, Aug. 30th.

Mr. F. Mooney, Conductor, Kansas Division, has been given letters of commendation for securing tickets via this line, Kansas City to St. Louis, Aug. 24th and Sept. 2nd.

Mr. H. E. McNeil, Porter, Kansas Division, has been given a letter of commendation for securing a ticket via this line, Kansas City to Watertown, S. D., Sept. 30th.

Mr. J. P. Early, Porter, Kansas Division, has been given a letter of commendation, for having a passenger secure ticket via this line, Kansas City to St. Louis, Sept. 6th.

Mr. M. E. Downing, Switch Clerk, Kansas City, Mo., for securing one car automobiles, Kansas City, Mo., to Dodge City, Kan.

Mr. Art Sullivan, Yard Clerk, Joliet, Ill., for securing to Rock Island rails maximum haul on four cars automobiles moving from Detroit, Mich., to San Francisco, Calif.

Mr. H. H. Donahue, Transportation Clerk in General Manager's Office, El Reno, Okla., for securing several shipments of bevo from St. Louis, Mo., to El Reno, Okla.

Mr. Geo. Warren, Freight House Foreman, Peoria, Ill., for securing four cars steel from Chicago, destined Pekin, Ill.

Mr. E. Schatchell, local office, Chicago, Ill., for securing one car grapes moving from Chicago.

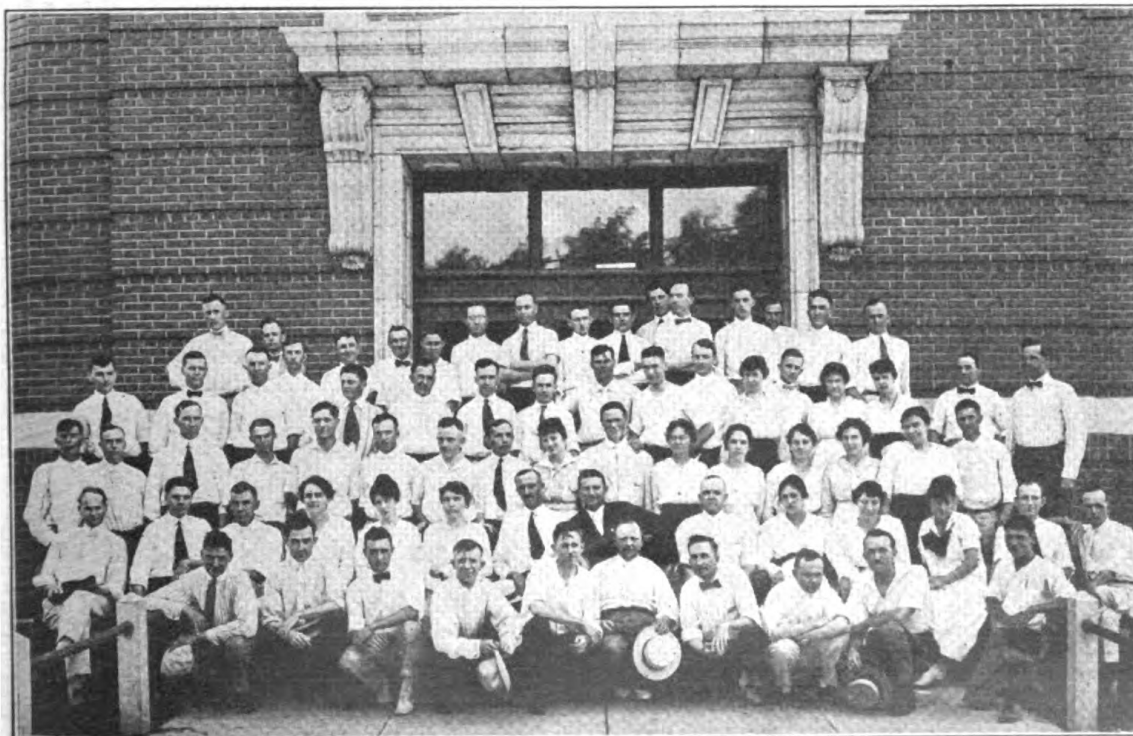
Mr. W. B. Champoux, local office, Joliet, for securing three cars household goods and one car forgings destined various points on Rock Island rails.

Mr. Ed Sales, a clerk in the General Passenger Office, Little Rock, recently secured a car of emigrant outfit for Sheboygan, Wis.

Mr. R. R. Potts, Agent at Eldon, Iowa, has been instrumental in securing car of pianos from that point to Ottumwa over our lines.

Through the efforts of Conductor F. L. Cannon and Port Smith of Des Moines we secured a passenger for our lines from Limon to Wichita.

Mr. F. T. Clancy, Conductor, Des Moines, has again secured business for this company. He recently brought in a party to Mr. L. M. Allen, which resulted in the sale of two tickets to California.



Clerical Force, General Offices, El Reno, Okla.



ARKANSAS DIVISION.

Harrison Howe, Editor.

"ARKANSAS ON WHEELS."

Oct. 17, 1916, marked an important and significant item in Arkansas' era of current prosperity, when the "Arkansas-on-Wheels" exhibition train, consisting of five steel baggage cars and five elegant Pullmans, left Little Rock via Rock Island for an extensive trip eastward.

The train carried 125 passengers and sixty of the finest exhibits ever seen in the way of state products. Practically every county in the state was represented either in golden grain, luscious fruits, minerals, coal, lumber, cotton or manufactured products of some sort, and altogether the entire exhibit presented a formidable array of "home-growns" enough to fill any country on earth with envy.

Residents of Little Rock were themselves more than surprised to learn that Arkansas was capable of producing such a variety and high standard of life's necessities, and the large crowd that gathered to bid the train "God-speed" was filled with the best of wishes and wildest enthusiasm.

Never before in the history of the state has there been such prosperity—good, solid prosperity—and Arkansas is just entering into her own. Its good times are just beginning. Farmers have money by virtue of diversified crops and consequently high priced cotton. Yet the state is only in its infancy. Millions of acres of land—now timbered, some swampy, some rocky—will eventually be opened up for agricultural purposes and wise is the man who foresees this and takes advantage of the opportunity now awaiting him.

O, you in the crowded city! You on the worn-out land! Arkansas stretches forth a welcome hand. Come to the land of the "Pomegranate apple," six varieties of Japanese persimmons, seedling or "cheese" apple, "Velvet" beans, "Seed" pecans, chinquapins, thorn apples, "Blue" popcorn, mammoth peanuts, September oranges and October peaches.

Also gourds with handles four feet long; grape vines ten inches in diameter; oak, ash, cypress, pine, gum and sycamore from three to six feet through, towering majestically into a clear, blue sky warmed by a southern sun.

Mr. G. T. Shrader, conductor, Arkansas division, was honored by the exhibition train taking along his \$10,000 violin, made by his own hands, and which won the silver medal at the Frisco Exposition.

