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Island

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ROCK
ISLAND
EMPLOYEES
MAGAZINE

Replacement
Cover

FINCK'S "DETROIT SPECIAL" OVERALLS



THIS man knows that he gets "real value" for the money he spends for his "Pig's Nose" Garments. He knows that the extra strain of hard Railroad work holds no terrors for his over-clothes when he is in his

Finck's "Detroit Special" Overalls

which "Wear Like a Pig's Nose"

He pays a little more for them—but the cost is forgotten in the long wear—exceptional comfort—and quality of finish in this unequalled garment.

Buy yours today! [You'll get the greatest value you've ever received for your money. Your dealer has them, or we will send them to you by Parcel Post, prepaid. Price—

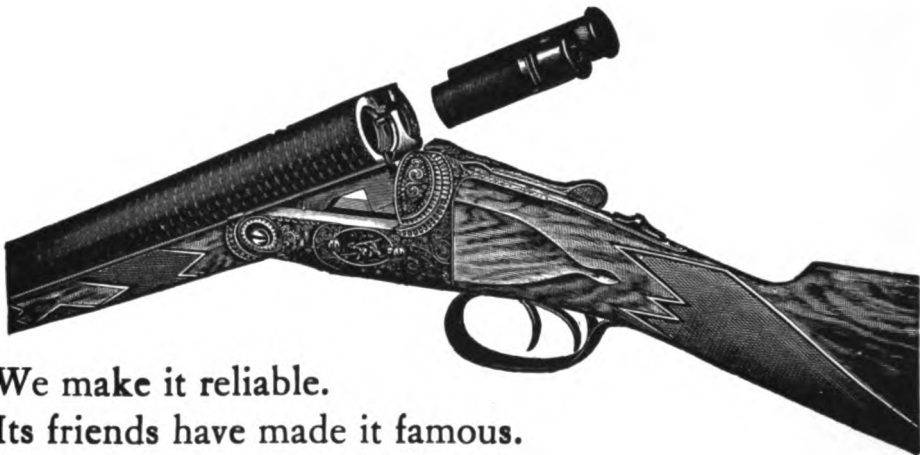
\$1.25 for Heavy White Back Overall
\$1.15 for Blue Black Stitched Overall

FEATURES

Extra Heavy Material	Heavy Pocketing
Full Cut	High Bib
Large Pockets	Long Rise
Wide Suspenders	Secure Buttons
General Comfort	

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Detroit, Michigan

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We make it reliable.
Its friends have made it famous.

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Producers and Shippers of **PIRATE COAL**

Mines on the P. & P. U. and P. R. T. Railways, Peoria

FIRST CLASS STEAM COAL

Favorable rates via Rock Island Lines to Rock Island Industries
Grades—SLACK, EGG, LUMP AND CHUNK

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Mines at Alderson and Hartshorne, Oklahoma

The Alderson and Hartshorne deep-shaft coals are well-known throughout the Southwest as the best domestic fuel available. The entire output is sold to The McAlester Fuel Company, McAlester, Oklahoma, who are exclusive distributors to the trade.

Coal Valley Mining Company

Foot of 20th St., Rock Island, Ill.

Producers of Sherrard and Matherville
Coals.

Mines Located in Close Proximity to Rock Island
Moline and Davenport.

The product of these two companies is of standard ROCK ISLAND quality, and employees are respectfully requested to give these coals a fair trial, and recommend them to their friends if found satisfactory; if not, address General Office, 139 W. Van Buren St., Chicago.

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



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Insures more Railroad Men

Pays more Railroad Men

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THAN ANY OTHER COMPANY

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

Name.....
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PROTECTION
PROVIDED**
for
RAILROAD MEN
under
ACCIDENT
and
SICKNESS
INSURANCE POLICIES
advertised by
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Every policy has back of it a reputation for prompt and liberal settlement of claims, extending over our

THIRTY YEARS IN BUSINESS
and a record of more than
\$19,000,000.00
Paid in Claims.

Ask Our Agent

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

H. C. Conley, Supt. R. R. Dept.



For more than half a century
the Watchword of the
Oldest Bank in Chicago

Interest
Paid on
Savings



High
Grade
Investments

112 West Adams Street - Chicago
CAPITAL and SURPLUS - \$10,000,000

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TULLER**

*For Value, Service,
Home Comforts*



NEW

HOTEL TULLER

DETROIT, MICHIGAN

Center of business on Grand Circus Park. Take Woodward Car, get off at Adams Ave.

ABSOLUTELY FIREPROOF

200 Rooms, Private Bath, Single	\$1.50	Double	\$2.50 Up
200 " " " "	2.00		3.00
100 " " " "	2.50		4.00
100 " " " "	3.00 to 6.00		4.50

**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

*Two Floors—Agents'
Sample Rooms*

*New Unique Cafes and
Caberet Exellente*

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



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 DATES BACK TO THE FIRST RAILROADS
 ASK FOR OVERALLS, JUMPERS, UNIFORMS OF
Stifel's Indigo
 STANDARD FOR OVER 75 YEARS

STIFEL'S INDIGO
 is the "fabric in-
 destructible." Will
 not fade—easy to wash
 and iron. Look for this
 trade mark  on
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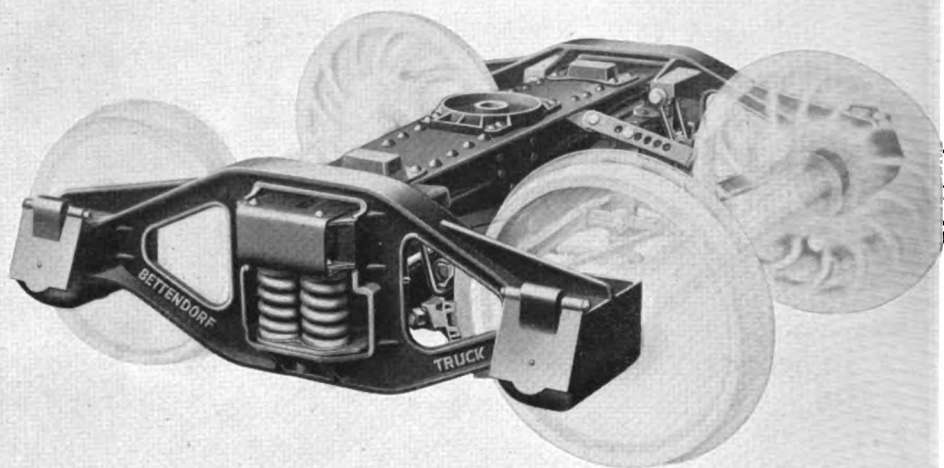
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 Indigo Dyers and Printers - Wheeling, W. Va.

SALES OFFICES

New York 260-262 Church St.	Baltimore 114 W. Fayette St.
Philadelphia 324 Market St.	St. Louis 425 Victoria Bldg.
Boston 31 Bedford St.	St. Paul 238 Endicott Bldg.
Chicago 223 West Jackson Blvd.	Toronto 14 Manchester Bldg.
San Francisco, Postal Telegraph Bldg.	Winnipeg 400 Hammond Bldg.
St. Joseph, Mo. Saxton Bank Bldg.	Montreal, Room 500, 489 St. Paul St.

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Bettendorf One-Piece Truck



**The Bettendorf Company
Bettendorf
Iowa**

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The Watch that Backs the Schedule!

In every branch of railroad service, from the chief dispatcher's desk to the man in the tower, from the yardman to the train crew, the lasting dependable accuracy of South Bend Studebaker watches helps make schedules effective.

The only watches that are insured to pass railroad inspection for five years. Our guarantee protects you against cost of changes in time requirements no matter what road you may be with.

Look for the watch with the Purple Ribbon at your jeweler's. Learn about the guarantee. Then you will know why this is the best watch for you to buy. Interesting Watch Book free on request.

South Bend Watches

SOUTH BEND WATCH COMPANY
342 Studebaker Street, South Bend, Ind.

*The South Bend
'Studebaker' Railroad Watch*

(Illustration three-quarters actual size)



MOVEMENTS ONLY

16 Size—11.5—3 pos.	\$26.00
" " " " " "	30.00
" " " " " "	40.00
18 Size—17 " "	84.00
" " " " " "	98.00

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WASHINGTON'S FAMOUS HOTEL



Situated in an
Ideal Location
in the Centre of
Everything,
on Pennsylvania Av.

Absolutely Fireproof.
500 Rooms,
Nearly All with Bath.

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

The Restaurant of exceptional quality at moderate rates.

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

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

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

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

E. L. WESTON, Manager

BOOKLET AND FULL INFORMATION ON REQUEST.

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



*Top—Carl Scholz, Manager Mining and Fuel Department.
Left—D. B. Sebastian, Assistant Manager Mining and Fuel Department.
Right—H. S. Mikesell, Assistant Manager Mining and Fuel Department.*

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

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FEBRUARY, 1916.

No. 8.

CAN YOU PAY ATTENTION

By H. ADDINGTON BRUCE

Not everybody appreciates the extent to which success in life is conditioned by ability to prevent the attention from wandering. There are many men above the average in mental power who find it difficult to get on because they have never overcome an unfortunate tendency to allow their attention to be easily distracted.

A little story told of an animal trainer might well be taken to heart by every man ambitious to succeed.

This trainer specialized in "educated monkeys," his supply of which he obtained from an importer for menageries and zoological gardens. One day he said to the importer:

"I will pay you double price for every animal I buy from you if you will allow me to take several at a time on approval and keep them under observation for a few days."

The importer consented and this arrangement went into effect. Soon the trainer acquired a greater reputation than ever for his success in developing monkeys for stage performances. Suspecting that there was a connection between the increase in his reputation and the plan of taking animals on approval, the importer finally asked him if such were not the case.

"It is," the trainer frankly replied, "and I will let you into the secret. When

you send me a batch of monkeys I study their habits carefully, and especially their habit of paying attention.

"Any monkey whose attention quickly shifts from one object to another I reject as one that will prove difficult, perhaps impossible, to train. Monkeys are like human beings in this respect. To be trainable, to learn things readily and surely, they must be able to pay sustained attention."

Study your fellow men and you will notice that proneness to shift the attention is characteristic of many of them. Study yourself, and try to ascertain by honest introspection whether you too belong to the attention shifting class.

Observe whether your attention flags and flits in the course of an ordinary conversation, so that your mind wanders far from what the other person is saying to you.

Observe whether, in playing games, similar incapacity to hold the attention manifests itself.

And, most of all, study yourself with regard to your ability to hold your attention to the problems of your daily work.

You may have a tendency to forget your work at the least provocation, allowing interesting things in your office or factory or store to divert your mind from the business in hand. You may

even have a habit of thinking up excuses to attend to something other than your work.

All this spells attention weakness, and consequently spells inefficiency and ultimate failure. Like the monkeys who were rejected by the trainer, you will find the business world refusing to waste time and trouble on you.

But, unlike the rejected monkeys, you always have it within yourself to overcome your attention weakness. You can do this by recognizing your deficiency, and by deliberately and rigorously disciplining your mind through the exercise of will power. And you must do this to attain any high measure of success.—*From the Kansas City Times.*

PREMIUMS TO ROADMASTERS AND SECTION FOREMEN

The awarding of premiums to roadmasters and section foremen on Rock Island Lines for year 1914 for making greatest improvement in track under their supervision, as well as the personal and individual efforts extended during the year for the betterment of the property, was recently completed.

Each roadmaster receives \$100 and each section foreman received \$50.

Chicago Terminal Division—

John Wolfe, Sr., section foreman.

Illinois Division—

G. W. Kohn, roadmaster.
F. Heutsch, section foreman.
J. E. O'Brien, section foreman.
G. Pullen, section foreman.
F. Dwyer, section foreman.

Iowa Division—

J. B. Pugh, roadmaster.
J. E. Hayes, section foreman.
L. McGinnis, section foreman.
P. Grace, section foreman.

Missouri Division—

D. Kanan, roadmaster.
S. J. Pulse, section foreman.
C. W. Cole, section foreman.
Chas. Lester, section foreman.
C. W. Keesaman, section foreman.

Cedar Rapids Division—

C. D. Coleman, section foreman.

Minnesota Division—

J. McNulty, roadmaster.
A. Gashel, section foreman.
M. Learach, section foreman.
D. Werkman, section foreman.

Dakota Division—

J. W. Petersen, roadmaster.
O. A. Brovold, section foreman.
G. W. Altizer, section foreman.
T. Lewis, section foreman.
T. Sweeney, section foreman.

Des Moines Valley Division—

J. Dulin, roadmaster.
J. H. Scheffers, section foreman.
M. Monks, section foreman.

Nebraska Division—

L. Brien, roadmaster.
H. Durkee, section foreman.
E. Thomas, section foreman.
D. Clark, section foreman.

Colorado Division—

J. S. Pollard, roadmaster.
Archie Ferris, section foreman.
J. A. Reed, section foreman.

St. Louis Division—

V. B. Simpson, roadmaster.
C. L. Johnson, section foreman.
C. J. Gardner, section foreman.

Kansas Division—

H. O. Sinsabaugh, roadmaster.
Wm. Clark, section foreman.
E. Young, section foreman.
C. O. Lee, section foreman.

El Paso Division—

J. H. Logan, roadmaster.
Alonzo Love, section foreman.
Wm. S. Buck, section foreman.
H. W. Norris, section foreman.
E. Poulton, section foreman.

Arkansas Division—

D. B. Griffin, roadmaster.
John Murphy, section foreman.
J. W. Haynes, section foreman.
B. C. McKinnie, section foreman.

Indian Territory Division—

J. A. Trainor, roadmaster.
D. W. Anderson, section foreman.
W. B. Holland, section foreman.
J. H. Gale, section foreman.

Louisiana Division—

R. T. Gollehon, roadmaster.
W. L. Nelson, section foreman.
Frank Rees, section foreman.

Pan Handle and Amarillo Divisions—

Geo. Woods, roadmaster.
H. Barrett, section foreman.
Geo. Burns, section foreman.

Oklahoma and Southern Divisions—

J. B. Mabile, roadmaster.
V. E. Powell, section foreman.
J. O. Vaughn, section foreman.
J. L. Whetsell, section foreman.
C. W. Brown, section foreman.

MINING AND FUEL DEPARTMENTS COMBINED

Effective February 1, the Mining Department and the Fuel Department was consolidated, under the jurisdiction of the Manager Mining and Fuel Department.

Mr. Carl Scholz was appointed Manager Mining and Fuel Department, with headquarters Chicago, Ill., and will report to the Chief Operating Officer. He will have charge of all mining operations and the purchase, handling and use of company fuel.



H. Clewer.

Effective the same date, Mr. D. B. Sebastian was appointed Assistant Manager Mining and Fuel Department. He will have jurisdiction over the purchase, handling and care of company fuel.

Mr. H. S. Mikesell was appointed Assistant Manager Mining and Fuel Department. He will have jurisdiction over mining operations.

The position of Superintendent of Locomotive Operation has been abolished, and Mr. H. Clewer was appointed Engineer of Fuel Economy, with headquarters at Chicago, Ill.

Mr. Harry A. Lawrence, Chief Fuel Inspector, has had his supervision extended over Coal Chute Supervisors.

The position of Supervisor of Locomotive Operation has been abolished, and the present incumbents of those positions will continue in service as Road Foremen of Equipment. The assignment of territory of Road Foremen of Equipment is:

F. J. Boyd, Blue Island, Ill.; Chicago Terminal Division.

S. T. Patterson, Blue Island, Ill.; Illinois Division.

P. Smith, Blue Island, Ill.; Illinois Division.

H. Bentley, Valley Junction, Ia.; Iowa Division.

J. C. Rhodes, Valley Junction, Ia.; Iowa Division.

S. F. Hanchett, Valley Junction, Ia., Des Moines Valley Division.

J. H. Wood, Trenton, Mo.; Missouri Division.

F. W. Tenney, Trenton, Mo.; Missouri Division.

B. Strauss, Cedar Rapids, Ia., Cedar Rapids Division.

F. W. Wilson, Manly, Ia.; Minnesota Division.

E. B. Van Akin, Estherville, Ia.; Dakota Division.

Wm. McElrath, Eldon, Mo.; St. Louis Division and Kansas City Terminal Division.