LITTLE THINGS.

Said H. W. Reaves to W. H. Reaves,

"Lend me a dollar, I'm broke;"

Said W. H. Reaves to H. W. Reaves,

"If I had a dollar I'd choke."

HIGH COST OF LEATHER.

We notice that Miss Futgier is not wearing the high Louis XV heels this fall. She has dropped down to about Louis X.

GOOD TIMES (?)

C. R. Rush, claim adjuster, was talking to one of the veterans of the soil recently, who, by the way, happens to "till" near one of the competing lines. "Well, old man," said Rush, "have you had a good year out there?" "Should say so, Mister," replied Farmer Doolittle, "the trains killed six hogs and two cows and Fords must have killed fifty chickens. Yes, I've cleared over a thousand dollars this season."

STOP THAT COUGH!

Many coughs will break if used too long.

Fit of coughing liable to cause loss of head.

By Dr. Philwyth Fumes.

Stop that cough—before the conductor puts you off the car!

One should always be prepared for a cough, as they may be called upon to "cough up" most any time.

I once knew a man who had a "fit o' coughing" and when he got through his friends said he "fit a coffin fine."

To quote Plato:

"A man once coughed till he lost his head;

Another came along and said:

"'Tis better to lose your head than cough—

Than to cough your cussed head clean off."

While this little quotation does not rhyme very well, still coughing as a rule is unrhythmic, although it may be in harmony with modern ragtime.

Eventually, however, we are bound to prepare for a "coffin," and this usually without the prefix of "ad libitum."

Some people have a "hacking" cough. I have noticed this most particularly among woodmen.

I met a man the other day who had a "rasping" cough, and upon questioning him found that he had contracted this rasping cough from filings in a machine shop.

But some coughs are beneficial. For instance, the whale that coughed up and got rid of a "jonah"; the patient who coughs up for the doctor, etc.

In looking over my records on coughing, I find where Mr. ——— contracted bronchitis from a broncho. This patient had the most healthy cough I ever encountered. It was so strong that when he delivered a gust in my direction I became temporarily asphyxiated.

Right here I would like to state that in my opinion all "TB" cases are not hopeless. One should ever have before him the touching lines of Daniel Boone, to-wit:

It's not the cough

That takes you off,

But the little coffin

They take you off in.

"THIRTY-DAY NOTES."

Mr. W. C. Mullins, special officer, Memphis, and Miss Margaret Davidson of Little Rock were married Sept. 27, 1916.

Born, to Mr. and Mrs. R. E. Herndon of Little Rock, a baby boy, christened Robert E., Jr. Mr. Herndon is roadmaster on the Arkansas division.

Mr. C. H. Albrecht, engineer, and Mrs. Forbes were married in Little Rock recently.

Mr. C. B. Shepard has been promoted to roadmaster, Arkansas division. Mr. Shepard was formerly assistant division engineer at Little Rock.

Mr. F. P. Funda, formerly of the Oklahoma division, has been appointed assistant division engineer, Arkansas division, vice Mr. C. B. Shepard, promoted.

Mr. Knox Bradford has accepted the position of secretary to the superintendent. Mr. Bradford worked in the general office at Little Rock several years ago. He is recently from the cotton belt at Pine Bluff, Ark.

FOUND.

A "peach" who was the "apple of his eye," so he thought; but she went "plum" sour on him!

BORN.

To Mr. and Mrs. P. L. Easley on August 4, 1916, a baby girl, christened Sarah Elizabeth.

FIGURES DON'T (?) LIE.

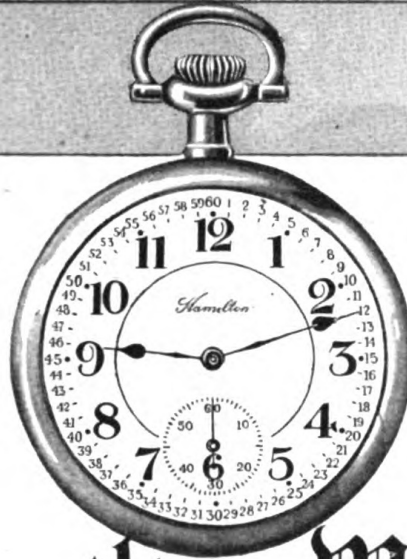
Let's see," mused O. D. Morrow, "what comes after thousands?"

"Sanford Stewart," ejaculated Harry Fertig.

Mr. Geo. Firmin accompanied the "Arkansas-on-Wheels" Exposition Train as official trainmaster.

Mr. Chas. Roher also accompanied the "Ar-

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. For general use you can buy a Hamilton 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.

Hamilton Watch

"The Railroad Timekeeper of America"

All that is left of the "old times" of rail-roading are memories—and watches.

New "cut-offs" have changed the course of the old road-beds; new rolling stock has replaced the old; new systems, new signals, new methods have come in.

But the Hamilton Watches that told true time fifteen and twenty years ago still have the right of way.

When you buy a Hamilton you buy Accuracy and Durability, not for a little while but for long years of service.

Write for the Hamilton Watch Book—"The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information. Railroad men know and are usually expected to know more about watches than other men, and for that reason "The Timekeeper" is especially good reading for them. Send for your copy.

HAMILTON WATCH COMPANY
Dept. 34
Lancaster, Pennsylvania

The men in this engine cab are Engineer Wm. Burney and Fireman Albert R. Burke of the Union Pacific. Both carry Hamilton Watches.



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

kansas-on-Wheels" Train as passenger representative.

O. W. Hawthorne says that striped stockings remind him of the design of goods worn at various prisons.

In the eyes of the law—according to L. C. Reed, who ought to know—there is little difference between an auto owner and a convict. Both are known by their number.

How many of you smokers have ever observed that the greatest pleasure of a cigar is in the lighting?

HAMILTON PARK KRISPETTES.

HERE WE HAVE IT.

Miss Belle Kohn of the typing bureau entertained a number of young ladies from the Hamilton Park office at a luncheon Saturday, Oct. 14. She was presented with a lovely cut glass article. The event was held in honor of her coming marriage.

Not divulging any names, but the gentleman commanding so much attention in the L. & D. had better refrain. Leap year hasn't come to a close.

That \$1,000 prize of household goods offered at the Coliseum does look tempting to Harry Beste and his intended. Why not take a chance, Harry?

Al Howard does look conspicuous since Mart Pierce's absence. However, the chair may fit you some day, Al.

That annual theater party held Oct. 20 and attended by the following proved a huge success: The Misses Johnson, Koch, Wilcox, Wilkerson, Davies, Hunt, Rock, Farrell, Dagenais and Mrs. Fraser, nee Barker, who chaperoned the party. Course dinner at the Tip Top Inn was the final.

Nay, Billie Gorman, the charming young ladies of the typing bureau don't manipulate the keys all the time. They prove especial good companions after the working hours. What say you?