F. Connolly, Herington, Kans.; Kansas Division.

E. J. Jennings, Herington, Kans.; Kansas Division.

R. E. Woods, Pratt, Kans.; El Paso Division.

C. W. Reed, Fairbury, Nebr.; Nebraska Division.

J. Benzies, Goodland, Kans.; Colorado Division.

W. H. Booth, El Dorado, Ark.; Louisiana Division.

F. Meredith, Little Rock, Ark.; Arkansas Division.

Wm. Germer, Little Rock, Ark.; Arkansas Division.

B. J. Bonner, Halleyville, Okla.; Indian Territory Division.

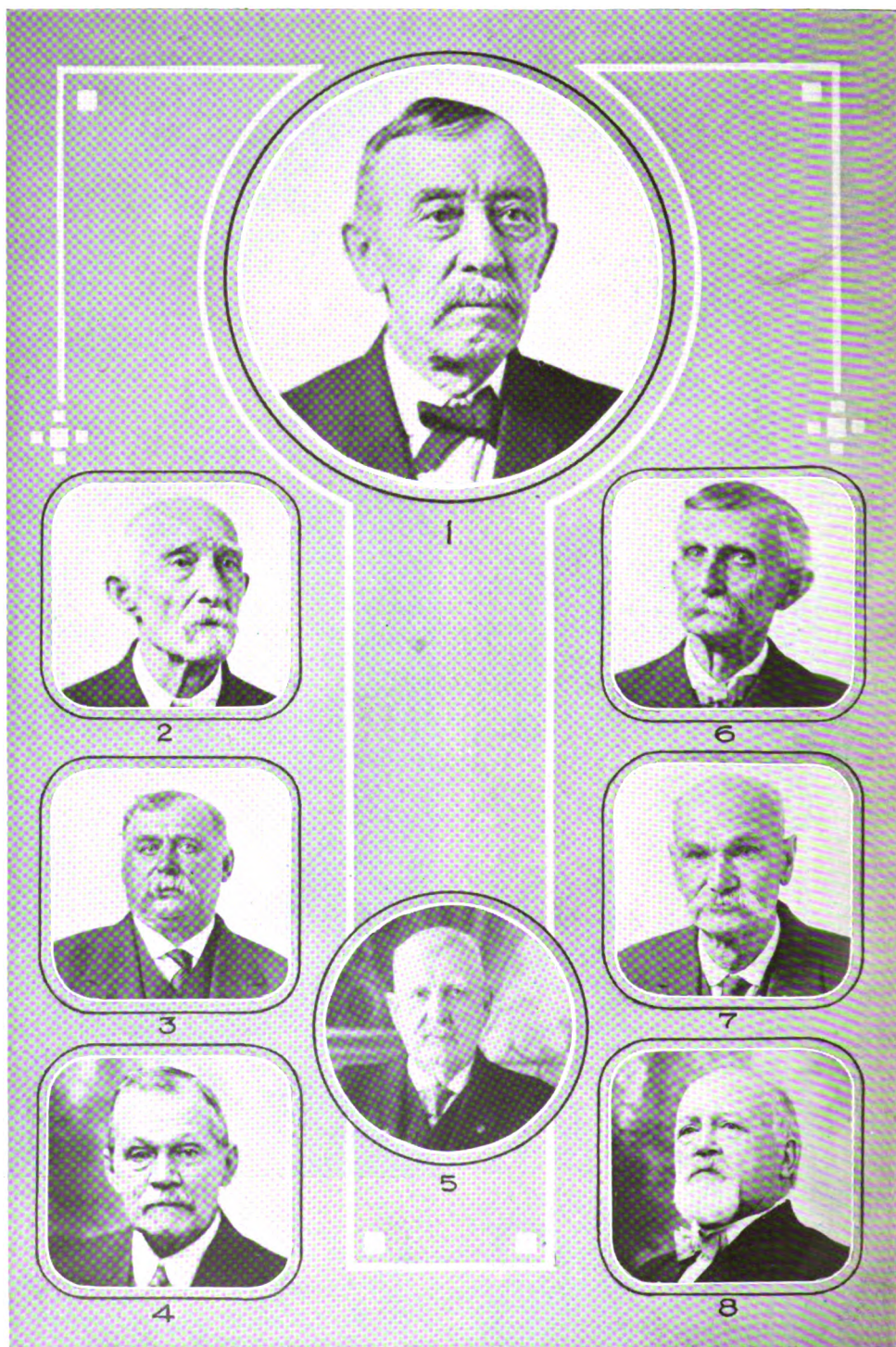


H. A. Lawrence.

J. L. Curry, El Reno, Okla.; Pan Handle Division.

C. S. Yeaton, El Reno, Okla.; Oklahoma Division.

The Road Foremen of Equipment will report to the Engineer of Fuel Economy on all matters pertaining to the use of fuel and to the Division Superintendent on other operating and mechanical matters.



1—Charles H. Davis. 2—James Carl. 3—F. J. Hodgson. 4—George B. Swan. 5—W. M. Johnston. 6—William Arnold. 7—James Sheehan. 8—J. R. Wilkinson.

VETERAN ROCK ISLAND ENGINEERS HOLD BANQUET

A rather remarkable spread was served at the Rock Island Club in Rock Island, Ill., recently on the celebration of the 76th birthday anniversary of Charles H. Davis, one of our old locomotive engineers. Mr. Davis acted as host for seven of his long time associates who gathered at the meeting. (See them on opposite page.)

The average age of the eight gentlemen present was 72 years, 4 months and 15 days, and the average years of service with the Rock Island Lines was 37 years and 3 months. Seven of the eight present were employed on the Eastern Iowa Division of the Rock Island, and one on the Illinois Division.

The ages of those present, together with length of service, were as follows:

	Years of Age. Service.
Charles H. Davis.....	76 52½
James Carl	76 33
George B. Swan.....	76 51
J. R. Wilkinson	80 30

F. J. Hodgson	66 45
William Arnold	60 43
James Sheehan	64 50
W. M. Johnston	75 46

The sum total of the ages of these men is 579 years and the total of their years of service was 350½.

Three of the eight are still in the service of the company. They are: F. J. Hodgson, William Arnold and James Sheehan. Mr. Carl left the service many years ago to go into business, and J. R. Wilkinson also quit the service about 15 years ago.

Charles H. Davis entered the employ of the old M. & M. Railroad Company as a fireman in 1857. He fired for a little over two and a half years and was given an engine at the age of 20 years. For 50 years he "pulled the throttle." All of the years of his service were on what is now the Iowa division of the Rock Island.

It isn't likely that there will be another such gathering in the very near future.

LIST OF EMPLOYES PENSIONED

At a meeting of the Board of Pensions December 28 the following applications for pension were approved:

Name.	Occupation.	Location.	Monthly Pension.	Pension Effective.
Robt. F. Murray	Pass. Conductor	Illinois Divn.	\$48.20	I-I-16
Lorain C. Cherrington	Jt. Train Baggage and expressman	Missouri Divn. (\$20 (RI PROP)	10.61	II-I-15
Charles Heller	Loco. Engineer	Cedar Rapids, Ia....	42.65	I-I-16
Wm. Thos. Barnett	Station Agent	Purcell, Kans.	22.40	II-I-15

LIST OF PENSIONERS WHO HAVE PASSED AWAY

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

Samuel Burkholder, occupation, lamp tender, Eldon, Iowa; died November 5, 1915; pension effective, May 1st, 1910. \$20 per month; pension ceased November 30, 1915; total pension received, \$1,340.

Margaret Mahoney, occupation, scrubwoman, La Salle Street Station, Chicago, Ill.; died December 11, 1915; pension effective, July 1st, 1915, \$20 per month; pension ceased, December 31, 1915; total pension received, \$120.

BIOGRAPHIES OF PENSIONERS

James Loftus, section foreman, Delta, Iowa.

Age, October 12, 1915, 70 years.

Length of continuous service, 31 years.

Monthly pension (actual), \$17.48.

Monthly pension allowed (minimum), \$20.00.

Date of application, June 22, 1915.

Retired from active service, October 31, 1915.

Pension effective November 1, 1915.

James Loftus was born in County Mayo, Ireland, October 12, 1845, moved to City of New York when about 20 years old. Later came to Chicago, then to Galesburg, and then went to Albia, Iowa, and entered

vicinity and lawless bands were numerous in that country. During employment as section foreman I worked under Roadmasters Wm. McCullom, E. Baker, F. Baker, Robt. Shields, Wm. F. Lee, Jno. Singleton, Jno. Dulin and Chas. Flynn, and in the absence of any praise, in my own behalf, I always tried to perform any duty as best I could, imposed upon me, connected with the company's interest, and in almost 45 years I never had a man employed under me seriously injured, or never had a derailment of any serious consequence, and while I was not strictly temperate, I attribute considerable of my success to not using much liquor, and would not tolerate same by anyone under me on duty, but have been an inveterate smoker for past 60 years and expect to continue. Times have changed. When I first worked on railroad a steel rail was unknown, fastenings were chairs and fish plate angle bars were unknown; so was the track jack and sometimes had to go out in the timber and cut a pole to raise track; where convenient, one or two lining bars on a section and one ratchet drill on each roadmaster's division and a hand car weighing about 700 pounds, and glad to have same. When I was first made foreman section laborers were paid \$1.00 per day, and plenty of available men at that rate, and I am pleased to say that during hard money period the Rock Island never missed a pay day and now, though I am retired from service after about 45 years, I am still an active booster for the Great Rock Island."

* * *

Mrs. Margaret Mahoney, scrub woman, La Salle Street Station.

Age, October 12, 1915, 64 years.

Length of continuous service, 27 years.

Monthly pension (actual), \$16.12.

Monthly pension allowed (minimum), \$20.00.

Date of application, November 8, 1915.

Retired from active service, June 15, 1915.

Pension effective, July 1, 1915.

Mrs. Mahoney was a joint employee of the New York Central and Rock Island Lines from July, 1903. Not having been in the joint service of the New York Central Lines the required length of time to be eligible to pension, it was resolved by the Board of Pensions that on account of her long and faithful service she be granted a pension of \$20.00 per month, which is the minimum pension granted to Rock Island employees.

"Mrs. Margaret Mahoney was born in Limerick, Ireland, in October, 1851. She came to Chicago in 1864, and was married in 1880. Through a serious accident her husband was permanently injured and she was compelled to support her family. She entered the services of the Rock Island Road on January 1, 1885, in the old depot, and moved with them to the Grand Central Station during the construction of the new La Salle Street Station, and when that was completed, she was given charge of the



James Loftus.

the employ of the B. & M. Ry., now C., B. & Q., on construction gang, surfacing and ditching, etc. Was laid off in fall and then went to Ashland Crossing, now called Eldon, Iowa, and entered the employ of the C., R. I. & P. at latter place under foreman Newt Brown, on a construction train doing various classes of work as far west as Leavenworth, Kan., for about four years. Was then put in charge of sections at Gallatin, Mo., Spickards, Seymour, Numa, Fairfield, Brighton, Davenport, and, for the past 24 years, at Delta, Iowa.

Mr. Loftus states as follows:

"I was at Gallatin when the Rock Island train was held up and Conductor Westfall killed; was in this neighborhood at the time of the various James brothers' raids and was in Gallatin on the day of the bank robbery. Those were stormy days in this

women who did the cleaning in the waiting rooms. This position she held until July, 1915, when, through illness, she was compelled to resign. She now realizes that her years were well spent and her services were appreciated by the company in their granting her a pension, for which she is very grateful."

Subsequent to receiving above we regret to advise that Mrs. Mahoney passed away at her home, 2823 Fifth avenue, Saturday, December 11, 1915.

* * *

James Driscoll Enright, Jt. Sta. Baggage-man, La Salle Street Station.

Age, December 29, 1915, 70 years.

Length of continuous service (joint), 42 years.

Total monthly pension, \$25.88.



James Driscoll Enright.

Rock Island proportion, 50 per cent of \$25.88, \$12.95.

Date of application, October 1, 1915.

Retired from active service, December 31, 1915.

Pension effective, January 1, 1916.

James Driscoll Enright was born in Limerick, Ireland, December, 1845, being one of a family of six, which consisted of three boys and three girls. His father's name was James Enright and his mother's, Mary Driscoll Enright. He left Ireland in 1859 on the sailboat William and Joseph, in command of Captain Kennedy and spent five weeks in crossing the ocean. Finally landed June 2, 1859, at Quebec, Canada. He came to the United States in May, 1865, and found employment in Chicago, where he has made his home since.

In 1868 he was employed by the Illinois

Central as baggageman, leaving the service after two years of his own accord. From 1870 to 1873 he was employed as a U. S. mail driver. In 1873 he applied for and secured a position in the baggage room of the C., R. I. & P. and L. S. & M. S., which position he has held to the date retired, having served under five baggage agents, viz.: Mr. Cook, Mr. Marston, Mr. Magoon, Mr. Barbour and the present agent, Mr. Kerr. He never lost a day by order of the company, nor has he ever been called on the carpet. Was employed as doorman and had charge of the storage collections since June 2, 1882.

* * *

Benjamin F. Rickey, locomotive engineer, Illinois Division.

Age, November 25, 1915, 70 years.



Benj. F. Rickey.

Length of continuous service, 35 years.

Total salary received last ten years of active service, minus one-half of month of May, 1906, account out of service due to personal injury received while stepping off train 171 at Burr Oak, August 30, 1905.....\$15,470.15

Average monthly wage, based on the actual number of months (114) that Rickey's name appears on the pay rolls, account out of service, December, 1905, to May, 1906, inclusive, due to injury received August 30, 1905 135.70

Monthly pension, 35 per cent of \$135.70 47.50

Actual total salary received last ten years of active service..... 15,523.39

Average monthly wage, including period out of service, November, 1905, to May, 1906, account injury received 129.36
 Monthly pension, 35 per cent of \$129.36 45.30
 Date of application, September 25, 1915.
 Retired from active service, November 30, 1915.
 Pension effective, December 1, 1915.

Mr. Benjamin Franklin Rickey was born November 25, 1845, at Albany, Athens County, Ohio.

At the age of 16 he joined a whaling ship and for at one time a period of eighteen months was without sight of land.

He later traveled with P. T. Barnum circus, also that of John W. Robinson, as a professional juggler. He began his railroad career in 1871, working for the Rockford, Rock Island and St. Louis R. R., which is at present the St. Louis branch of the C., B. & Q. At that time Mr. R. R. Cable was president of the road. He worked there until June 10, 1877, at which time he went to work for the Kansas Central out of Leavenworth. After service of a year and two months with this road he came to the C., R. I. & P., and from that time to the present he worked continuously on the Illinois Division.

NEW BASIS OF INTERSTATE PASSENGER FARES.

The attention of ticket agents and conductors has been directed, by circular and otherwise, to the new interstate passenger fares placed in effect on Jan. 15 on Rock Island lines, as well as on other railroads in this territory.

Beginning in 1907, practically all of the western states in which we operate enacted legislation reducing the rate per mile for passenger service to a basis of two cents per mile. The railroads accepted the situation and made strenuous efforts to adjust constantly increasing ratio of expense for the transaction of passenger business to the reduction in passenger fares earnings. After a fair and lengthy trial extending over several years, it was universally recognized that passenger train service was not earning its fair ratio of expense, and could not do so at such a low rate per mile and relief was sought through the medium of the Interstate Commerce Commission and an appeal to the public for a better understanding of the position in which the railroads were placed. The Interstate Commerce Commission, after an exhaustive and thorough study of the situation, afforded the railroads relief to the extent of an increase in interstate fares from a basis of two cents per mile to a basis of 2.4 cents per mile in territory north of the Missouri River, from St. Louis to Kansas City, thence on and north of the line of the Union Pacific through Kansas; south of this line, a basis of 2.6 cents per mile was allowed.

Our employes are doubtless familiar to a certain extent with the fact that the expense of conducting passenger business (and, in

fact, every department of the modern railroad) has been enormously increased in the last few years. The installation of steel equipment, the necessity for more expensive and heavier engines to handle the increased weight of trains, thereby necessitating better roadbed and heavier steel, the rising prices of all material, increased taxes, to say nothing of the substantial increases in wages for many classes of employes, have all been important factors in increasing the cost of conducting transportation.

It has only been by the practice of rigid economy in every possible channel that the railroads have been able to maintain the high standard of efficiency so apparent in the service. This increase in passenger fares, therefore, comes as a welcome relief and the management hopes that as a result thereof passenger earnings will show a healthy increase and be enabled to contribute its fair ratio of the general expense of conducting our property.

Every employe should be impressed by the necessity of making every effort to reap the benefit of these increased passenger fares and to co-operate to the fullest extent with the management, to in every way assist by the elimination of waste in making a favorable showing. Every ticket agent, conductor and baggage man should be careful to see that the new tariffs are on file, and are thoroughly understood, and that the conditions outlined in the various circulars are fully complied with. Every agent should personally see that all under his jurisdiction are familiar with the new tariffs and circulars and should personally give any needed instructions to his assistants to enable them to properly understand and use them.

ROCK ISLAND MAN HEADS ROTARY CLUB AT OKLAHOMA CITY.

Mr. Fay Thompson, our well known passenger agent at Oklahoma City, recently was elected president of the Oklahoma City Rotary Club.

Mr. Thompson's popularity is growing by leaps and bounds, his kindness and willingness to help everybody at any time having much to do with this. We hope his administration will do much to help Oklahoma City in its wonderful growth.

ROCK ISLAND RAILWAY CLUB.

The regular monthly meeting and dinner of the Rock Island Railway Club was held at the Fort Dearborn Hotel Tuesday evening, January 11th, 1916.

Mr. C. B. Pratt, Superintendent Terminals, Chicago, gave a very interesting and instructive talk on Railway Operation which was enjoyed and appreciated by the members. Mr. Pratt proved himself a good after dinner speaker as well as a master of operating difficulties.

The next meeting of the Club is to be in the Louis XVI room, Hotel Sherman, Tuesday evening, February 8th. The ladies are to be guests and an interesting program is being arranged which is being looked forward to with interest by all of the members and their friends.

At a Meeting of

W. S. Fineman Division Number 85
Brotherhood of Locomotive Engineers
Rock Island Div.

held October 11th 1915

the following resolutions were unanimously adopted, to-wit:

Whereas

Our worthy Bro. in the service of his eternal well-being has removed from this world and the busy scene of this life

W. S. Fineman
- former General Manager of the
- Rock Island Div. -

Therefore we the Engineers of W. S. Fineman Division assembled here tonight pay our last sad tribute to the memory of this departed one express our deep appreciation of the many and lasting obligations that we as locomotive engineers owe to him, and by word and action taken to express our sincere sorrow at this death.

One could not look upon the rise of Mr. Fineman but with a feeling of pride, for following him from a call boy in 1882, to a helper in the telegraph office in 1885, to a watchman in August of 1890, to General Engineer in 1894, to Superintendent of T. & P. Division in 1899, to General Superintendent in 1905, to General Manager of Rock Island Lines, a few years later, he rose from Call Boy to General Manager of one of the largest systems of railroads in the United States, as well as Chairman of the General Brotherhood Association composed of fifty four Eastern railroads, and less than twenty years ago is now associated with the world's mind of today, to display that sterling quality that characterized Mr. Fineman during his life and up to the last, where we may and there we find still evidence of his noble business judgment, sagacity and integrity as man and as leader. Doubtless his untimely and just tributes reflect his loss and express our heartfelt sympathy with his sorrowing family.

Resolved

That the Secretary be instructed to cause a copy of this resolution to be published in this Rock Island Engineer, to be published, and that a copy thereof be spread at length over the records of this Division, and that a copy thereof be sent to the family of our departed engineer.

A token of respect from the deceased

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

Our "First Aid Crews"—A Remarkable Organization.

"Man's inhumanity to man makes countless millions mourn," an adage as "old as the hills," and yet how true. But have you ever stopped to think and reason with yourself how fast that old adage is being put to rout on our American railroads, and particularly so on OUR railroad, the Rock Island Lines? How, do you ask? The answer is through the interest, training, study and desire to assist their unfortunate "fellows" so clearly demonstrated in OUR First Aid Crews in shops and elsewhere, as well as through the interest taken in those employees by our admittedly competent and trained surgeons, surgeons whose equals are few, and whose standing in the communities wherein they reside as well as in the fraternities they represent, is the very highest. That's the combination of beneficial forces that permits Our "First Aid Crews" to stand second to none. The painstaking and efficient work done by those "First Aid Crews" has become common knowledge, not only upon OUR railroad, but in other quarters and sections where the advice of their accomplishments has been carried.

The sentiment expressed in that appealing song, "School Days," that song that takes ALL of us back to the days of "REAL SPORT" and pleasure, finds strict application in the consideration, organization, efforts, sympathy and efficiency of those "Good Fellows" in OUR shops who are so very capable and so earnestly willing to relieve suffering humanity, and with them we might well "Take a Trip on Memory's Ship Back to Bygone Days," days when, if an injury overtook some unfortunate fellow, he had to await the coming of the surgeon or be carried or hauled to the surgeon's office, but now, how different, and with a keen appreciation of the desire of the surgeon to reach and relieve the sufferer at the earliest possible moment as well as his admitted ability and eagerness to do so, such delays as were then necessarily experienced are no longer known. We NOW have working right among their fellow men those whose services to relieve are ALWAYS at hand and who, with willingness and haste, take charge of the injured and administer to his comfort and necessities in a manner that would be complimentary to the most skilled surgeon, and in numerous instances the "First Aid" administered by the "Shop First Aid Man" with the assist-

ance of his associates, has been the only attention needed, and the services rendered by those in attendance was stated to be all that was required and the patient fully recovered. Is it not splendid to notice the interest man takes in man and how ever ready and anxious one stands to render needed assistance to another?

The "First Aid Crews" in OUR shops are a part of the Government Red Cross staff, tutored by OUR OWN surgeons and later examined by an outside surgeon, one who has no connection with OUR railroad, and who issues Government diplomas to those who successfully pass the required Government examination. A splendid method and productive of splendid results.

Do you, employees of the Rock Island Lines, have a full conception and a proper appreciation of the desires of your fellow employees to become members of your "First Aid Crews"? Do you realize the sacrifice of time and pleasure they make, the hours of study they busy themselves with, the training they MUST have and the many other tasks they must perform that they may become competent and qualified to administer relief to—whom, themselves? NOT SO, but to you, their fellow workmen and men with whom they associate for many hours every day in the year. Think what these "boys" do to attain the proficiency they are accredited with having, and give them your encouragement and your assistance as well.

The "First Aid Crews" on the Rock Island Lines are second to none. They lead, others follow. Why? How do they become so?

There are several very good and logical reasons why they are so highly regarded in the Red Cross work, but space will not permit all to be mentioned, but it is only fair to say that the person responsible for the organization of the "First Aid" on OUR Lines is our chief surgeon, Dr. Samuel C. Plummer of Chicago. It was he who saw early that great benefits could be derived by employe and management alike if some of our shop men, and others, were able to relieve the unfortunate victim of injury while at or about his work, if they were instructed how to stop the flow of blood, relieve the pain and dress the wounds of those overtaken with misfortunes, without the necessity of delay while the coming of the surgeon was awaited, and at times when that gentleman was not available on account

of other duties calling him elsewhere. Dr. Plummer enlisted the sympathy and interest of some of his skilled surgeons in the movement, and through his efforts, and the assistance of those surgeons and the willing "lads" in the family of the Rock Island Lines, the present splendid organization was formed, an organization whose aims are high, whose purposes are noble and whose ability and efforts, as well as the results obtained by them, stand out in bold relief among the humanitarian and successful welfare movements now a part of our splendid railroad. May their efforts ever be crowned with success and may the plaudit, "Well done" be their ultimate goal.

At Shawnee, El Reno and Chickasha, Oklahoma; Horton, Kansas; Cedar Rapids and Valley Junction, Iowa, and Forty-seventh Street Shops, Chicago, "First Aid" crews are regularly instructed and properly equipped to be of noticeable service, and at other points there are emergency boxes and one or more who know how to relieve and administer to the necessities arising. Space will not permit the details of the work accomplished appearing, but suffice it to say that every one who knows of OUR "First Aid" crews and of what they have accomplished are a unit in giving those fellows due and full credit.

SHOUT THE GLAD TIDINGS—THREE EYES SAVED.

Shopmen: Just a word to tell you that THREE eyes were saved to Rock Island Lines employees because those THREE were wearing a pair of Rock Island Lines "Free for the Asking" Goggles, and were prepared to resist the attack made upon their eyes by flying steel while THEY were performing the same kind of work you are performing every day and many times during the same day. Listen:

Boilermaker John Weldon was wearing goggles in Cedar Rapids shops while chipping and saved HIS eye.

Machinist Jerry Savel, same shop, was also wearing goggles while drilling "tell tale" holes in stay bolts and saved HIS eye.

Machinist Apprentice Daniel Anderson, Horton shops, also saved HIS eye because he had his goggles where they belonged, namely, on his nose in front of his eyes, when a rivet cut flew and struck the lens.

If you doubt these statements, ask these Rock Island thoughtful shopmen about it. A word to the wise is sufficient—GOGGLES.

A GOOD SLOGAN—"BRING A VISITOR."

Are you doing your part to assist the "Prevent Injury" movement through efforts to interest yourself, if not already interested, and in trying to interest those with whom you work and associate every day on this great big railroad of ours? Are you attending the safety meetings when they are held at Division points each month or each sixty days as the case may be? Are you looking for the notices posted by your superintendent announcing the date and place of holding, and giving you an urgent

invitation to attend? If you are not, BE-GIN NOW. YOU are in the movement, or should be, just as much as if you were an appointed committeeman, you will be such some day and you will experience the happiest time in your life when you are, and you are welcome, thrice welcome at those open and interested meetings, those meetings where your fellow employees meet and openly discuss every dangerous condition and every dangerous practice noticed by the many eyes who are on the alert for such conditions. You need not be afraid to attend, nothing will harm you. You need not be afraid to attend because some one may think you should not, because YOU are not on the COMMITTEE. Go yourself and ask every man who has had his rest and nothing else important to do to go with you. Once at a meeting, you will take a deeper interest in the meetings and will be better prepared to advance the cause than you have any idea of being. Be a booster for "Prevent Injury." BRING A VISITOR.

AN UNTIMELY LOSS TO THE CAUSE.

The death of Engineer Al Adams, which occurred at his home in Cedar Rapids, Ia., on the morning of November 4th, came as suddenly and as unexpectedly as a peal of thunder from a clear sky, and that untimely death brought to his home, to the community and to his fellow employees a sadness that will long be remembered. To those of us who knew him better, and loved him best, his loss means so much, and reminds us of a saying so familiar, "Untimely Death, Oh, Death Untimely." Mr. Adams was one of the Rock Island Lines' true and faithful employees, always attending strictly to his duties, loved and respected by all who knew him, and regarded as one of the kindest husbands, friend and benefactor. His thoughts were to elevate, and in him the Safety Bureau of the Rock Island Lines recognized the proper material to advance the work of that great and humanitarian movement, namely to conserve life and limb of our citizens generally, and to begin the teaching of careful and cautious methods in our public schools. Mr. Adams was a member of the Division Safety Committee, always in attendance and always had a good word and a God-speed for the movement. Through his untiring efforts "Prevent Injury" was made the topic for thought in the Cedar Rapids Schools, and had he lived his joy would have been realized when the campaign against carelessness and other dire actions that have caused so much misery and suffering, would have put them to rout.

Mr. Adams was born in Stratford, England, May 24th, 1871. Employed as a fireman November 15th, 1888. Promoted to engineer September 15th, 1896. Twenty-seven years of faithful and splendid service.

J. H. Hirsch & Co.'s representative is now covering our road taking measurements of train employees for summer uniforms.

IN MEMORY OF H. J. CROOM.

By the death of our esteemed friend and brother, H. J. Croom, a pall of gloom has been cast over Division 325, O. R. C., which only time and the remembrance of his sunny disposition and sterling qualities may partially dispel.

It has been the privilege of the writer to have known Brother Croom intimately for the past eight years, and although unassuring in his manners he was the combination of all that goes to make God's most perfect handiwork, nature's nobleman.

Division 525 tenders its sympathy to the bereaved family and would comfort them by pointing to his upright life. Oh, when the heart is full, when bitter thoughts come crowding thickly up for utterance and the poor common words of comfort seem such a mockery, 'tis then the bursting heart may pour itself in prayer and ask that consolation which God alone can give. He who doeth all things well and who tempereth the wind to the shorn lamb may not in His wisdom heal the wound, but ameliorate the suffering and from his mercy seat dispense that solace which will not leave you comfortless.

And now, old friend, farewell; peace be to your ashes. In your passing you have saddened a broken circle, and when you appear before that last tribunal, may you hear the welcome words, "Well done, thou good and faithful servant, enter into a place prepared for you, where the wicked cease from troubling and the weary are at rest."

R. McMILLAN.

W. E. BALLANTINE IS DEAD.

W. E. Ballantine, manager of railway sales of the Willard Storage Battery Company, Cleveland, Ohio, whose death in Cleveland, Ohio, on Tuesday, January 11, had a very wide acquaintance among railway car lighting men. Mr. Ballantine was in his forty-first year. He was appointed assistant electrical engineer of the Pullman Company in 1900, in 1903 becoming electrical engineer of that company in charge of the electric light plant, shop wiring, manufacture of storage batteries, electric manufacturing equipment, and the equipping of cars with electricity. In 1905 he was appointed chief electrician of the Rock Island Lines in charge of all car lighting and electric head lighting equipment. Four years later he became western manager of railway sales of the Willard Storage Battery Company, and in 1913, succeeded to the position of manager of railway sales with headquarters at Cleveland, Ohio.

RECEPTION AND DANCE.

The annual reception and dance of the Rock Island Pleasure Club will be held this year at Englewood Men's Club, 6321 Harvard avenue, on Wednesday evening, February 16. These affairs give you an opportunity to become better acquainted in a social way with your fellow workmen from the various departments, so forget your troubles and join the merry crowd.

ROCK ISLAND PORTER DESERVES CONSIDERABLE CREDIT FOR HONESTY.

Recently after Joe Jones, train porter on Iowa Division, had reached Council Bluffs on Train No. 5 he was walking down the platform of the station and picked up a roll of money amounting to \$2,728, made up of two \$1,000 bills, six \$100 bills, several twenties, tens, fives and ones. Immediately upon finding the large amount of money Jones turned it over to Agent Kirly at Council Bluffs, and soon afterwards the owner had notified the police of his great loss. Upon inquiring at our station the owner was made cheerful by finding his money, and Porter Jones was handed a neat sum for his honesty. Porter Jones lives at Moline, Ill., and runs on train 5 and 8, between Rock Island and Council Bluffs.

MERITORIOUS SERVICE.

Mr. E. Muhs, section foreman, Noels, Ia., has been commended for the good work done in finding brake beam down on head car in Train 1055, Jan. 15, and signaling trainmen before any accident happened.

Mr. A. B. Allison, conductor, Cedar Rapids, through prompt and efficient handling of records and the reporting of condition on our car 47615 when removing same from another line transfer at Morning Sun, enabled our line to secure necessary protection in the form of defect card, thereby placing responsibility for repairs on the other line, which otherwise would have been borne by our company. He is to be commended for paying such attention to his work and duties.

Mr. William Thomas, train porter, Missouri Division was given ten merit marks. When Train 990 was pulling through Centerville station, Dec. 5, a car became derailed running alongside passenger train No. 29, standing at station, Thomas being in service on latter train. Trucks on derailed car sloughed toward main line, with a chance of cornering passenger train. Realizing the situation, he jumped between cars of the freight train and broke the air, stopping the train immediately, and probably preventing an accident and damage to equipment.

Mr. O. F. Young, conductor, Missouri Division, has been commended for action in assisting in shoveling off station platform at Altamont, which was covered with snow and ice, on Dec. 24, before passenger train was due.

Mr. Burney Ralston, night coach cleaner at Trenton, Mo., played the Good Samaritan in a way which we think is worthy of mention. While about his work in the yards he came upon an old man about 70 years of age, who was trying to get to Kansas City, but was without funds. Mr. Ralston took him to his home, gave him a place to sleep and his meals. Through his efforts a collection was taken up to pay the old man's fare to Kansas City, Mr. Ralston accompanying him there.