Lost, strayed or stolen—A would-be editor; answers to the name of Jack Kilty; when last seen was checking his baggage for Dubuque, Ia.; person or persons locating him will receive reward. If, however, at the time of capture he is enjoying a vacation trip, no communications necessary.

The 13 Club met at the home of Harry Beste, Friday, the 13th. No superstition among the members, as was evidenced from the remarks of several who anchored there.

Mr. Charles Arens has caused another page to be added to the A. P. T. history book. On Nov. 15, 1915, he started building a flying machine and on a certain Sunday the machine was taken to Ashburn for its maiden flight, which proved a great success. Charlie said he could not afford champagne and water being too common he decided gasoline would be the proper thing to christen the new flier. He would not say as to the name he gave it, but we think it was named "The Charlesplain" or "Arenspain." His idea for building this plane was that autos and motorcycles were too common, and if you went more than fifteen miles per hour it would be \$50 and costs, and in a flying machine he could go seventy miles per hour and the only cost would be wreckage, gasoline and undertakers. Charlie has another feature about him—he measures 6 feet 4 inches. Should he fall with his machine from a reasonable height he could easily protect himself and probably protect the machine by letting himself hang. He would only have to go one-half the distance. The A. P. T. department wish you success and congratulate you.

AMARILLO DIVISION NOTES.

By "Sorghum Bill."

Amarillo, Tex., October 20, 1916.

Old Dame Nature has put on several changes since last issue. Lots of rain, which brought out our "submarine joints" and filled up the little lakes along for the ducks. The chilly air is a gentle reminder of developments later. All animals and reptiles seem to be prepared; yet it is queer many of the human family are not, and a dictionary could not give all the reasons why not.

Our genial friend and freight claim man, "Jones," paid us a visit during the month.

Mr. C. A. Richards, formerly our special agent, paid headquarters a visit, looking well and a good word for everybody. Come oftener.

Chief Engineer C. A. Morse made a trip over the Amarillo Division and made some good remarks on the improvement work under way, but since the rains our stock had fallen 49 points; yet it goes without saying that we had it there and will go after it some more. His visit is a big treat, because he is a man who knows what the game is.

Everybody gets in bad now and then. But an old oil tank liked the scenery between Endee and Glenrio, and decided to take a few friends along. In order to get them in the notion of going on, we called on the fine E. P. & S. W. wrecker, 128 tons in weight and can lift 160 tons by the neck. Mr. Gresham of Tucumcari came over with the machine and showed the outfit how the "cow ate the cabbage." But you see now that the T. & M. can do what many can't—handle a monster like it over their line. The work was well done, and "Mollie" got home safe and happy.

Not in a long time has anything come along that made a large number feel as good as Mr. T. H. Beacom, manager of Second District, and president of the C. R. I. Gulf, making a trip over this division. His handshake heartier than ever, and looking and feeling as good as ever, commenting here and there on our improvement work and giving us a big boost to do more, which, of course, was the welcome word. The old days of fence posts and promises was talked over, and indeed he shared in all the ups and downs like the rank and file, and more. Many times when hopes were gone he managed some way to find a turn and win out. Mr. Bloom, superintendent, accompanied him to Amarillo. After viewing the new depot, and luncheon, he returned to El Reno on No. 44.

The city of Glenrio, Texas, and New Mexico "live town," had a "county fair" September 22nd and 23rd, it being the usual make-up of the big "punkins" and squashes, "yaller cawn," tall stalks of "cane," Soudan grass, the biggest ears of "cawn," calf or colts, and hundreds of other commodities too numerous to mention. There were the beans in a can to guess the correct number, the total weight of a pyramid of flour piled on the floor. The usual program at such places was handled by Mr. Murry, who is a born artist at it. Kept the people moving from one dare-devil act to another. Texas Jack (Jack Lewis), the famous Texas broncho buster, made all the bronc's sorry they started. The kids' burro races put me in mind of a Ford car and the 1253 racing between Vega and El Dorado in wet weather—one couldn't and the other "dassent." But the likely one lost as usual. Mr. W. E. Moses of Denver, owner of the Townsite, was on hand and took quite an active part in promoting good feeling and sport on the job, and has got a hotel and bank under way. But this is not talking about the fair. It was a good one, a "rale ould mixer" for everybody, and quite a reunion for many, as well as a demonstration of what Quay Co. can do.

The Cow Boys' Reunion at Tucumcari was an event not to be overlooked; some fearful stunts pulled off on hoofs. Our passenger business went up 33 points for a week, and the committee handling it deserves full credit. It was worth the money, and nobody hurt. How the boys did "yell"! "Yow!"

Mr. M. P. Riley, Roy Leas and "Hugh" were over on the Amarillo Yard staking out our new track scales, and moved to McLean to stake out for a new coal chute. Of course, they left El Reno expecting to find the city on the plains real balmy, but when that "norther" crept through the only barbed wire fence 'tween here and Liberal, Kas., they were shy some more clothes. But the main thing was that Roy told me Riley was the papa of a big baby girl; that was on the quiet. So here's to the girl, that she may live to vote.

Dudley McKindree, section foreman of Vega, Tex., and wife were visiting friends in Texas—that's halt of U. S.—and heard the "Cowboys at Tucum."

Mr. J. G. Bloom, superintendent and roadmaster, and Master Carpenter Gruhlkey made the

usual bridge inspection on "Maud Junior." She's a dipper from Jersey; even rattle the buttons off your coat.

Contractor Smith said he will have the new Pais station and superintendent's headquarters at Amarillo done by November 1st, and at present it looks it. All the newspapers are giving it quite a boost, and we will stand up well in rank of buildings in town.

Conductor E. C. Mitchell is out and on his run again. Everyone is glad of it, and hope it will be lasting.

Poor old Gus Glinos tried to make his getaway from Greece last August, and some guy in a port of Italy nabbed 900 of them and made them go back. That's tough luck for Gus, but there may be some means show up whereby he can get back.

Did you ever hear of Cameron, N. Mex.? No. Well, Mr. Van Hecke or Mr. Wilhelm of Ft. Worth can tell exactly. Well, anyway, about 18 months ago we all made a trip out that way. On the day we started out of Glenrio a man by the name of J. C. Isler was moving friends (emigrants) out to 1½ miles from this place, and we stopped at his place and told the folks that Mr. Isler was heading for home with his friends, having waited a day or two at the station for the car to come in. Well, as the time rolled around I happened to meet this same man the other day and he remembered me and Mr. Van Hecke and Mr. Wilhelm, and if they should get their eyes on this that same rainy sleet will drive the same chill down their backs; but they will remember the circumstances. Who put up the smoke stack? And rustled the fire? What transpired after that till the "rocking of the boat" started, and that good natured laugh of Valentine's, and the fine warm dinner Mrs. Valentine gave us both going and coming. All this will come back instantly. But since that time that county has prospered, and Mr. Isler and his community want a railroad; and, without joking, that county would support a little line, too; and most of the people in that neck of the woods would come as near making good as you could expect. But this is a fair sample

of things. Those that have the railroads convenient hardly appreciate them; those that can't get one would welcome anything like one. But time will solve this all.