Mr. C. A. Howard, brakeman; Mr. G. W. McDowell, conductor; Mr. V. Harvey, engineer; Mr. W. H. Sappenfield, brakeman, and Mr. D. M. Daggs, fireman, Des Moines, Ia., have been commended for prompt work on Train 1911 Jan. 5, when they had 22 cars of stock and 3 red ball freight for Kansas City, arrived at Allerton at 4:25 p. m. at coal chute, took coal and were at the cast enter crane at 4:28 p. m., and departed from town at 4:32 p. m., and were 7 minutes getting through Allerton.

Mr. F. A. Scott, brakeman, Des Moines Valley Division, is to be commended for his watchfulness. While leaving Allerton Jan. 2, Train 912, he noticed main line switch to house track at Allerton unlocked, lock lying on ground. He locked same, switch not in connection with his train.

Mr. Walter Cullins, water supply foreman, Nichols, Ia., has been commended for using the equipment he had in his tool box to repair break on the air line of the passenger train, whose engine had had a failure in the air pipe

line. This permitted train being brought forward without any serious delay.

Mr. J. A. Gunderson, agent, and Mr. Geo. Knott, hostler of Montezuma, have been commended for rendering valuable service in getting Engine 332 ready, taking same to Byrnes City to relieve Engine 722, which had failed on stock extra at that point. After getting stock train started he revived Engine 722 and returned it to Montezuma, after regular engineer had failed to accomplish this.

Mr. S. C. Thompson, brakeman, Des Moines, has been commended for his watchfulness in discovering U. R. T. 5916, red ball milk for Prairie City, with arch bar broken down and car in such condition that it was just about to drop. This occurred at Princeton on Dec. 31, while he was looking over train. Car was set out and accident avoided.

Mr. W. E. Barton, brakeman, Des Moines Valley Division, has been commended for his watchfulness on Dec. 16, when he discovered brake beam down on Car 35320 in passing Extra 1620 at Nepas. He had train stopped and assisted in removing the brake beam.

Mr. Obadiah Williams, trucker, Little Rock freight house, detected and reported pilferage of car located on warehouse track and probably saved the company a claim.

Mr. U. L. Dennis, conductor, Mr. N. G. Rowland and J. C. Haney, brakemen, Arkansas Division, shoveled coal away to keep from blocking main line while switching at Benton, when a car dumped itself, account bad order condition. They were highly commended by the management.

Mr. J. O. Baldwin, conductor, Arkansas Division, was highly commended for action taken when he found a broken rail at Copperas Gap Dec. 4.

The following gentlemen of Cedar Rapids, Ia., have each been highly commended for the good work done night of the recent storm, and especially at West Union, where there was some little trouble and congestion of engines and trains:

- Mr. C. Carr, roadmaster.
- Mr. E. Dorian, conductor.
- Mr. J. H. LeGore, brakeman.
- Mr. J. C. Lindsley, conductor.
- Mr. W. R. Foor, brakeman.
- Mr. J. Trinka, brakeman.
- Mr. T. Myers, engineer.
- Mr. Geo. Jones, fireman.
- Mr. J. W. Pyle, engineer.
- Mr. E. J. LaFrantz, fireman.
- Mr. T. Brady, engineer.
- Mr. O. McLaughlin, fireman.
- Mr. W. L. Chearer, engineer.
- Mr. M. M. Reeves, fireman.
- Mr. R. J. Sokup, hostler.
- Mr. L. F. Lloyd, section foreman.
- Mr. C. E. Allen, section foreman.
- Mr. H. J. Iliff, helper.

Mr. Ed Robinson, engineer, El Dorado, Ark., has been commended for services rendered Dec. 29, when Fireman Humble was taken sick on Train 635, Engine 850. Mr. Robinson was dead-heading on the train and voluntarily relieved him and fired his engine from about Tinsman to El Dorado, avoiding any delay to the train.

APPOINTMENTS.

Effective Jan. 7, Mr. T. H. Portel was appointed acting roadmaster of Central Iowa Division, Subdivision 4, from Grinnell to Des Moines, and Subdivision 5, from Valley Junction to Menlo, and Subdivisions 4-A and 5-A, with headquarters at Des Moines, Ia., vice T. H. O'Brien, temporarily assigned to other duties.

Effective Jan. 17, Mr. P. Desmond was appointed roadmaster of the West Iowa Division, with headquarters at Atlantic, with jurisdiction Sections 242 to 255, inclusive, on the main line, and Griswold, Audubon, Carson and Harlan branches, vice J. B. Pugh, transferred.

Effective Jan. 8, Mr. A. C. Shields was appointed division engineer of the Missouri Division, with headquarters at Trenton, Mo., vice Mr. F. E. Watson, given leave of absence account illness of family.

Effective Jan. 17, Mr. J. B. Pugh was appointed roadmaster of the East Iowa Division, with headquarters at Iowa City, with jurisdiction Sections 200 to 223, inclusive, vice Mr. A. E. Donnelly, granted leave of absence.

Effective Jan. 2, Mr. Geo. McDonald was appointed car foreman at Armourdale, Kan., vice C. R. McArthur, transferred.

Effective Dec. 27, Mr. R. S. Brown was appointed general foreman at Eldon, Mo., vice W. H. Burleigh, transferred.

Effective Jan. 12, M. L. Logan was appointed agent and operator at Keats, vice A. C. Johnson.

Effective Dec. 10, Mr. Ed B. Hoag was appointed roundhouse foreman at Armourdale, Kan.

Effective Jan. 1, Mr. E. J. Harris was appointed master mechanic of the Missouri Division, vice Mr. P. Linthicum, acting master mechanic, transferred.

Effective Jan. 1, Mr. Frank R. Smith was appointed agent at Beatrice, Nebr., vice O. P. Liston, deceased.

Effective Jan. 1, Mr. J. G. Gamble was appointed assistant attorney for Iowa, to succeed Mr. Robt. J. Bannister, resigned to engage in other business.

Effective Jan. 15, Mr. Geo. H. Buseman was appointed roadmaster, Subdivisions 22, 21-A and 22-A, with headquarters at Pipestone, Minn., vice P. J. Desmond, transferred.



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

Mr. L. D. Brasfield, conductor, Missouri Division, is to be commended for influencing a passenger on his train into Kansas City to purchase a ticket via our line to California. In buying the ticket, the passenger informed ticket agent he was using the Rock Island on account of the courteous treatment accorded him by Conductor Brasfield while on his train.

Mr. Floyd Smith, porter, El Reno, Okla., while on Train 710, Nov. 27, influenced two passengers who were going from Lone Wolf to Oklahoma City to purchase two tickets via our line for Kansas City from that point, the parties having intended to use another line.

Mr. Geo. Hopkins, train porter, El Reno, Okla., has been commended for influencing two passengers to purchase tickets to California via our line.

Through the solicitation of Conductor Riewalter, Minnesota Division, our agent at Minneapolis sold a ticket to Junction City, Kan.

Mr. G. W. Cogswell, conductor, and Mr. Oscar Hedwick, brakeman, Estherville, Ia., while on Train 1068, which operates between Titonka and Garner, had two passengers holding tickets to Hayfield who were en route to St. Paul, via another line, but after persuading these gentlemen they finally got them to go through on our line to destination.

Mr. T. Riley, conductor, Des Moines, Ia., has been commended for influencing passenger to purchase ticket via our line from Des Moines to Albert Lea, Minn., this party having intended to use another line.

Through the efforts of I. W. Towne, interchange clerk in the local freight office, Oklahoma City, Mr. J. H. Richard, depot ticket agent, sold two round trip tickets to Arcadia, Fla.

Mr. V. B. Shepard, conductor, Oklahoma City, has been commended for securing a passenger for our line to Jacksonville, Fla., this party having intended to use another line.

Mr. L. W. Wilson, accountant, Arkansas Division, secured three and one-half tickets from Little Rock to Hugo, Okla., which parties had formerly been in the habit of traveling via another line.

Mr. J. E. McConnell, clerk, Arkansas Division, secured four passengers via our line to Valdosta, Ga., and was highly commended by the management.

Mr. Arthur Warren, Arkansas Division, secured four passengers Dec. 7 to Helena via our line and Wheatly, Ark., these parties having intended using another line from Little Rock.

Through the efforts of Mr. J. I. Adams, conductor on Train 44, Oklahoma City, Okla., depot ticket agent secured two passengers to Muskogee and one to Obian, Tenn.



ABNER'S BRIEFS OF THE ARDMORE BRANCH, IN RHYME.

By Hiram.

It's easy now, to raise a row
With the Boys down at Ardmore,
For none are broke, and it's a joke,
'Bout Slat's being Heart Sore.
Poor Old Tod Hughs has got the blues,
But the reason we won't mention;
And Hatfield Coon, he'll come out soon
With another great invention.

Bill Boshee, the other day
Went and bumped Sam Alldredge,
And "Brocky" Boggs killed his hogs;
Then had spare ribs and Sausage.
Billy Old's has caught a Cold
While sitting around the Beanery,
'Twas either there or on the rear,
While pointing out the scenery.

That Milburn bunch got a hunch,
On the coming winter weather,
And before the snow got up some coal
And fleece-lined clothes together.
Jack Spurlock has bought some Stock,
Not Cows but Stock in Oil Chance,
Hugh Thompson swears that slippery stairs
Caused him to tear his New Pants.

Good Times are here is all we hear,
Except from some Bootleggers;
The Chance for Wheat cannot be beat,
There's hardly any beggars;
For those that shirked and wouldn't work
They grabbed 'em by the hoards,
And fixed the roads for heavy loads,
For Automobiles and Fords.

Togo got touched (but 'twasn't much)
For a Durham sack full o' pennies;
And in a raid the coppers made,
Gave friend George Green the Jimmies.
The motor car Claud Carpenter
Took to South Town recent,
Ain't acting nice, McFarland cites.
But Henry is acting decent.

Our Chief Clerk Brown cleaned up the Town
Of Haileyville, and vows
That it's a sign you'll pay a fine
If you don't keep up your cows.
Jim Bolton sighs for Shale and Ties,
To fix his track up better,
And Call Boy Red of Shawnee said
His girl wrote others letters.

Our Friend Tom Cook has an awful look,
If he works Washata Sandy,
It puts him late into Coalgate
(Who bought the Steno's candy?)
Jess Stephenson and Jolly played the Folly
While at Oklahoma City,
And a Chourse Dame called both a name,
For flirting, oh, what a pity!

Jack O'Brien had a train on time,
(Some time last November),
Conductor Cobb said he'll be dogged
If since then, he remembers.
Ticket Agent Brown of Shawnee Town,
And also Mr. Conner
Took in a show, a free one though,
And so did Mr. Bonner.

At the Y. M. C. A. the other day,
There was some fancy music,
Harvey Daniels sang a sweet refrain,
Then asked us to excuse it.

Gen. Villa blows that Mexico
Thrives best on Revolutions;
Conductor Hackney fell and said "O h—
With New Year's resolutions."

Friend Sally said Shawnee was dead,
(He's sore on Operators);
Instead of him she married Jim,
But of course he doesn't hate her,
Operator Wycoff married "Menahaha"
And bought a new piano;
Said Chisel Chin, old clothes are thin,
For this cold weather, you know.

Bill Douglas claims he bought a ring,
And the Girl 'twas for, refused it
Bill Bryan's expense was his and hence
The court says he will lose it.
In Tulsa Town some Dope was found
On Graft, which was exploded,
An El Reno Mutt killed another, but
(With a gun that wasn't loaded).

Our Agent Holms of Mansville moans
With corns upon his feet;
And Fitzjeard tries with tears in eyes,
To face the snow and sleet.
Blondy Wollard's girl with fluffy curls
Has got poor Blondy's goat,
Asked him to dance, there was no chance,
Unless we're wrong on dope.

Poke County dreads to double head,
With our friend Snow Bailey,
And the war across the ocean costs
A few odd millions dally.
Pie Counter Queens at Boonville, seems,
Says Abner Booth the Porter,
Are prone to wear rats in their hair,
And Ab's some news reporter.

Blue Island tells that wedding bells
Were rung for some Sir Rodger;
If Violet Grey goes Ray Wolf's way
He better try and dodge her.
Next month we hope to line this dope
A bit more interesting,
Yet if these briefs bring some to grief,
Beg pardon, they're meant as jesting.



ARKANSAS DIVISION.

H. L. Howe, Editor.

In answer to various inquiries, "Violette Greye" is an alias assumed by a certain party who works on this division who contributed willingly, but did not wish their identity disclosed. This party at present is not connected with the "editorial staff" of the Arkansas Division News. But she may come back later. For the present Miss Annabel Demarest will edit the "Ladies' Circle."

We regret to see Mr. Arthur C. Shields, division engineer, leave us. Mr. Shields entered service Nov. 8, 1898, and was made division engineer, this division, Feb. 22, 1913, serving continually in such capacity until Jan. 5 last, when he was transferred to the Missouri Division. In society Mr. Shields was a very graceful dancer, being, as one of the girls said, a bear on the "bunny" hug. Mr. Shields is succeeded by Mr. J. G. Bloom.

G. Hiram Young: We enjoyed your "reflections," possibly on account of you mentioning our names, etc. But it was keen wit. One "Little Rock" shipped you yesterday.

Ray C. Wolf: We thank you! Selah! They tell it on L. C. Reed, who lives far out in the region of Pulaski Heights: The car service was delayed worse than usual one day.

and Reed, dutifully inclined, finally got off the car and stepped to a nearby phone. "Hello, dearest!" said he. "I won't be home for breakfast." "No, I haven't got to the office yesterday yet."—Pulaski News.

On looking over the "home" paper we "lamp" the following:

"Sid Grimes' ringtail poodle dog crawled under the smokehouse the other day and caught a whipping.—Crooked Lane Correspondent of the Springdale News."

Shall we call a doctor or a gunsmith?—Ark. Democrat.

No; call a squirrel.—Heza Nutt.

LITTLE ROCK BALLAST.

By Stoane Clifton.

There's not much "spirit" in a person unless the "ghost walks" once in a while.

After the Fall: Observant Kiddy—"Oh, look at that funny man, mother! He's sitting on the sidewalk talkin' to a banana peel."—Judge.

Little Rock was first named "Petite Roche" by the French, after the rock at the north end of Rock street. It is the first rock along the Mississippi and Arkansas rivers from the Gulf of Mexico to this city.

A Few Observations.

The high cost of low living is gradually climbing higher, while the cost of high living is getting cheaper.

Flour goes out of sight and wine comes down to eighty-five cents per quart.

Furniture will soon sell by the pound, while in a few years you can probably purchase a Ford with a plugged shekel.

Glycerin is selling by the drop, while cigars are governed by the fluctuation of the cabbage market, and go like clothespins.

Germany has bought up most of the copper, and those remaining are soused on mail-order stuff.

Since men have quit wearing suspenders they are getting stoop shouldered.

Since beards have gone out of style we find ourselves getting careless in shaving.

Bustles are coming in again, which recalls a "years ago" visit from your aunt, who, when departing, the last thing you observed was one "going out."

We used to pay two dollars to see a good show about twice a season, but nowadays we are getting so economical that we only go to picture shows every night.

THE LADIES' CIRCLE.

By Annabel Demarest.

It is the little pin pricks

We meet along life's way

That rob life of much brightness

And darken many a day.

We sometimes meet great sorrow

With courage quite sublime;

But to meet these little pin pricks

That are with us all the time

Is a greater trial of patience

Than most of us can bear,

Yet they cannot be avoided;

Each one must have his share.

Let us pray for patience,

As we travel on life's way,

To meet these little pin pricks

That annoy us every day.

—Selected.

Mr. F. J. Daulong, operator, Lonoke, was recently married to a pretty little girl of that city, but so far we did not learn the happy creature's name. We sincerely trust that they live long and happy.

Mr. S. T. Conley, operator at Lonoke, was a recent visitor in the city.

Sorry to hear of the illness of Miss Georgia Hafer, stenographer at Memphis.

OBITUARY.

Friends and employes were much shocked and grieved to learn of the sudden death of Harry McDonald, conductor, Arkansas Division, who dropped dead 12:15 Dec. 28, 1915, at his home in Memphis, Tenn.

Mr. McDonald was born in Birmingham, England, Dec. 7, 1846, making him sixty-nine years old last month. He entered the service of the Old Memphis & Little Rock R. R. in 1872 as brakeman; was soon promoted to conductor, and

served continuously up until the day of his death.