The usual prevent injury meeting was held at Amarillo 19th, and Brother Lothian scored a good point. Besides having a good audience, he got some good expressions and made a good talk. Unlike some of the first meetings, the extremists and the joker is cut out of it, and it now turns out to be a live business proposition, good for both sides. It's a big subject with many intricate parts equally important. My eyes, your leg, his arm, their backs, others' fingers, and so on, all get the benefit of the best and safest way to carry on this great work, with due credit to each and every participant. It's growing better and more popular each day.

The usual prevent claims meeting was held here on October 19th. Mr. C. P. Varney, being on the floor, brought out many points with "hooks" on. They caught "some" more points, and in this way a good many topics were gone over. Mr. G. C. Brickell, agent Sayre, on P. H. Division, made some good talk, also Mr. Teed of Shamrock, Mr. Morgan of Erick, and our Mr. Farley. Engr. Milholland said he would work according to signals; so be careful when you flop your wings. Brakemen ought to signal according to the movement they want, and in most cases engineers will try to work to them. Thus it will prevent rough handling through misunderstanding. The meeting was all business. Having absorbed considerable space, I would like to have given a full list of attendants, but they were all there, like the Irishman counting the sheep. The landlord told him to count them each evening into the pen. So he would get upon the gate post and put his finger up to his nose and repeat: "You're there; you're there; you're there"; and when the last sheep was in he'd say: "Be Jasus, ye're all there." Anyhow, there were several interesting items brought out and some picked up. That's business. Mr. Bloom made a short talk, thanking each and everyone, after which the meeting adjourned. Didn't it, Charley?

Annual Reception and Dance

Given by the

ROCK ISLAND MACHINISTS

CENTER LODGE No. 582

Thanksgiving Eve, November 29th, 1916

CALUMET CLUB HOUSE

62nd St. and Cottage Grove Ave.

Music by PALMER PARK ORCHESTRA

WARDROBE FREE

TICKETS 50 CENTS

Beautiful Genuine

DIAMONDS \$2.00 a month

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36184 \$100.

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

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NEW YORK PUBLIC LIBRARY

Don't forget your Uncle Sammy.

R. H. Turner, roundhouse foreman at Sayre, Okla., has been transferred to Amarillo, and the boys are all glad to see "Bob" on the job, for he is on the job early and late, and it won't be long ere Bob will be the boss of a new layout, such that will make the older plants look like 30 cents in a deep well. He will move his family here shortly, and there is no question but it was a good move for everybody concerned, and that's the main thing.

Mr. H. Barnes, our genial dispatcher, is now off on his annual vacation in the huckleberry swamps of Jersey—maybe the seashore; but, anyway, it's the big ulster coat he will need, and keep inside the three-mile limit, or that Dutch submarine will give them a run for their money. Mrs. Barnes and daughter went along, and it is hoped they will have a good old vacation.



DES MOINES VALLEY DIVISION.

By W. C. H.

To have served a company for several years is to be regarded as a considerable honor, but to have served them continuously for a period of fifty years is to be regarded as an exceptional privilege and a greater honor. On Oct. 4 Conductor Thomas Riley of this division completed fifty years of uninterrupted service with a little beyond the average efficiency and credit to his employers. The personal record of Mr. Riley is a decidedly interesting one and to give it properly would necessitate the use of several pages of this magazine. Suffice it to say that at this time that there is not a conductor on this division who is held in greater esteem, who is considered more efficient, accommodating to the traveling public or better posted in affairs of the road than he. This department on behalf of the division officers extends to Mr. Riley congratulations on having been permitted to complete a record of which he should be and no doubt is extremely proud.

Word from Master Carpenter F. D. Whaley, who is spending a few weeks at Hot Springs, S. D., indicates that he is getting along nicely and expects to be back at work within a short time. There has been "a melancholy color on the clouds" since Frank has been gone.

Snowden W. Morrison is a new employe in the list of agents and is stationed temporarily at Evans during the absence of Agent Cox.

One of the surprises of the season was the marriage of Conductor C. L. Brown (formerly superintendent of this division) to Mrs. M. Christians. Congratulations to Conductor Brown, who is a prince of fellows.

It is very gratifying to learn that Conductor O. L. Hartman, who is at Oakwood for special treatment, is getting along nicely. In fact he is improving in health so rapidly that he has found time to improve the passenger business for this road and has secured a number of passengers for this line that would have used other roads. In this there is a suggestion for other employes.

Roadmaster John R. Perkins of Carlisle has decided that living in a box car or some other fellow's house was not all joy and therefore has purchased for himself (and for his wife also) a neat little home at Carlisle. I presume he will invite us down to dedicate it hallowe'en.

Louis Cohen of the claim department denies being the author of the song now sung by Master Carpenter Whaley and mentioned last month. Louis says he is not a musician, but a wrestler or a second-hand man. Maybe we can get a match with some one—possibly the chief dispatcher, who is frequently referring to his prowess along that line.

Ed Welsh, dispatcher, says he is certainly glad that the world series is over. During the progress of the game Ed was compelled to let dispatching of trains go by and give all of his time to answering inquiries as to the progress of the game. This reminds us that Ed is preparing to leave the service. At this writing he is giving his undivided attention to the study of the Italian language, and when he is proficient in that he intends to engage in business. Selling peanuts will be his specialty. He has arranged for a little monkey with a red jacket

and cap and bells to aid him in getting the crowds.

Our efficient steno. recently instituted a beauty contest, and for a time the contestants were thick, but they have all left the contest, and it is now a question between Water Service Foreman Chas. Ames and Car Distributor Westlake, with chances in favor of the latter. However, if Charlie can overcome his handicap he has pretty good chances yet—maybe.

Conductor D. R. Schreckengost has returned to duty after being off several days account injury.

Roadmaster Chas. Flynn has some excellent information concerning the 1917 "filvers"—particularly those with brass band attachment.

Division Accountant Roy Hubbard recently made a business trip to Evans, and, after completing his business, he undertook to get a first-hand view of the city, with the result that he got tangled up in its maze of streets and tall buildings, and they had to hold No. 473 for 50 minutes until he could be located and directed to the station again. Guess he will buy a Jno. Grier guide next time he ventures so far from home.

Z. L. Reynolds, material clerk, is contemplating the organization of a school in typewriting. Rates, please?

File Clerk Lee Henry has been promoted to the position of accountant's stenographer in this office. He is succeeded by Ben Bettimus.