Mr. McDonald stood well in the estimation of his fellow workers and carried an unimpeachable record.

COURTESY.

Elegance of manners; act of civility or respect.

Cheapest thing in the world; yet the lack of it is highly expensive.

Service plus courtesy means promotion.

Service minus courtesy may spell time check.

Courtesy is one of the ingredients of a position which, removed, will allow the job to spoil.

Courtesy prevents fights and mental wrecks, levels mountains, fills in vales, spans abysses, rounds off precipices, smooths roads and reaps invaluable harvests.



BURR OAK TRANSFERS.

By Bandy.

Each month you hear some one remarking, "Why pick on me every blamed time?" Good picking sometimes is hard to change. If the boys—yes, and the girls, also—would contribute an article now and then, perhaps we could pick on some one else. Give us your ideas; we'll finish 'em without cost. Is that not right, George?

Abner Briefs: Reflections of a student brakeman are well enough, but we think his reflections do not reflect one bit on us. Our billing leaves here in first-class shape and is all billed so a kid can read them, providing he has had an education—say, first grade. No doubt billing for way cars does see rough handling by the student brakeman. It's the freight brakeman that can save the \$\$ by careful handling of freight and waybills.

Our friend I. G. Daley of the general agent's office was seen Xmas day near Oak Forest, dressed like a reel hunter. Don't know if Ike actually shot all he had or not. The observer

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THE ROCK ISLAND IS NEXT DOOR
OKLAHOMA CITY

J. D. FARR, - - - Manager

at first thought Ike was out looking for business, but thought that a strange way to go at it. Ike will use any old means just so as to get the biz for the Rock Island.

Hine Rack, the life saver, that little piece of mistletoe over Helen's desk sure put you in solid. Hi, no, it's not necessary to be at the beech to be a life saver.

Understand C. Spencer Longfellow's girl from Bowen, Ia., paid him a visit. Oh, yes, this is leap year, is it not, Cliff?

Slim Dreischerf's a-going to hang up a shingle in front of his house, "Tailor Work Done While You Wait." At any rate, he is good at it at the office. Fritz Witt can prove that, can't you, Fritz?

HIS FIRST ATTEMPT.

Our curly-haired biller, who bills the Illinois points, went a-hunting, but first stopped at the soda joints. A brand new gun from Sears he bought—three-ninety-eight he paid—a good gun, he thought. Sure, he got home safe and sound, two rabbits, a crow and sparrow he found. From the rabbits the tag did read, "Big Sale Tomorrow," the crow and sparrow from a kid he did borrow. It pays to advertise when you go a-hunting, but don't come looking like colored bunting. Now, we wonder what "wife" had to say when he came back on that lucky day.

Harry Watts spent Xmas and New Year's with his folks at Denver, Colo. Harry reports a pleasant visit and that his train was on time to the minute, coming and going. Sure, that's Rock Island time, Harry.

The young ladies who were late in coming home from their last China Club meeting take exception to the time we state they arrived home. As we wish to be correct in our articles, we take pleasure in saying that it was 12 p. x., not 1 p. m. Do the girls feel better now?

Our agent's wife, Mrs. Lawhead, and our chief clerk's wife, Mrs. Fuller, and daughter, Regina, paid us a visit recently. Rather surprised at the change in our office since their last visit. We're glad to have the ladies visit us, as we are proud of our office since it has been cleaned and painted.

Cliff Longfellow and a few select friends of his, evidently Delta Gamma Delta boys, spent a few days at Peoria recently. Understand Cliff went to inspect the coaster they have, which covers four city blocks. Anything else inspected, Spencer?

The boys are wondering why Mildred fell in love at first sight with the presiding officer of that Epworth League meeting she recently attended at Dauphin Park. What's wrong with our boys here in Blue Island, Swede?

We are sorry to hear that Edw. Schneider, formerly with this company at 124th St. Shops, has left the service. As editor of 124th St. News and manager of the shops' baseball team his absence will be felt, as he was a gentleman with the pen as well as with the ball and bat. Ed's many friends will surely miss him, and we sincerely hope that he always will have pleasant memories of the Rock Island boys with whom he formerly worked and those that he had the honor to call his friends.

Understand "Earnest" Anderson stole a little "Chew-Chew" down at the canal New Year's eve and took Berdie DeChene out riding along the banks. How romantic! Bet the engine died on the bridge at midnight. Why did it die? Ask either one; they'll tell.

To be solved: Who tied the handkerchief around Grace's neck Jan. 13, just before alighting the I. C. train at Burr Oak?

Friend Bandy: I hurd a good one sprung buy Cruger and I told it two the boys at the corner grocery storr in Tingling Park, ware I hang out att. They laffed two when I told it. You see Mr. Cruger stood by the windough watch'in it snow, sed, he, "Sno, Sno, Butterful sno, like Hx7x34. Korse we all turned rod but me, kause I am using it all the tyme. You kan show this if you want. Yours, Fussie Witt.

Puzzle: Is 7c per pound, how long would it take to sink an English battleship to the bottom of a barrel of softsoap?

Myrtle, the phone operator, says: "Two lip salve is good for chapped lips." Bill Moulter asks what it "Tiz" for the feet also?

WHAT THEY SAY.

I got it, Bandy; come hear it some time.—Bob Gammell.

Thanks, but I hear enough right where I am. You're not put out because you did not get the "Darling" cup, are you, Bandy?—Mabel Fay. Not at all, Mabel; it's not "Gross" enough. I'll get that Jew yet, Bandy.—Nick Crossland. Have a heart, Nick; we all can't have those trips.

POINTED PARAGRAPHS.

There is more true philosophy in an inch of laughter than there is in a yard of sarcasm.

When a woman's age begins to tell on her she just can't make it shut up.

Were some people to talk of only what they really know, they would have no need of language.

It isn't necessary for a woman to be an artist to draw men's attention. A perky feather will answer.

A hot temper warps a man's better judgment.



AMARILLO DIVISION.

By "Sorghum Bill"

All hands to the chicken coop! G. Hiram Young of Ardmore needs the help?

The proper proportions of Sorghum will be forthcoming. Make out your requisition on the proper form and fire it down the line.

Some one monkeyed with the weather "what-you-may-call-it" and let the cold out. Some of it came by the Pan Handle route. Most of us are ready to call, "Stop it, now!"

Mr. H. J. Sewell, superintendent, made a short visit to El Reno on business.

Earl McCurdy, of course, had to go see her at Ramsdell once more, but jarred loose and came back to Adrian.

Geo. White of Lesbia, N. M., with wife and children, made his folks at El Centro, Calif., a nice, short visit for the holidays.

J. L. Harris of Treola, Okla., spent a few days with old friends at Jericho, Tex.

W. P. Powell, our genial trick dispatcher, was foxy enough to take his vacation along before and after Xmas, and returned appearing satisfied and looking good. I'll bet "Old Top" enjoyed every minute of it.

Conductor A. M. Dicky returned from quite a long layoff, having been down in old Arkansas, but he came back just as he left, and, besides looking well, he is right out at the game as of old.

Mr. T. H. Beacon, general manager, 2d dist., and Mr. F. T. Beckett, engineer of maintenance,

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Your business solicited
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made a trip over the division on Jan. 2 and seemed to be pleased with progress made, with a good word for further improvements this coming spring, which will be in order and welcome. Well, we have the best men in these places that can be had, and it is the unanimous word along the entire line among the rank and file that they are good, practical railroad men and should and will get full support.

Fire, just in the holidays, gutted the greater part of Groom, Tex., business district. Poor facilities for fighting fire and very high winds, they seemed to be unable to head it off. The men will rebuild, it is understood.

Amarillo City has had a new walk put over the right of way, some 300 feet on the Rock Island and same on Ft. Worth & Denver property, which makes every person north of the railroad feel good. Between grading, filling and walk, some \$400 was spent, much to the improvement of all concerned, being on Fillmore street and full five feet wide.

Mrs. H. J. Sewell and her two daughters returned to Amarillo to settle down in their new home, having spent some time visiting relatives in the East.

Mr. Lothian, our new Safety First man, was in town and, besides getting acquainted and taking notes of conditions, seemed to be pleasant to meet, and talked over the conditions and methods, and, having had our first meeting, he will find Amarillo Division thoroughly in the game. Come often.

On Jan. 12 Assistant Manager G. W. Rourke made a trip over the division, accompanied by Mr. R. L. Stuart, superintendent motive power; Mr. Pickering of the car service department; Mr. H. J. Sewell, superintendent; W. E. Danver, master mechanic, and W. H. Gruhlkey, roadmaster and master carpenter. This being Mr. Rourke's first trip over our line, there is quite a contrast to what he has been traveling over, but it is hoped when all plans are set we will have as good a railroad as any—at any rate, we will do the best there is in us to keep it up to the best possible point. And visitors are always welcome.

Quite a nice start was made in meeting on the new prevent claim move, and Mr. Varney, as well as Mr. Sewell, superintendent, made the way clear, there is no doubt. Just what has been done in the prevent injury propaganda can be done in claims, which means dollars and cents, stopping leaks or preventing them where possible. Figures don't lie. The money is paid out, most cases the damage was done; if not, it was left so the firms had to make good. Any scheme to prevent these losses beats all the easy settlements made or telling how it happened. There is lots of room for study and, in most cases, just good "hoss sense" used first would be half the battle. Other improvements and necessities will follow. Handle the stuff as if it were your own and don't follow loose or slipshod practices in doing each part, and the trouble will settle down to a satisfactory basis. The meeting was well taken; all seemed to be interested alike, and no doubt will make its impression among the rank and file in time.

BLUE ISLAND SHOP NEWS.

By "The Steno."

Frank, our interchange clerk, has been coming down with a new suit on of late. We understand he is checking up the ballast cars in the yard. Never mind, Frank, the overalls are very becoming.

Understand Goldie took his girl to see "The Birth of a Nation" the other evening. Are you sure you got her home by 10:30, Harry?

Elmer Reynolds has succeeded Albert Ryde as accountant, Ryde having resigned.

Our friend Dave McKillip is back on the job again as material clerk, succeeding Elmer Reynolds, promoted. Glad to see you back, Dave.

We hear the price of silver fox fur has come down to \$24. How about it, Kich? We mean the kind that comes straight from Canada.

Have heard news that John Ritchie has given his girl a sparkler for Xmas. Come on, John, "fess up," and tell us all about it.

Leo Pabst, our janitor, is back again, after a two weeks' illness. The boys are all glad to

Make Your Future Bright

You can make your future bright by saving a part of your earnings. Do not depend upon luck to provide for old age. Begin at once and establish a growing savings account. It is not so much the amount that you start with, that counts, as the regularity with which you make additional deposits. We invite savings accounts in any amount.

AMARILLO NATIONAL BANK

AMARILLO, TEXAS
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A FIRM doing business on the square, catering to the Railroad man and his family, firmly believing that Quality merchandise, coupled with prompt service, will win and hold your business, is the

HUGHES MERCANTILE COMPANY PRATT, KANSAS

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A. L. EIDSON, Manager
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

see Leo back again, as we like to get war news straight from the front.

Say, Bob, it isn't summer yet. What will you do when it is 99° in the shade?

The stenographer has decided to present Harry with a red tassel cap, so he will not have to play with hers at 4:50 every evening. You know, Harry, that I. C. train leaves at 4:53, and not 5:00.

Horton Karch has taken position as yard clerk vacated by Edward Schneider, Schneider having resigned.

We are wondering what we are going to do for an editor at 124th Street, Edward Schneider having resigned. The boys are all sorry to see him leave, and wish him the best of success in whatever he may undertake.

We claim we are getting quite up to date, as we have an addition to the office, in the way of lighting facilities. Wonder if we are all going to have a reading lamp for our desk.

Wanted—An editor for 124th Street Shop News. Anyone desiring to fill the vacancy may file application, provided they can meet the following requirements:

QUALIFICATIONS.

1. Must be able to read and write the English language.
2. Must be well versed in the European war news, especially anything which would interest the Germans.
3. Must be able to run the typewriter.
4. MOST ESSENTIAL—Must be good looking.

The annual reception and dance of the Rock Island Pleasure Club will be held this year at Englewood Men's Club, 6321 Harvard avenue, on Wednesday evening, Feb. 16. These affairs give you an opportunity to become better acquainted in a social way with your fellow workmen from the various departments, so forget your troubles and join the merry crowd.

THROUGH THE PERISCOPE.

Since the daily papers were so full of the Ford peace crusade, we won't mention it.

Many, many trains they rode,

The scenery for to see;

But the best trains of the whole bunch

Belong to the C., R. I. & P.

Burn verse like the above deserves an apology, but we have a proud editor.

Like other self-respecting humorous (?) columns and weeklies, we must have a short story contest. An extra copy of the issue containing the story will be given each successful contributor. The rules of the contest are that each contribution must be a short story, must be funny and must be original.

AN EXAMPLE.

A negro was brought into the courtroom to be tried for chicken stealing.

The Judge: "Have you a lawyer?"

Mose: "No, Judge."

Again the Judge: "Have you any witnesses?"

Mose, very indignant at such stupidity, replies: "Say, does you think Ah take witnesses when Ah go stealing chickens?"

Now let's hear what you've got.

If anyone has heard that story before, he will oblige the editor of this column by giving him full details, so he can get the guy who told it to him.

It seems that we should have a dramatic review, so here goes:

"Watch Your Step," for "The Follies" of "Young America" are cured by "Experience," so "Hit the Trail-Holiday."

Some say the joke column is the best part of a journal. We have hopes of being popular.

After reading Robert W. Chamber, G. B. McCutcheon and Harold McGrath, we are convinced that the patrons of our exclusive restaurants know nothing of cooking.

(Here's the Wheeze.)

SUGGESTION FOR CABARET MANAGERS.

A novelty in cabaret entertainment: Take the cooks from the kitchen and put them in the center of the skating floor to juggle and flop pancakes for the edification of the guests.

It's all wrong, Cicero, it's all wrong.

MONTHLY HEALTH HINT.

The ones who sneeze and yet they tarry
With the grip, they will surely marry.

SIMPLE LIFE.

The guy that started the noise on simple life sure started something. Everyone tries a small dose of it once in his life and then slides back further than where he started from. Diogenes was caused by that simple life stuff. He traveled all about with a lantern, looking for an honest man, and, as the story goes, when he got to Chicago some one stole his lantern.

There are many followers of this creed who thrive on it and cannot be convinced to try another. These "Knights of the Road," traveling about in their side-door Pullmans, are contented. Mention some such subject as work to him and his whole temperamental being cries out in revolt.



FORTY-SEVENTH ST. LINE.

RAY C. WOLF.....Editor-in-Chief.
FRED FASOLDAssistant Editor
Our Motto:

LIVEN THE MAGAZINE AT ANY COST. THE RECEPTION AND BALL.

The big night of January 15, 1916, has come and gone. Gone in reality, but not in the memory of those who attended the Machinists' dance held at the Calumet Clubhouse. It is needless to go into detail and will only say that it was the main event of the season in this section. A grand time was had by all, if we can take the word of those present, and you can form your own opinion from the interviews given below.

It was really the most pleasant evening I have spent in many years. I stayed until the last minute and had to hustle some to make my train. It took me back about 20 years, to the days when I was a mechanic and took an active part in the arranging of these affairs. The boys are to be congratulated upon the success of this dance and I only hope that they will have many more of them. The get-together spirit was fine and it was a very nice, clean-cut crowd that attended.—P. J. Colligan.

It was one of the nicest crowds I ever had the pleasure of seeing at a dance. I spent a very pleasant evening and I believe that everybody there had a good time.—Herbert Dunn.

Everybody there had a good time as far as I could see, and I certainly was glad to be numbered among the crowd. I hope to attend many more given by the 47th St. machinists.—A. R. Rluter.

From all appearances I think the dance was a great success and I believe the 47th St. machinists are to be congratulated in getting together such a sociable crowd. I can thank Mr. Daley and the rest of the committee for a very enjoyable evening.—Ray C. Wolf.

Haven't enjoyed myself at a dance for years, but certainly had a fine time that evening. Hope to attend many more given by the 47th St. men.—Wm. Glenn.

From every standpoint the dance was an over-whelming success. Too much credit cannot be given to the able and efficient committee who arranged the affair.—R. M. Kephart.

In my opinion the machinists' dance was one of the most successful affairs I ever had the pleasure of attending. There the officials and the employees joined hands and enjoyed themselves to the minute.—J. J. Connell.

Jan. 15, 1916, will live long in my memory as a very pleasant evening well spent. There was not a single thing to mar the enjoyment of anybody present.—T. J. Phillips.

Best dance of the season.—J. G. White.
An evening of solid pleasure, unsurpassed by anything of its kind, and one of the most enjoyable events I ever attended. Successful beyond all expectations.—Wm. R. Wilson.

In behalf of the dance committee I wish to thank all the brother machinists and their friends for their hearty co-operation in making our dance the success that it was.—Daniel Daley.

So good that we are anxiously waiting for the next one.—Fred Fasold.

Had a very pleasant evening and certainly will attend their dances in the future. It was a very pleasant and sociable crowd that attended and I was more than pleased.—Miss M. V. Murphy.

One of the most pleasant evenings I have ever spent was on January 15, at the Rock

Island machinists' dance. The affair was largely attended by a nice, respectable crowd, and the machinists of Center Lodge No. 582 are certainly to be complimented on the manner in which the affair was carried out.—Miss Mae O'Connell.

There was a dandy crowd up there and I certainly enjoyed the evening. I wish to heartily thank Uncle Joe Buisino and Mr. Jerry Connell for a pleasant few hours.—Miss Helen Murphy.

After reading over the above, think that there can be no doubt left in your mind about the dance being a great success. There were at least 700 people present and the floor was perfect, thus insuring even tempers, and the music was all that could be wanted. Am sure that we will not have long to wait for the next Rock Island machinists' dance.

During an intermission there was a call for the famous Dougherty Quartette to render

Was it because he didn't get his picture in the program or was it, as Fred Dougherty informed me, that they wouldn't let him in?

Mr. Roy Crist represented the Burr Oak roundhouse, as Mr. State was unable to attend on account of sickness.

Miss Mary Murphy was seen fox-trotting with Messrs. Colligan, Glenn and Connell. Mr. Herbert Dunn was also cornered for the 7th number, called the "Leap Year Leap."

Mr. Adam Willms helped to take the wax off the floor most of the evening, while Dave Goldstein held up the radiator.

A certain party from Marshall Field's, whom we allowed to get in, said that Blue Island was well represented by pretty girls and he was looking into the beautiful eyes of Miss Esther Egan.

Our old friend, Jack McPartland was right there with his one-step and stuck until Home Sweet Home.



Flashlight picture of the annual reception and ball given by the Rock Island Machinists, Center Lodge No. 582, I. A. of M., the evening of January 15, 1916. Photo by Koch and Farr, official photographers of Gazok Local No. 13.

some harmony, but owing to the absence of one of their members they refused to appear.

FOOTNOTES OF THE DANCE.

And Joe Buisino is Helen Murphy's uncle, so she says.

Fred Dougherty arrived at the hall in a blaze of glory and with him came the scintillating vision, Miss Estelle Schultz, of Blue Island.

Mr. E. B. Smith was quite busy the forepart of the evening getting partners together. He looked very handsome with the official ribbon on his coat lapel and there were numerous admiring glances from the young ladies cast in his direction. Did he bite?

Mr. Colligan advised that it was the first time he had been on a dance floor in a good many years. He certainly was in good practice that night and seemed to enjoy it.

Don't you think that Jerry Connell's picture showed up very well in the dance program? A certain party asked me if he wasn't an aldermanic candidate.

And I didn't see Howard Logman present.

Mr. Shupert introduced Mr. Fasold and myself to his intended and promised both a good cigar, for the cartoon in the last issue. Wonder what he means by a good cigar, as he hasn't brought it around as yet.

Our own Miss O'Connell was also there and seemed to enjoy herself—except while waiting for a car to take her home.

The famous sisters, Helen and Mary Murphy, took part in the festivities and I had the pleasure of a few dances with both.

Mr. Fasold referred to, Miss Helen Canty as the "Belle of the Ball." He also called, Miss Marie, Donovan, the vision in yellow, the "Belle Buoy."

The boys frequently went to the pineapple frappe bowl—not so much for the frappe as to visit with the young lady who did the honors.

Hamilton Park was very conspicuous by its absence, and Blue Island was very much there with its graceful presence.

Mr. Simon Peters also introduced me to his intended. He called my attention to the fact

that anything which we put in against him would also be against "her." Not wishing to arouse the young ladies' ire we refuse all notes regarding Mr. Peters.

The check room boys report that Abe Krupp came to the ward robe window and called for tools instead of his clothes when he went home.

Why is it that Jerry O'Connell was so very attentive to the Murphy sisters, especially Mary? Special attention is called to his fatherly look in the photo of the dance, with Mary one side and Helen on the other.

HONK HONK.

Understand that Mr. Fred Dougherty of Blue Island has complained to the street car officials about service to Blue Island. He believes that they should run cars all night and I agree with him. He was so interested in the dance that he missed the last car and of course a benzine buggy was called to the rescue. The price was a mere trifle, he said, when interviewed, but the roughness of the roads made him feel "so sick." That's a foolish question to ask—of course he wasn't alone.

MYSTERY OF THE TACK.

Motorcycle Mike would like to know who was so small in principle as to drive a tack in his face on the picture which was hanging in the machine shop. He claims he looked so "pretty" standing between his two girl friends that somebody got jealous.

TURN ON THE LIGHT.

Owing to the fact that our space this month is very much taken up with dance items, it will be impossible to print our monthly "Turn on the Light" article. We will, however, fix Mr. Kinney up fine next month.

CANDIDATE FOR BUSINESS AGENT.

GAZOK NO. 13.

We must not forget to give Mr. Wm. R. Wilson space this month. He is the choice for business agent of the machinists for district 36. Vote for him and see him elected. He is clean, upright and progressive. He is educated and capable, AND DO NOT FORGET HE IS A MACHINIST. Retain the respect and dignity of our order. Keep MR. WM. R. WILSON in mind.

Our esteemed contemporary, Mr. Edward Schneider of 124th St. shops has left the service of the Rock Island. Sorry to see him go.

And Lester Bowman had us all excited with the story that he had joined the ranks of the married men. He even acted like a married man for awhile, staying in at night, and he sure is a fine joker.

Did you notice the famous "Hamilton Park Krispettes" colyum last issue. They are getting so that they are even afraid to sign "Essanbee" to their articles.

THE PERILS OF LOVE.

Mr. Elgin D. Shupert, of whom you have heard before, is really in love. Recently he went into a booth to telephone, and had a package with him. When he came out he had tucked under his arm the telephone directory. And right after him came the druggist with his package, asking for his directory. What does that signify?

Grease Cup Miller received a card from Mr. Frank Grady, asking him to come down to Trenton and spend a few weeks with him. Believe that he will accept the invitation.

DING DING.

The Dingbat family has at last invaded the storehouse and has quite a large following. Messrs. John McGinn, Jack Connors, George Young, Bill Slemmer, Bill Sheehy and Marty Prendergast are the most prominent members. It sure is some family and Adam Wilms and Dave Goldstein are entitled to due credit for the raising of it.

Why is it that Fred Dougherty is riding in the front coaches in the morning instead of going with "the gang" in the smoker. Some say he is getting better acquainted with the girls.

The annual reception and dance of the Rock Island Pleasure Club will be held this year at Englewood Men's Club, 6321 Harvard avenue, on Wednesday evening, Feb. 16. These affairs give you an opportunity to become better acquainted in a social way with your fellow workmen from the various departments, so forget your troubles and join the merry crowd.

"HAMILTON PARK KRISPETTES."

By Essanbee.

VIM.

Did you face the trouble that came your way
With a resolute heart, and cheerful?
Or turn your soul from the light of day,
With a craven heart, and fearful?

Oh, a trouble's a ton or a trouble's a pound,
Or a trouble is what you make it;
But it isn't the fact that you're hurt that counts,
But only—how did you take it?

You're beaten to earth? Well, well, what's that?

Come up with a smiling face.
It's nothing against you to be knocked flat,
But to lie there—that's disgrace.

The harder you're thrown the higher you bounce;

Be proud of your blackened eye.
It isn't the fact that you're hurt that counts,
But how did you fight—and why?

And though you be done to death, what then?
If you did the best that you could;
If you played your part in the world of men,
Why, the critic will call it good.

Death comes with a crawl, or comes with a pounce,

But whether 'tis slow or spry,
It isn't the fact that you're dead that counts,
But only—how did you die?

—From an article by Mr. John D. Shoop, Supt. of Schools, in Chicago Tribune.

Miss Hazel Connors entertained the following young ladies from the A. P. T.: Misses Beulah Becktel, Ruth Nelson, Myrtle Koch, Adele Ziegler, in honor of the latter's birthday recently. From recent reports indications are that a pleasant time was enjoyed by those present.

Mr. Thomas P. Durkin, who has served the C., R. I. & P. in the office of auditor freight traffic for nine years, has severed his connections to take up a position with the E. J. & E. We all wish Tom success in his new venture and trust he will acquire as many new acquaintances and friends as he had while with the C., R. I. & P.

The dance that was held Wednesday evening, January 19th, in the Hamilton Park Fieldhouse by the Rock Island Pleasure Club proved to be a huge success with such conspicuous figures as C. A. Ross, H. H. Hammerskold and Joe Woods, who spell success by their presence, and last but not least, Edward Hines and Walter Arthur, to whom credit should be given for arranging the affair.

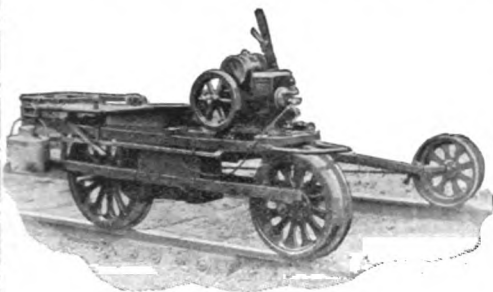
After being ill for some time, Mr. W. J. Goodison is back at the old stand, ever alert as before and energetic. We hope that he will not be indisposed for some time to come as his absence was felt. So don't give us another scare, Wm. J.

Still running and coming out with flying colors, Ralph Becktel came out on top by acquiring first prize in the derby track meet held by the I. A. C. in the 880-yard hurdle race. The prize proved to be a solid gold watch. Ralph also finished second to Joie Ray of the I. A. C. in the seven-eighths-mile event. He expects to go to New York in March to compete in the national games, and states he's out to win the national half-mile championship. Ralph, you have the makeup, and our good wishes are with you, "so bring home the bacon."

Understand from good authority that Joe Dvorak, one of the most popular men in the loss and damage department, received a leap year proposal from one of the young ladies on the south side.

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Hand Car Engines



"Casey Junior"

The picture above shows a hand speeder which has been converted into a motor speeder with our new 2½ H.P. "Casey Junior" engine. The manner of attaching is so clearly shown in the picture that description may be unnecessary. Almost any kind of speeder, whether three-wheel or four, can be converted into a motor car at a trifling expense. As this engine weighs only 80 lbs. it adds very little to the weight of the car, yet develops 2½ H.P. brake test. The picture below shows the comparative size of engine with the man. It can be lifted like a chunk of stove wood, yet will propel a speeder at a rate of 15 to 35 miles an hour, with a gasoline consumption of 40 to 50 miles per gallon. Price with complete equipment, \$60.00 cash, or \$85.00 with monthly payments of \$5.00 each. **Write for 1916 Catalog.**



"Casey Jones"

This engine is so well known that description is hardly necessary to the railroad public. Over 10,000 section men are now enjoying the comforts of owning this engine. It is the only engine of its kind in existence that starts, stops, and reverses, like an automobile, without getting out of the seat, and can be thrown into low or high gear, or neutral, by simply shifting a lever. Will run on low gear so slow that you can walk along and pick up material on the Right of Way, or thrown into high and speeded up to run away from an express train.

Price with complete equipment ready to install on hand car, \$85.00 cash, or \$90.00 with monthly payments of \$5.00 each. **Send for 1916 Catalog.**

Make a Motor Car of Your Hand Car or Speeder



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

To Convert a Speeder is almost as easy. Sometimes requires a new driving axle which can be had from any machinist or blacksmith, but ordinarily the driving pulley can be attached in place of sproket.

NORTHWESTERN MOTOR COMPANY
100 Spring Street
EAU CLAIRE, WISCONSIN



JOLIET STATION.

"Dud" Fairburn, Rock Island Beau Brummel, bought himself a new "full dress." The chief should be well dressed, as an example to the rest of the crew.

"Joe" McGary had some balance sheet last month. "Jole" is a newlywed. It is too bad he had to work all day Sunday. His wife called up every half hour, checking Joe up while he checked the balance sheet.

"Bill" Champoux has learned of a new recipe to make hair grow on bald spots at a wake the other night. It must be hard to grow hair and keep tariffs "up," too.

"Geo." Templeton is enjoying a vacation—in other words, he has "pickled" his Buick for the winter months. After expensing the bills he will now have more time to write his friends in New York City and Minooka.

"Ruddie" Kray won't let the Os & Ds pile up on him. No sir, he "goes right along" and makes delivery on everything. The whole thing in a nutshell is, that he expedites matters.

"Mayme" McNiff had her abstracts in on time this month as usual. That was some perfume that Santa Claus dropped in Mayme's stocking. Good Old Santa Claus!

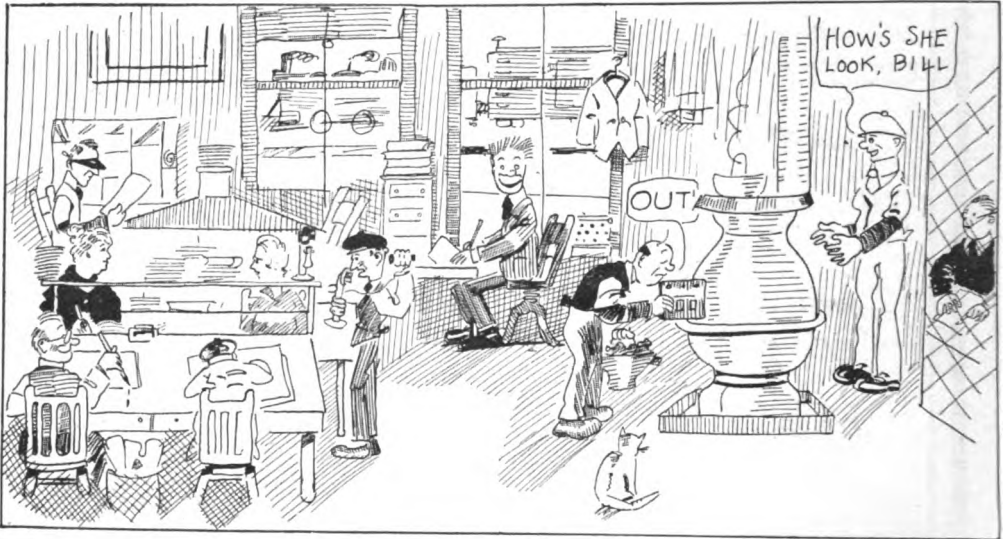
"Suds" Weese is longing for the "trap" cars

A new transformer for charging electric trucks has just been installed in Freight House here. It is one of the latest models and will facilitate the charging of trucks greatly.

A "Prevent Claims" meeting was held in Mr. Saunders' office January 7. There was a large attendance, the principal topic being the importance of having complete seal records—a matter discussed very thoroughly with the result we expect renewed efforts to take seals on all openings of cars originating at or destined to Kansas City and those that are transferred here. Mr. Miller, Transfer Foreman, also promised his assistance. The principal speakers were Mr. Saunders and Mr. Herbig.

We are glad to hear of the appointment of Ed C. Roxbury to the office of General Agent of D. & R. G. and Western Pacific, and G. C. Henderson as freight and passenger agent for same lines. Both these young men got their start in the local office here, each starting out as messenger boy.

It has not been generally known that we had an actor in local office but the secret leaked out the other night when our genial cashier, Geo. W. Porter admitted that he was such an individual. George got his start in that direction playing Santa Claus the last three years. We now learn that he is going to do a black



Joliet Freight Office and Clerks, as Seen by the Bill Clerk.

to start again soon. He has a large supply of waybills and "spade" pins ready. His new glasses weren't for looks. No. They are to see that word "prepaid" on the bills of lading.