Agent J. C. Finney, of Ottumwa, was a visitor last week. The only trouble is he does not come often enough.

Timekeeper T. E. Miller is a little partial to the company with which he associates; particularly he does not seem to recognize the Harding men, but he will no doubt soon.

There is some talk of moving Assistant Engineer Ford's desk over on the south side of the building, where he will have greater opportunity of watching No. 5 each morning. This in the interest of "safety first."



BURR OAK TRANSFERS.

G. E. Caswell

The rate clerks are very proud of their new rate desk and tariff case. The desk is 16 feet long, and will accommodate the three rate clerks and the comptometer operator. By consolidating the east and west-bound tariffs, they were able to place them in one case, holding 315 jackets. The table and case parts were made at 47th street, though put together and partly painted by our handy agent, J. W. Lawhead.

On account of excessive business, six gangs worked on the platform on September 24th. They handled 55 cars, thus avoiding a delay in freight shipments.

Osborne Thomas went over to Fennville, Mich., on Sept. 14 and returned the following Monday with his parents and their household goods. They are now occupying a bungalow near Washington Heights, which Osborne had ready for them on their arrival. He also brought back eight barrels of choice Michigan apples, which he intends to consume around the fireplace of his new home.

Margaret Maxwell entertained a number of young people at her home, near Raymond street, on October 7th.

Wm. Lockwood was transferred from the way bill department helper job to yard clerk.

Grace Inman attended a wedding near New Lenox on September 27th. She states that she is getting pointers for future use. "Have you started a 'hope box,' Grace?"

Wm. Boldt makes us a visit occasionally and appears to be on the road to recovery after a long sick spell.

M. Rosenquest shouldered his trusty Winchester one Saturday night, and wandered into a far-off country in search of big game. However, the game also wandered away from him, and he came home with as much real game as when one sits in the rain all night and bags snipe with a lantern.

The local office bowlers are organized again and are training for the winter tournaments. If Walter Crossland will only do as well at bowling as he does at machine-billing he will surely win the bowler's loving cup next winter.

Ed. Herrington, our platform foreman, meets his Waterloo about twice every year. His worthy opponent is a checker player and sells shoe-blackening between games. Possibly he sits up nights to think out new plays to beat our foreman, but anyhow he makes Ed. scratch his head.

Franklin Neeb is the latest recruit in this office. He resides in the village of Purington, that place half way between civilization and Little Africa.

Ed. Longfellow is acting as chairman of the Republican Executive Committee in the Hughes-Fairbanks Club of Blue Island. He intends to conduct a red-hot, old-time campaign with colored fire, parades and lots of noise. Of course, all the Republican candidates will step right into the offices with colors flying high. So you see, our Ed. is quite a politician, and no doubt can make stump speeches just as "Old Abe" did back in the 50's.

Martin Mahoney was detained from work several days on account of an injured shoulder. He claims that he fell over a broken board in a cement walk, but Mike Roach tells a far different story. So there you are.

"Pete" Welsner, in charge of the "Rip" track, spent his vacation on a ranch down near Menard, Texas, otherwise known as "No Man's Land."

Paul Kowalewski has a little girl named Loretta Anna who is four years old. Her father is teaching her to read and uses the Burr Oak Transfer column as a lesson. So when she gets older she will make an excellent stenographer, being thoroughly acquainted with the workings of this office.

"Very few have had the opportunity of watching Miss Maxwell do the 100-yard sprint for her train at Raymond street. Sometimes she wins out ahead of the engine, but oftentimes she is compelled to hit the trail for the office.

We just can't keep Slim out of the spotlight. His last act took place at a dramatic club in Blue Island, taking the part of "Little Eva" in "Uncle Tom's Cabin."

Ed. Longfellow, at the present writing, is

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visiting a Quaker settlement down in the Hoosier State.

A certain Gresham yard clerk called himself Hoag. That may be all right, but the boys around here can't agree with Helen on the pronunciation.

The billers no longer "roll their own" or smoke "Camels" since the introduction of Fuzzy Witt's "made in Tinley Park" corncob pipes. They are pleasant when new, but after a few weeks of hard labor the billers ought to dig a trench and bury them.

Harry Watt's "47" report, or passing record, has been discontinued; so hereafter Harry will get home in time to eat supper with the other star boarders.

Now is the time to eat pumpkin pies. One Sunday T. M. C.'s wife gave friend husband a large lunch. He followed his usual charitable custom and divided said pie into four equal portions among the hungry-eyed Sunday gang.

tough he would demonstrate his ability to speak French.

Why does Malin prefer riding on the extra tire to an inside seat.

Why does grandma have to get ill whenever certain ones want to go away.

Burr Oak Transfer has just completed the installation of a new rate department outfit to take the place of the two separate east and west rate departments as in effect for many years at this station, the idea being to have more efficient and convenient handling of the rate work by having the rate men all together at one large case of modern design, and also in this scheme to eliminate the checking of two cases that were to considerable extent filled with duplicate tariffs.

Above is shown a cut of the outfit and the employees working in this part of our organization are as follows—reading from left to right: Paul Kowalewski, east-bound rating in preference; T. M. Cruger, westbound rate clerk;



New Rate Department at Burr Oak Transfer.

Then the pie-eating contest began, Ed. Longfellow winning by a narrow margin in 8 seconds, 3 jerks, and a quiver.

Sherlock Holmes has nothing on our Robert Gammell in the detective line. "Bob" discovered a "dead" man in a car of lumber and proceeded to obtain the customary data, such as empty bottles, teeth marks, footprints, money, etc. The victim, however, changed his mind about entrusting his valuables to our sleuth, and after collecting his attire sought more peaceful slumber elsewhere.

We now have two speed demons in our midst. They train after dark. Walter is geared up to 97 and Herman has to stop every half mile and wait for his coat-tails to catch up.

If Barnum & Bailey ever come to town they will never depart until they have Eames signed up for ten years at least. And then we'll see big fence posters reading thus: "See Bicycle Eames and his two-wheeled wonder—watch him loop the loop with his hands in his pockets—come early and avoid the rush."

G. I. Buck now has a chance to demonstrate his cooking skill, as his wife is away visiting. Without doubt he would cook well in a chef's cap and apron, but if the steak happened to be

A. O. Banderob, assistant westbound rate clerk, and Miss Helen Lussenhop, machine operator in charge of the extension of freight charges on shipping tallies and transfer bills ultimately going to billing clerks after passing through hands of rate men.

We are very proud of our present arrangement for handling of the work in question and we feel greatly obligated to our superintendent for his favor in securing the new equipment for our use and we hope the results obtained will be all that is desired.



HUTCHINSON, KANS.

**"The City of Sunshine and Salt."
Little Grains of Salt by "HEY."**

Part of the above title will not apply this morning, as it is snowing and a strong wind from the north prevails and a fire sure feels good. As I have not noticed any write-up from Hutchinson for some time will take it upon myself to see that we have a write-up this month.