"Jimmie" Fenton was at work on time three mornings in succession. The teamsters must have given Jimmie an alarm clock for Christmas.

"Ray" Bloomquist is wearing out his old shoes; it's two miles to the yard office. It was slippery and wet the other day. Ray changed clothes twice in one day.

Dorothy has a cinch. She gets wise on who calls the boys. The R. I. has the busiest phones in Joliet.

KANSAS CITY, MO.

Business is exceptionally good in Kansas City and the Local Office and Yard Forces have been kept very busy. Monthly earnings report for December shows an increase of \$180,000, and we expect January to be about as large.

The Collection Bureau has now been in operation about 18 months and is working successfully. Mr. H. W. Myers, formerly Chief Clerk for Santa Fe Local Office, is Manager.

G. W. Rourke paid us a visit January 18. He was here inspecting the Terminals.

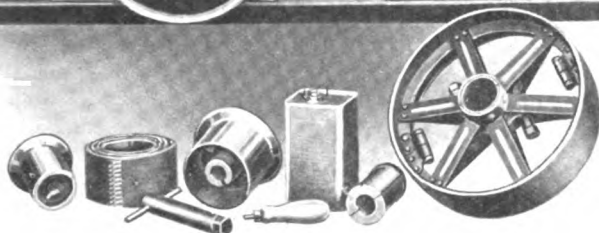
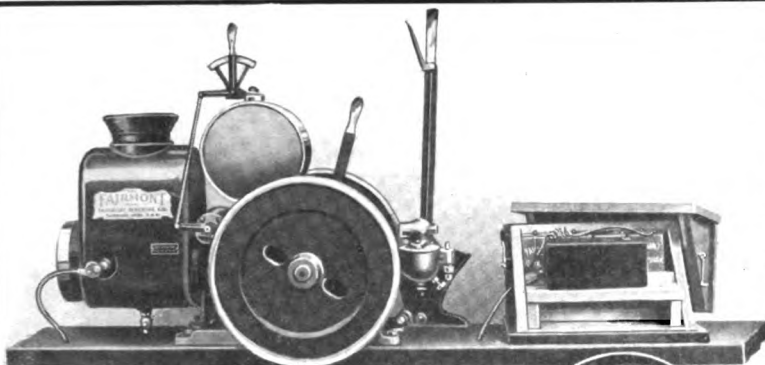
face turn soon. Keep it up, George and you may get on the Orpheum.

A "get together" meeting was held in Butler's hall, January 18 and in the absence of Mr. Saunders, who was called away on account of the death of his mother, Mr. Sweeney presided. The meeting was attended by a large number of employees from all departments including the following traffic men: J. C. LaCoste, R. F. Atwood, D. C. Stevenson, A. E. Frazier. Mr. Shedd of the Safety First Bureau was also there and made a very nice talk on his idea of getting together. Other speakers were Mr. LaCoste, Mr. Herbig, A. C. Huey, Mr. Burton and a number of others. A committee was appointed to draft a letter of condolence to Mr. Saunders on account of his bereavement.

Willie Cunneen, Cashier's Clerk, has been on the sick list for some time but we are pleased to hear that he is getting better. Willie was taken sick shortly before Christmas and was operated on for appendicitis and later he took pneumonia. He had a hard siege of it but is now recovering.

We understand Mr. Slaymaker has purchased a garage in the southern part of town. His brother will run it.

Joe Roche, steno. in superintendent's office, has accepted a position at Tulsa, Okla. Laur-



3 Sizes

—
4-8 H. P.

—
6-12 H. P.

—
8-16 H. P.

—
Lightest Weight

—
Smoothest Power

—
Uses Least Gasoline
—

FAIRMONT FACTS

50 Miles per Gallon

"Have used the 4 H. P. FAIRMONT 15 months, in all kinds of weather from 90 in the shade to 45 below zero and had no trouble.

"I run 50 miles on one gallon of gasoline, and easily take 11 men up a 3% grade against a head wind. Have made 30 miles an hour.

"Winds and frosty rails don't stop the FAIRMONT, it is there with the goods."

DANIEL BARTON, C. N. R.,
Findlater, Sask.

3 Years for \$2.80

"In 3 years I have run my 3-horse FAIRMONT 15,158 miles with a repair cost of \$2.80.

"Have made a little better than 40 miles to the gallon of gasoline and during September, October and November carried 12 men, myself and all tools on the car.

"The engine is still in first class running condition." (January 12, 1916).

FRANK T. PLANK, A. T. & S. F.,
Hilltop, Kan.

FAIRMONT received Gold Medal, Highest Award for Railway Motor Cars at Panama-Pacific Exposition, San Francisco.

9,000 giving satisfaction throughout America. Superior running quality covered by **five** patents



Don't write a letter—cut and fill out Coupon now, while you have it in mind.

Get all the facts—then decide.

Fairmont Gas Engine & Ry. Motor Car Co.
439 N. MAIN ST., FAIRMONT, MINN.

Without obligation to me, send Catalog, prices and easy terms.

My Name.....

Post Office..... State.....

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

ence Mohn has resigned to accept a position with Dairy Company here. F. J. Carlson has been on the sick list. Ernest Downing's two children have had scarlet fever. W. D. Fernald has moved into a new flat.



MISSOURI DIVISION.

Mr. W. T. Barnett, for many years agent at Letts, Ia., was retired on a pension Dec. 28.

Mr. L. C. Cherrington, train baggageman working out of St. Joseph, was retired on Dec. 28 on a pension.

On Jan. 1 Mr. J. Benzies was appointed trainmaster and road foreman of equipment on Subdivision 30, headquarters at Eldon, Ia., vice Mr. M. J. McDonald, deceased.

On Jan. 8 Mr. A. C. Shields was appointed division engineer, vice Mr. F. E. Watson. Mr. Shields was transferred from the Arkansas Division. However, he is well known on the Missouri Division, and we are glad to have him with us.

Mr. F. E. Watson, division engineer, was granted an extended leave of absence, due to illness of his wife, effective Jan. 7.

Miss Gertie Owens, personal record clerk in the master mechanic's office, spent New Year's with friends in Kansas City.

Mr. Wallace Banke, material clerk at Valley Junction, spent Christmas with home folks at Trenton. Mr. Behnke was until recently employed in the master mechanic's office at Trenton.

We all mourn the death of John Redmond, colored janitor, who passed away Monday morning, Jan. 3. John was everybody's friend and is greatly missed.

Mr. George Benjamin, engineer, will spend the balance of the cold weather in the East, visiting his mother and daughter in Springfield, Mass.

Mr. A. L. Clem, car foreman, Trenton, and his wife spent Christmas in Wichita visiting relatives and friends.

Mrs. G. W. Herod of the master mechanic's office spent Christmas with her parents at Brookfield, Mo.

Mr. John H. Reddy, general shop accountant of the D. & H. at Albany, N. Y., formerly chief clerk in the master mechanic's office at Trenton, visited relatives at Trenton during the holidays.

Miss Mary Dennis, file clerk in the master mechanic's office, spent a very pleasant Christmas at Cameron, Mo.

A party of young folks from Eldon, chaperoned by Mr. J. W. Reed, attended the firemen's ball at Trenton Jan. 18.

Mrs. C. E. Mitchell, wife of yardmaster at Eldon, left Jan. 16 for an extended visit to Little Rock, Memphis and other southern points.

Harry Cruzen, clerk in the superintendent's office at Trenton, is quite ill with bronchial pneumonia.

Andy Logan, accountant in superintendent's office, spent Christmas with his parents at Topeka.

S. W. Reed, machinist at Trenton, with his wife, visited in Kansas City the first week in January.

C. O. Huber, claim adjuster, went to Chicago for the holidays.

Mr. M. O. Gay of Little Rock, formerly agent and assistant trainmaster at St. Joseph, visited his brother, Engineer E. E. Gay, at Trenton during the holidays. Mr. Gay is well known about the Trenton offices and we were all glad to see him.

Mr. G. N. Garrett, agent at Unionville, laid off a week or ten days in January, account illness. Miss Freda Fox handled the station in his absence.

Mr. Roscoe Elmore, recently of the superintendent's office, left Jan. 15 for Amarillo, Tex., where he will enter the employ of the Santa Fe.

Mr. J. A. Caster, fireman, has taken a leave of absence and will visit his parents in California.

Mr. A. Hafford, manager in the Trenton relay office, returned Jan. 15 from Columbus, Ohio, where he was called by the illness and death of his father.

NEBRASKA DIVISION.

By M. B. K.

Brakeman H. L. Brown became tired of "Single Blessedness" about the middle of December and went South for his bride. He brought her home and took a run out of Belleville.

Engineers J. L. Hall and Irwin Hall are both proud fathers. The latter has also purchased a new Buick car.

J. C. Kline is also a happy father.

Conductor Cummins has the sympathy of all in the loss of his father.

Some new faces have appeared in the telegraph office lately and we are glad to welcome the new men; sorry, however, that some of our old friends had to be displaced.

Even if Fairbury people did not get any cigars on the wedding of two prominent Mechanical Department employees of Goodland, they knew there was a wedding just the same.

Engineer Lewis Brown is taking his annual vacation, visiting in Texas and also in South Dakota.

The good work of our BEST DISPATCHER only applies in warm weather. He says that he didn't say anything about it being fourteen degrees below zero.

Train Master Cameron was on the sick list a couple of days about the middle of January.

Stenographer A. F. Meyer was also forced to take a few days' vacation on account of the grip.

Agent F. D. Bradley and Ticket Clerk C. P. Bradley have been quarantined away from home for several weeks on account of smallpox, the case being a very light one. By the time this magazine is out, they will probably be enjoying home cooking again.

Conductor Champlin was compelled to lay off for a few trips the first part of January on account of sickness.

Yard Clerk Calder is spending a well earned vacation in Missouri.

Yard Master Smart and wife are in California with their daughter and reports are that Mr. Smart is improving rapidly and hopes to be with us soon.

A. G. Smith and wife, agent at Virginia, are now having their vacation, taking a trip through Texas.

Conductor W. Franklin spent a few days visiting in Wellington, Kans., the first part of January.

Engineer Shannon is contemplating a trip to California in the near future with his wife and son.

Engineer Thad Shepherd and wife spent a few days with their daughters in the eastern part of Nebraska about the middle of January.

Word comes from Tinner Trebbe that he and his wife are pleasantly located in California and enjoying life there.

It was necessary for Extra Dispatcher to have his WISDOM tooth treated, recently, after having spent some time working in the Dispatcher's office at Fairbury.

Train Master Hungerford of Omaha paid us a visit about the middle of January.

Train Master Breheny of Herington stopped off a few minutes on his way through Fairbury the latter part of December.

Our new general clerk is Willie Osborn and we are glad to number him with our office force.



PEORIA, ILL.

By "Jimmy."

"Boost Peoria," a slogan used by almost every Peorian, and practiced by every merchant. Let the railroads in on this, too. Taking out from three hundred to five hundred car-loads a day isn't bad as a boost for the good old town of Peoria. This is a little of the work that the Rock Island lines has done during the past month.

With the approach of Leap Year, our worthy switchboard operator has just about filled her "hope-chest" and is about ready to—start another one?

OUR CLAIM CLERK.

Here's to Mr. Abrams, our worthy claim clerk. Who is a hustler and a demon for work.

At seven a. m. at his desk he sits, The claims piled high, and his teeth he grits.

He dives right in with vim and vigor,
And only wishes that the pile was bigger.
He handles each claim with care and pain,
And ne'er one comes back again.

So here's to you, Jack, you're the only claim
man.

To replace you, well I doubt if they can.
Would that all were just like you,
Honest, righteous, loving and true.

During the past month "la grippe" crept
into the office and attacked our stenographer,
Miss Carroll. However, she has returned fully
recovered, much to the delight of all.

During the past month Phillip C. Murphy
entertained a theater party at the Princess
theater where the world-known Cherry Sisters
were engaged. After the theater, lunch was
served at Mayers.

We have with us, who besides being a high
class rate clerk, is one of the finest chicken
fanciers in the world. Mr. Gerring who
spends all his spare time with his chickens
can cure anything from a corn to a headache
on a chicken, and stands ready to give infor-
mation concerning any and all maladies of
chickens. For desired information write him,
care local office, everything free.

The cold weather made "Big Bill Dedi (the
heaviest switchman in the world) ten pounds
heavier and he claims that he is now ready to
meet Jess Willard. For exercise he carries a
drawbar a mile every day and runs to and
from dinner daily. By the first of March he
claims that he will be in tip-top shape. Look
out, boys, he is a husky.

"Skinner" Stewart, the smallest switchman
of them all, recently made a hunting trip. He
saw one rabbit; made a dash after it with
some salt; went to cross a supposedly frozen
creek and fell in, waist deep, fracturing his
ribs. He now claims that he has a floating rib.

Pals always go the same path. John Ken-
nelly and "Sandy" Traeger were pretty good
pals. John got married, and, of course,
"Sandy" had to follow suit. Yes, we have
the dope that "Sandy" gave her a big diamond
for Christmas.

The past month found Jim Whalen and son
P. J. Whalen, engineers in the local yards
confined at their homes for several weeks with
la grippe. M. Maroney also was confined for
one week with la grippe, but is now out and
amongst us again. The present writing finds
Jim and P. J. Whalen still confined at their
respective homes.

GOOD-BYE BOYS!

The "Fall of Rome," was no worse than this,
For bachelor's life he thought was bliss;
He gave her a ring on Christmas day,
And to the boys he bid a good-day.

At work he dreams, over an old re-claim,
Of a brighter day, and a real re-claim.
He dreams of her, with whom he must stay,
To give up the boys, and bid them good-day.

Eddie Arnholt is the one to face the altar,
To lose the crown and wear the halter;
We're for you, Eddy, but not with you, for
single we'll stay,
Here's to success and happiness when you bid
us good-day.

We have with us at the present writing John
Dalzell who is now a brakeman on the local.
John is an old Peorian and a good one. He
went west a few years ago, took unto himself
a wife, settled on a ranch where everything
is going fine. With a longing to see the folks
and home again he came to Peoria, a short
time ago, deciding to make a stay of it, and
being one who is restless while idle, decided to
work, and here we have him with us. Stick
around, Jack, just as long as you can, for you
are always welcome in Peoria.

Alas! News! Nevertheless it was long looked
for news, owing to the attentiveness of late,
when we read that our chief clerk Walter
Thieman had bowed to Cupid and is going to
be bound by the matrimonial band early in
the fall.

Bill Anderson of the local office wishes to
challenge any and all bowlers on the system to
a bowling match game. Same to be rolled
any place and any time on regulation alleys.
Address all communications to him, care local
office.



**Have
Healthy,
Strong
Beautiful
Eyes.**

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

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

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

**Murine Eye Remedy Co.
Chicago**



INFANT FOOD

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

*Robinson's
Patent Barley*

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

Sold by all Druggists and Grocers.

*Send for booklet "Advice to Mothers"
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New York

THE MONTHLY MUDDLE.

Published at 20th St., Rock Island, Ill.

Motto: WITHOUT FEAR OR FAVOR,
WITH FOOLISHNESS FOR FLAVOR.

Ed. MeehanMuddler-in-Chief
Cully and Mac.....Ass't Muddlers

Vol. 2. JANUARY, 1916. No. 1.

MUDDLETORIAL SECTION.

THE TIRELESS TALKER.

A lot of people that we meet have quite a bit to say; they talk on divers subjects and they keep it up all day, 'though most of them must pause at times lest vocal cords give way—but Bryan still talks on. The Kaiser has a boil upon his neck, he's feeling glum. Since Woodrow took a wife it seems that he's been stricken dumb. A baby knows enough at times to stop and suck its thumb—but Bryan still talks on. Our Paragon of Peace, Hen. Ford, is silent as the tomb, because his hopes of stopping war are sunk in deepest gloom. The Dove of Peace, his poor wings clipped, roosts in a darkened room—but Bryan lectures on.