One of our popular switchmen, Fred Lewis,

has gone into the business of training wild animals, and any one who has such a thing as a snake or some other kind of a wild animal that they want tamed, Mr. Lewis would be glad to take the job. His first attempt at training was on a little garter snake, which got mad at him and spit on his hand. Fred must have been crying over the little thing, as he used the same hand to wipe one of his eyes and poisoned his eye. With more experience Fred will know better next time and keep his hands from his eyes.

Mr. and Mrs. E. P. Waller spent ten days visiting with friends in Chicago the first part of this month. We have been trying to solve a mystery since our genial yardmaster has returned. He left here with a nice new \$5 Stetson hat and came back with a cheap green hat. We have tried to fathom it out; some of the clues won't fit, as Mrs. Waller was along, and the only thing we can think of is that his love for the green was so strong that he just left his and took the green one.

Mr. A. J. Wise, division engineer; Mr. B. H. McNamara, master bridge builder; Mr. Beckett, maintenance engineer, and Mr. J. A. West, roadmaster, made a trip over this division, being here the 18th.

Mr. H. P. Greenough, superintendent El Paso division, passed through here on No. 1 Oct. 19, having been to Topeka on business.

Mr. L. Osborn, commercial agent, went to Topeka on the 17th.

Mr. Lowe, T. P. and F. A. of E. P. & S. W. Railway, was a caller Oct. 18.

Mr. W. C. Jones, transportation inspector, was here Oct. 18 on business.

The B. and O. outfit, W. L. Nichols in charge, moved to Preston on Oct. 19.

"Wee Willie" Randles relieved Yardmaster Waller while he was on his trip to Chicago. It's reported that he kept everything moving very nicely in the yard.

Jim Collins, watchman at this place, is now at Tucumcari for a few days on special work.

W. J. Steele, special agent, was a pleasant caller last week.

Trainmaster H. E. McMullen of the west end

NATURAL GAS MEANS ECONOMY

FOR EVERY HOUSEHOLD
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OKLAHOMA CITY

CHEAPER THAN COAL
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USE IT FOR COOKING
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OUR SERVICE DEPARTMENT
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WEST LIBERTY, IOWA

HUBBARD ICE COMPANY

Dealers in

Manufactured and Natural Ice

Wholesale and Retail

CEDAR RAPIDS, IOWA

was here the 19th on business, having relieved Mr. Irwin, who is off on a vacation for a few days.

There has been quite a few changes around here. L. Osborn is now division freight agent. R. D. Logue traveling freight agent; in the passenger department it is now I. L. Pratz, city passenger agent, and John W. Reeves ticket clerk; "Foxy" J. J. Legitt baggage agent; Ray Waggenman assistant baggage agent, and Ed. Sanders night baggage agent.

The operators on duty now are: G. B. Peck, third trick; E. C. Campbell, second trick, and H. E. York, first trick.

Carl Dahlberg and Wm. Collins are taking care of the round house.

The line-up at the freight house consists of: W. A. Montgomery, agent; Geo. Bryan, chief clerk; Harry Hatfield, cashier; Lyle Rishel, rate clerk; O. E. Bonecutter, diversion clerk; Katherine Lee, chief bill clerk; Willis Bradshaw, bill clerk; Bert Bippus, car clerk; C. Peters, yard clerk; Harold Battin, demurrage clerk; Donald McCammant, O. S. and D. clerk; Charlie Hostutler, special clerk; S. E. Lowe, platform foreman; Guy Dyson, delivery clerk; Walter Barrows, abstract clerk, and Miss Bradshaw, stenographer.

Business is very good at this station. Last month we moved one solid train of salt, going to Lincoln, Nebr., for the Interstate Salt Co., from the Morton Salt Co. at this place. We are also moving from one to three trains of wheat out of here a day.

Engineer Curran returned to work Oct. 16 after a few days' layoff, having been relieved by Engineer Gebhart, who returned to Pratt.

Engineer Olinger came up from Pratt to take one of the switch engines in the yard, relieving Engineer Gibney, who is off for a few days.

Operator Samples of McPherson was a caller, being on his way back to McPherson after a short vacation.

G. W. Alford has accepted a position as switchman in the yards here after having been in the grocery business for several years; previously was breaking on the road out of Pratt.

Our former assistant baggageman, Fred Danielson, is now switching in the yards here.

Clarence Slade, switchman, has transferred from night switch engine to day switch engine.

NEBRASKA DIVISION NEWS ITEMS.

By M. B. Kelso.

Road Master's Clerk Vernon Lea spent his vacation in Colorado, leaving here Oct. 21.

Superintendent Allen took an automobile trip to Oklahoma about the middle of October.

Miss Whitby relieved our stenographer, Helene Schrelber, while he was on his vacation.

Operator Woollen was on the sick list for a few days the latter part of September.

Operator Woollen and Storekeeper Beard have purchased a Maxwell car and they and their friends have been enjoying it to the fullest.

Conductor A. G. Spence has moved his family to Fairbury and taken a car in chain gang.

Fireman W. D. Westbay exchanged rights with C. D. Colley of the Amarillo Division. This on account of Mrs. Westbay's health.

Arthur Meyer spent a few days in Chicago the latter part of September.

A. S. Bishop was called to Texas Sept. 29 on account of the serious illness of his father.

Agent A. C. Ellingson of Powhattan died Sept. 22. He had undergone an operation and was getting along nicely when lockjaw set in. Mrs. Ellingson has the sympathy of all in her bereavement.

Round House Clerk Fred Davis went hunting down the Horton Line, Oct. 10. Result was not reported to this office.

Fireman John Heidelk and Machinist C. Hanchett spent about a week hunting around Glenville, Neb., and brought back a nice lot of wild ducks.

I understand cigars were passed around on the arrival of a fine young son at the home of Master Mechanic McPartland.

Operator McNamara of Mankato worked in the Fairbury relay office for about a month.

Brakeman Kingsley left for a visit with friends in the East the latter part of September. He expects to be gone about a month.

Conductor Franklin and wife enjoyed a visit to Chicago the first of October.

Operator R. B. Shortridge expects to sever his connection with this company and leaves Fairbury in a few days. He has the best wishes of all in his new position.

Operator J. F. Cook has returned from his summer's vacation and is at work again at Havelock.

Engineer Rider and wife spent about two weeks the latter part of September visiting friends in Rock Island.

The correspondent for this division expects to spend her vacation in Fort Wayne, Ind., Omaha and Kansas City, and when this magazine comes out will be back at work again.

Mr. George Gentle, traveling accountant, spent two weeks in superintendent's office making a check of accounting matters during October. Entire office force certainly enjoys a visit from Gentle owing to his gentlemanly manner in making check and we welcome him back.

Following changes have been made in agencies the past thirty days: W. A. Smith, agent at Richfield, Nebr., resigned to go farming; Mrs. R. M. Pryor, former operator at Havelock, bid in the position. Due to A. C. Ellingson, deceased, at Powhattan, Kans., Mr. L. Boyd, operator at Lincoln, Nebr., bid in position. Mr. E. D. Hamilton, agent at Plymouth, Nebr., resigned to enter automobile business at Council Bluffs. J. J. Knoblauch, agent at Martell, Nebr., bid in the position, his place at Martell having been bid in by B. H. Croft, just returned from three months' leave of absence. Mr. H. E. Gehrett, agent at Germantown, Kans., resigned to accept position at St. Joe, relieved by H. R. Miller, who has been acting relief agent.

L. D. Bale, agent at Otego, Kans., is away on thirty days' leave of absence, being relieved by Relief Agent H. M. Gemeny.

I. G. Hornbeck, agent at Murdock, Nebr., is away on three weeks' leave of absence, being relieved by H. R. Miller.

W. S. Carlisle, agent at Esbon, Kans., expects to take a three weeks' vacation about Oct. 26, and will be relieved by H. M. Gemeny, now at Otego.

C. E. Kopisch, formerly car distributor in Fairbury office, is now holding down the agency at Germantown, Kans., until regular Agent Miller is checked out of Murdock.

Mr. J. P. Edwards, appointed road foreman of equipment, Nebraska Division, reported at Fairbury from Missouri Division Oct. 16, relieving C. W. Reed, who is transferred to Missouri Division. Mr. Reed made a host of friends on the Nebraska Division while here and we wish him success. Mr. Edwards will find the Nebraska Division one of the best.

Regular fall inspection will take place within the next thirty days. Everybody, particularly agents, should commence to get ready for it.

First snow visited the Nebraska Division night of Oct. 18 and morning of the 19th. About three inches of snow fell, accompanied by strong north wind, which reached the blizzard stage later. This was followed the next day with clear and warmer weather, but the snow was needed badly for winter wheat, which was beginning to show signs of lack of moisture.

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THINGS ELECTRICAL
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Manufacturing Wholesalers
Ice Cream and Fancy
Creamery Butter
Bottlers of Soda Water and Jobbers of
Fountain Supplies, Wholesalers of
Poultry, Butter and Eggs.
LIBERAL, KANSAS

SILVIS.

By C. O. A.

Sympathy is extended to Machinist Geo. Willman, whose wife died Oct. 14.

Boilermaker Helper Bill Hoyt is wearing the proud smile. Baby boy born at his home Oct. 15th.

If any one would like instructions how to run a motorcycle see Ernest Quayle of the air gang. When he doesn't spill over on Sixth avenue, Moline, he gets home about on time. Safety first on Sixth avenue. How about it, Quayle? Charlie Chaplin does not as a rule perform on Moline streets.

The boiler shop boys are anxious to know what became of your matrimonial contract.

Our first aid man, "Doc" Krone, departed Oct. 14 to the state of Oregon with his family to spend his vacation with relatives.

Boilermaker Ike De Yaeger died very suddenly Oct. 6. He will be greatly missed in the boiler shop, having worked here several years, having learned his trade here.

"JUST A FILLER."

I lost a wrench the other night.

It caused me much dismay;

My helper says, "Go tell Bill Green

And see what he will say."

I told Bill of my trouble

And he gave an awful frown

He says, "I can't do anything,

I'll go see Buster Brown."

We went and talked to Buster Brown;

He had no time for us.

He said, "That isn't in my line,

Why don't you go see Gus?"

We talked with Gus with might and main,

But he with looks so black

Said, "Men, I haven't got your wrench.

Go have a talk with Jack."

So down to Jack we went at once

And he with wit so quick

Said, "Gents, I know the very thing,

Go have a talk with Dick."

We went to Dick and told our tale,

He said he didn't know.

But thought perhaps we might find out

If we consulted Joe.

So down we went and talked to Joe,

But he was feeling ill;

He said, "I really can't help that,"

And sent us back to Bill.

We told our tale to Bill again,

He said, "That's not my fault,

Why don't you go and have

A little talk with Walt?"

"I've lost my wrench," I says to Walt,

While working on a tank,

"I know," says he, "I know, but then

Why don't you hunt up Frank?"

"Oh, Frank," I wailed, "where is my wrench?"

He says, "Go talk to Lou."

I started out to find him

And just then the whistle blew.

"Get out of bed," my wife called out,

For I was in the hay;

I found the wrench I'd lost last night

Was on the job today.

Draftsman Mike Cairnes of the assistant mechanical engineer's office has resigned to accept a position with the Oregon Short Line at Pocatello, Idaho.

"GUESS WHO SAID IT."

I used to think it was a snap

To hold a baby on my lap;

I never knew that it's an art

Reserved for but the ultra-smart;

I paid no great attention to it.

I thought that any dub could do it:

But yesterday I took baby on my knee,

At once the little rascal howled

The while its mother grimly scowled.

"Support its back," my good wife cried,

"Keep one hand always at its side."

"Don't be so rough," another said,

"Be careful how you hold its head.

Don't squeeze it so; give it to me

If you can't hold it properly."

They hurled advice from every side,

But wrong was everything I tried,

Until at last I gave it back

And grabbed my hat and left the shack.

Take it from me it is no snap

To hold a baby on your lap.

Machinist Robert Hemingson greets another baby girl, born at his home Oct. 3. Congratulations, Bob.

Boilermaker Helper Clarence Purcell is quite a showman; can always be found at the vaudeville in Moline.

Boilermaker Redlin has moved to Moline, but will have to quit raising chickens. Why not raise some hair on your bald head is the question in the boiler shop?

Some controversy exists in the air gang over the French poodle dogs owned by several machinists. Why doesn't Topsy Gerlich treat the sore eyes on his?

The boys do not think Henry Groene, boilermaker helper, is doing justice to the babes trying to raise a lost eyebrow.

Assistant Machine Foreman Fred Fearheilly and family are spending their vacation at Mt. Carmel, Ill., with Mr. Fearheilly's parents.

Machinist Clarence Sundquist is still looking for the fellow that touched him for \$60 on his wedding trip.

Boilermaker Helper Geo. Kaden has been very busy of late building a bunny house. He says he is going to raise bunnies as well as chickens.

Keep your eyes open, boys. Boilermaker Mangrum is going to join the benedicts soon. A little blonde from Moline is the fortunate one.

Machinist Pewee La Frenze made a flying trip from camp at Suburban Island. Taxis are rather high after midnight, eh?

The boys want to know why Boilermaker Helper Clifton is planning on purchasing an alarm clock.

Why is Boilermaker Frank Kelly contemplating on moving to East Moline. "Oh, you Hazel."

Machinist H. Bock has resigned to accept a position with an automobile concern at Detroit.