King Sol possessed a thousand wives, and ev'ry one a peach; a nimble tongue, a voice, and healthy lungs possessed by each, yet often they would stop their talk to hear old Solly preach—but Bill keeps talking on. Yes, others quit exhausted with a final, feeble groan; as a real long distance talker Peerelss William stands alone. Other men relieve their voices with the handy dictaphone—but Bryan talks right on.

In spite of the lengthy alibi of the 47th St. Line editors, published last month, we are still suspicious that "VIOLETTE GREYE" put it over on them for some time.

BUSINESS OF BOWING, SCRAPING, SALAAMING, ETC.

"The best thing in the Rock Island MUDDLE is the muddletorials."—Ed. Schneider in BLUE ISLAND SHOP NEWS.

If we were not so confounded modest and retiring, we might reciprocate by saying that the best thing in the BLUE ISLAND SHOP NEWS is the Editorial Comment.

What does G. HIRAM Y. mean by "THE STUDENT BRAKEMAN REFLECTS"? appearing in last month's issue? We would have headed it: "THE STUDENT BRAKEMAN AFFLICTS."

Unquestionably there are many "chicken fanciers" to be numbered among the operators on the Rock Island Lines, but none to be compared with W. N. Stoley of Waterloo, Ia.

PERSONAL MENTION.

Conditions were pleasant (?) at 20th Street the day the cold wave descended upon us. The antiquated boiler that partially serves the purpose of heating this building selected that day as a fitting time to go completely out of business. It was "repaired" several hours later, but, as a matter of fact, it has never completely revived and only the moderation in weather has relieved our intense discomfort.

Glen Reid was unfortunate enough to freeze his nose and both ears the following day. However, while he has our sympathy, we would earnestly advise against any clerk remaining out in the yard for an hour and a half on a day like that with a Fedora hat as his only protection from the chin up.

Bob Watkins, conductor on the Silvis-Galva local (and Mayor of Silvis, suh) ran afoul of the government inspector January 8, we understand, which resulted in his run being annulled for that day. However, Robert was on the job Sunday to make up for lost time.

Bill Burke, second trick operator at Fifth St. Yard is off on two or three months' leave of absence. Will he ever come back? Shure, we dunno.

Mystery surrounds the freight office once again. Not the bird on Nellie's hat, but the DIAMOND ring on Nettie's finger. Will Nettie let us in on it? Who is he? And when will it happen?

At the time of this writing, Miss Dempsey is absent account of sickness and Miss Alice

Thiele is holding down her desk. Here's hoping for a speedy recovery, Nettie (although we like you also, Alice). We hope to have you both with us some day.

Fred Brennan doesn't know how he is going to get in strong with his girl, so he starts in by buying music for her sister, cigars for her father, and candy for her mother. Why, don't you buy her a diamond ring and be done with it, Fred?

The family of Mr. Murray, commercial agent, was recently visited by the Grim Reaper, his eldest son, 12 years of age, being suddenly taken ill during the night and passing away the next morning. The sympathy of the entire office force is extended to himself and family.

Those who have occasion to buy tickets at the more important ticket offices are now greeted by a placard in the ticket window bearing an inscription similar to this: "Mr. Hezekiah X. Stubbs, Ticket Seller now on duty." We received a shock today when a total stranger addressed us by our monicker, we having forgotten all about the little card.

The "Champagne Belles" cavorted upon the stage of the Illinois theater Saturday night, January 8, leaving via Rock Island No. 5 Sunday morning en route to Ft. Madison. Bob Auld, our "ticket seller now on duty," at 31st St., reports to us that "they were a fine looking bunch of girls." For the father of five children and a supposedly sedate married man, Bob shows a surprising perspicacity in such matters. If 'twere not such a rotten pun, we might add that we suppose, of course, that the Champagne Belles all possessed ringing voices.

THE ABSENT MUSE.

Where are the rhymes of yester-year,

Those rhymes we used to spin;

Where is the Muse we used to know?

(This rhyming's rather thin.)

Where have our inspirations gone?

Can no one tell us? Well!

IS this all we can write today?

By Gosh! Don't that beat!!

MAC.



ST. LOUIS DIVISION NEWS.

Effective Jan. 1, Mr. J. L. Moss, assistant engineer of the St. Louis Division, with headquarters at Eldon, Mo., resigned his position with the Rock Island to enter the service of the Kansas City, Kaw Valley & Western Electric Ry. Co. as engineer maintenance of way, with office at Bonner Springs, Kan., and will later on move to either Lawrence or Bonner Springs, Kan.

Effective December 20, Mr. W. H. Burleigh, General Foreman at Eldon, as appointed General Foreman at Liberal, Kans.

Accountant J. W. Jacobs and wife and son William spent Christmas at Horton, Kan., with Mrs. Jacobs' relatives, where Mrs. Jacobs remained during the holidays.

Mr. A. L. Dewey has been appointed transportation inspector on the St. Louis Division in connection with the Prevent Claims organization.

Fireman Grover C. Webb and Miss Anna Moss, sister of Brakeman C. A. Moss, were married in Eldon Dec. 29, Rev. F. T. Ray performing the ceremony. They immediately departed on No. 23 on their honeymoon trip through the West and Southwest.

Superintendent H. E. Correll attended the farewell banquet in honor of Mr. A. E. Sweet, G. M., who left the service of the Rock Island to enter the service of the Denver & Rio Grande Ry. as vice-president, which was recently held in Topeka.

Mr. L. L. Johnson, formerly service inspector, with headquarters at Topeka, Kan., was appointed, effective Jan. 16, general yardmaster at Carrie Avenue, St. Louis, vice Mr. W. M. Campbell, returned to freight service.

Effective Jan. 1, Mr. H. C. Sosand was appointed division engineer of the St. Louis Division, with headquarters at Eldon, Mo., vice Mr. J. L. Moss, resigned to enter service of another company.

Chief Dispatcher Campion was a visitor in Kansas City recently, taking in the bright lights.

Mr. R. S. Brown has been appointed general

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50c Postpaid



THE "LIMITED"

Always on time—Always satisfactory

is the Remarkable Offer made in a 3-fold Combination Billfold, Pass and Cardcase, which cannot be duplicated elsewhere for our price, with any name stamped in beautiful 23-karat gold (if done outside of our service, stamping alone would cost at least 25c.) Sold under our GUARANTEE and direct only. Will last for years. Carefully made of Handsome, Smooth, Black, Genuine Leather throughout. Has seven useful pockets, including secret billfold at back, window for your division card, etc., 1916 calendar, stamp compartment and three more handy pockets. The "Limited" measures 3x4 1/4 inches closed, with a strong glove fastener. Orders filled promptly and carefully. We will cheerfully return your money if not satisfied. Postage stamps accepted.

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Write today for our circular completely describing this Electric Lantern.

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We Cater to the Railroad Man

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Send This Coupon Today

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Send me your Piano Offer and Free Catalog.

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foreman at Eldon, Mo., vice Mr. W. H. Burleigh, transferred.

Mr. F. J. Yonkers, formerly engineer on the St. Louis, now road foreman of equipment on the Colorado Division, spent Christmas in Eldon with his family.

Mr. L. B. Naylor, secretary to the assistant general manager, was a visitor in Eldon during the holidays.

SCISSOR SHAVINGS.

If when reading these lines some one should happen to feel
They'd like to have the author's neck under their heel,
Remember we know our words are rudely versed,
And we kindly ask that we be given "Safety First."

When we come to rates and claims and what the road earns,
It is a subject of interest to Bro. John Stearns,
While steadily plowing through trials and joys
Is the elixir of life for the "Taylor boys."

To do our work efficiently, careful and free
Is the way we are taught by our genial R. F. E.
Now to the young ladies we will say just here,
Don't overlook, you are now in leap year.

A fine lot of bachelors are waiting, we say—
There is Whalen, Willey, Kadderly, McNulty and Gray.
Now, our bachelors are handsome, honest and thrifty,
But with matrimony they don't play fifty-fifty.

These boys are fast growing wrinkled, wealthy and old,
Perhaps because they have never had fair hands to hold.
"Scissor Bill" bachelors are as good as gold,
So "get busy," girls, and give them hands to hold.

The "Scissor Bill" family is forging ahead;
Before our history is done there is more to be said.
There is Dugan and Basket growing oranges down South,
While McMeans works on autos till he is "down in the mouth."

When of poultry, butter and eggs you've not enough,
See Carr, Burris and Adams—they're raising the stuff.
A certain young lady who resides in Belle
Was worried and vexed by a letter signed "Neill."

Engineer Whalen, who was under suspicion,
Explained that the writer was a gentleman of official position.
The "Scissor Bill" family, as we are sometimes called,
Have come from fields, factories shops and mines.
To tell the truth does no one harm,
Quite a number of us are from the farm.

Conductor Carr is a mighty fine man,
He always is hauling one more "Carr" than Callahan.
As for B. & O., it is only his way,
Try as you please, he will "Marr" the day.
If there is a happy family, you will find us here,
Wishing each and all a Happy New Year.
Plunkett.

SILVIS.

Machinist Harry Dernflinger and Machinist Apprentice B. L. McAlinch have joined the matrimonial circles giving themselves Christmas present of a wife. Cigars were not overlooked among the shop boys and we all congratulate them on their great step in life.

Machinist Jas. Morris and Otto Harebeck are reported very ill and we wish them a speedy recovery.

Master Mechanic W. M. Wilson of Dalhart, Texas, visited Silvis shops for the second time since he left Silvis and the boys were all glad to see him.

Silvis shops have now a checker league. The members are Boilermakers Myers, Hankla, Andrews and Robinson, Boilermakers' Helpers Burr, Foster & Benaur, and Machinist Willman. Machinist Willman seems to be in the lead. Boilermaker Robinson had better hurry up or lose his rep.

Machinist Guinther, who slipped away and got married a month ago, hasn't come across with smokes. How many paydays are you waiting for, George?

A Tin Lizzie for sale if taken at once by applying to Chuck Morrison. Do you think you will sell it, Chuck?

Mr. P. Linthicum is back at his old post as assistant superintendent of shops and seems to feel right at home again. Change caused by consolidating second and third districts.

Mr. C. R. McArthur has been transferred from Car Foreman at Armourdale to Silvis, caused by consolidation of second and third district. Mac seems to be a fine scout.

Machinist Frank Fleschman has returned to work after a long absence due to sickness. Frank Owens, shop order clerk in the superintendent's office has resigned to accept position with some brokerage concern in New York City.

Mr. E. Brown of Valley Junction has accepted a position as shop time keeper at Silvis.

Some people would like to ask Jean Sullivan of the shop train crew where he buys his suspenders.

The Silvis shops' indoor baseball team won a loving cup, only being defeated once in twelve games, playing R. I. Arsenal, Bettendorf and Davenport teams.

Our Power House Engineer is looking for the fellow who touched him for \$60. Our friend, Henry Sholl, who sweeps up the floor,

And wheels all the borings away,
And wipes off the motors and all the machines
He's contented and happy today.

The "nut splitters" lads among whom he works
Often tease the old fellow and yet
They remembered at Christmas their friend
Of the broom

In a manner he'll not soon forget.

Good lads they all are, though boisterous at times,

On the whole they're of the right stuff;
And for the gifts they gave him that day
Henry says he can't thank them enough.

\$50 to \$100

We want railroad men to represent us during spare time. Many of our agents make \$50 to \$100 monthly. Does not interfere in any way with regular work. Have better proposition for incapacitated men who can put in full time. Proposition high class and a necessity to railroad men. Practically sells itself. An easy money maker. Write today.

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FURNITURE

RUGS

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Rawhide Pinions
and

Cut Machine Racks

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Send Sketch or Model for Search. Highest References. Best
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Parlor, Bedroom and Bath,
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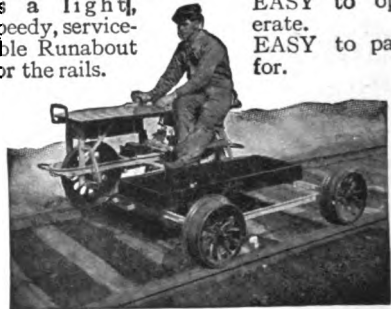
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To introduce our
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Artistic designs, exclusive features, scientifically built, producing wonderful tonal effects—the Acme of Perfection.
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YOUR employers want you to wear proper eye protectors and will tell you the kind to wear that are best suited to your individual needs, or we will, if you will write to us and we will tell you where to get them or will supply you ourselves.

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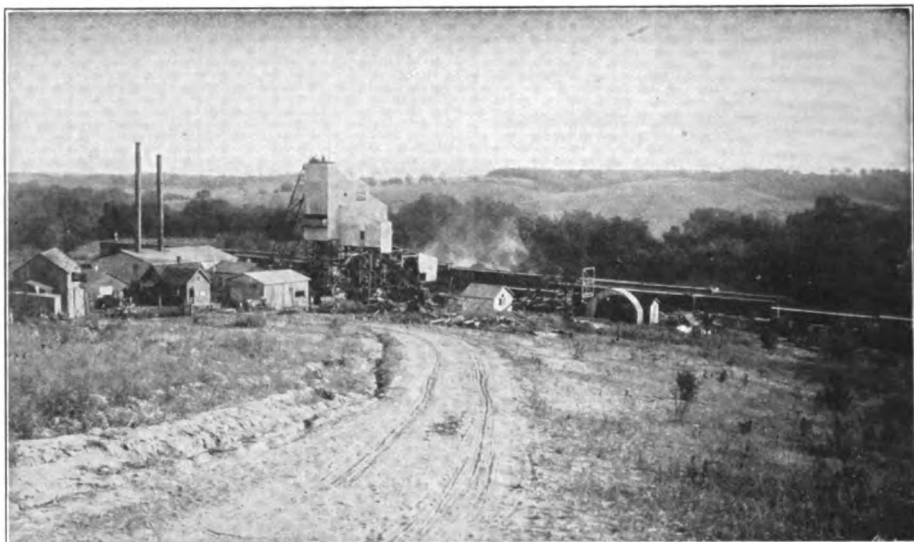
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Mines located exclusively on the
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Give CHARITON BLOCK a trial.
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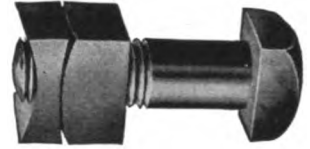
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Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of “BOSS” Lock Nuts annually?

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In Use Everywhere



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Steam or Domestic use.

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Carbon Chunks

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RESOURCES		
Loans and Investments		\$5,156,086.19
United States Bonds	\$950,000.00	
Cash on hand	\$24,308.10	
Exchange	1,711,911.83	3,596,117.92
Total,		\$8,742,308.11
LIABILITIES		
Capital Stock		\$900,000.00
Surplus and Profits		233,257.26
Circulation		1,163,500.00
DEPOSITS:		
Bank	\$1,008,349.70	
Individual	4,745,885.34	
United States	118,510.71	6,872,745.75
Total,		\$8,742,308.11

Condensed Report to Comptroller, December 31, 1914.

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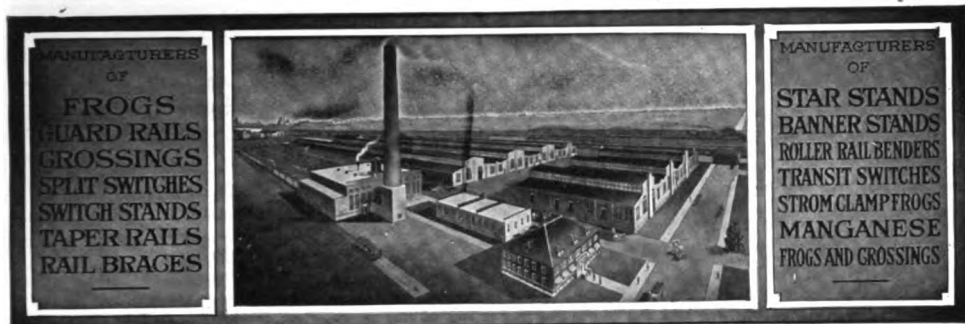
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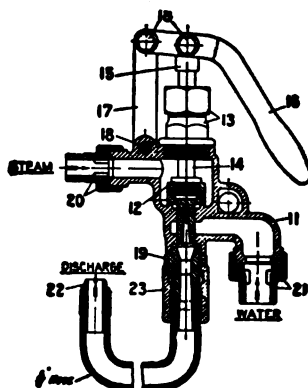
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