See Boilermaker Rudy Lagerstrom for all the new steps in dancing. He claims to be there some.

Boilermaker Martin made a flying trip to Cedar Rapids recently. He claims for some clothes, but the boys doubt it.



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Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

**Murine relieves
Soreness, Redness
and Granulation.**

*Druggists supply Murine
at 50c per bottle.*

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



Cigars are in order in the boiler shop on that baby boy born at the home of Boilermaker Helper Alvin Lindberg.

Bert J. Davenport, better known as Cupid, is the latest machinist of Silvis shops to join the benedicts. Some of the boys are inclined to criticise because it took him a long time to make up his mind, but they should lay off that noise, for fatty may have been trying to get transferred to the tool room, where presents are to be had by those entering the bonds of matrimony. Be that as it may, the dear boy has the wishes of a host of associates of the big shop. But why in the world did you move out in the country, Bertie? Do you have to reduce by hot-footing it to the shop train every morning at a 2:40 gait? Probably one of the reasons which caused the little fellow to hesitate about getting married was McClure endeavored to discourage him by telling him moonshine stories about the expense connected with a honeymoon trip. He found out 'ere this that Mac was only kidding him.

We cannot refrain from warning him against expecting the impossible and remember the bride is entitled to some consideration, and although he may be biggest she might be able to swing the rolling pin or flatiron with telling effect, hence he had better exercise discretion and play safety first. Our friend Albert Blackart has pulled off the stunt

That will bind him the rest of his life;
He's took to his bosom for better or worse
A fine little girl for a wife.
His friends as yet can't just understand
How he won such a beautiful prize;
They always thought he was bashful and quiet
And for women he never had eyes.
His bride he got from the place where the girls
Into beautiful womanhood grow,
And he sang his story of love to her
'Neath the trees in Geneseo.
Here's luck to you, Al, you sly young fox,
Here's health to your loving bride;
May your love for each other be strong and true,
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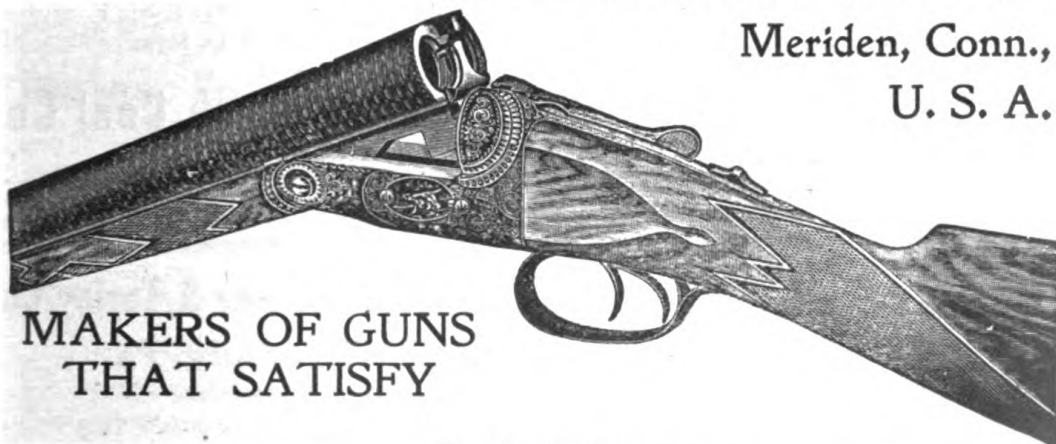
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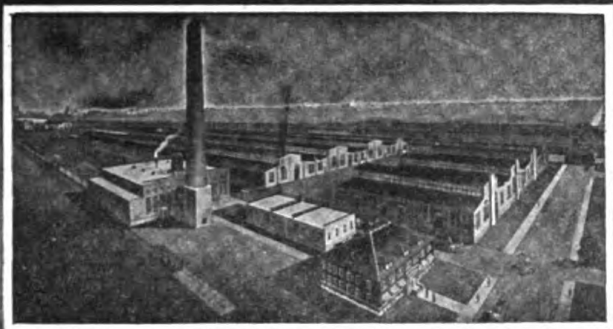
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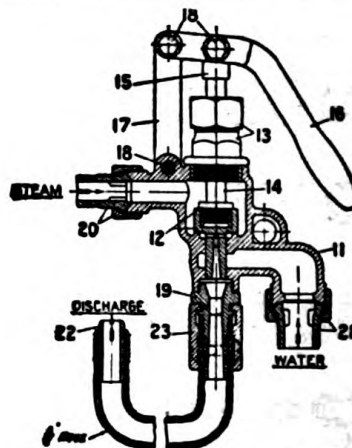
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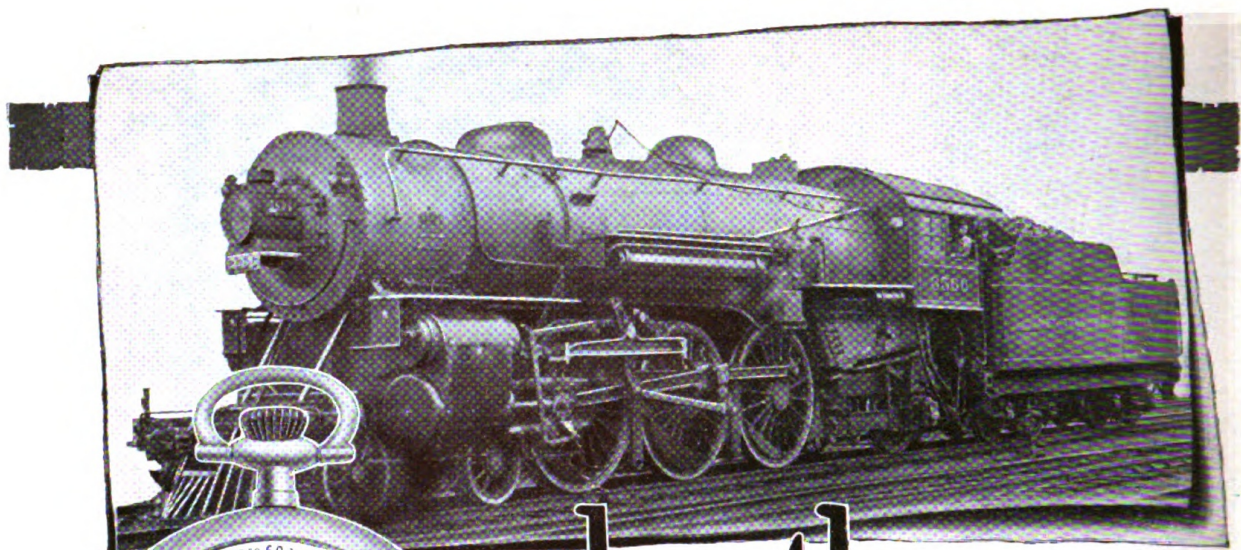
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