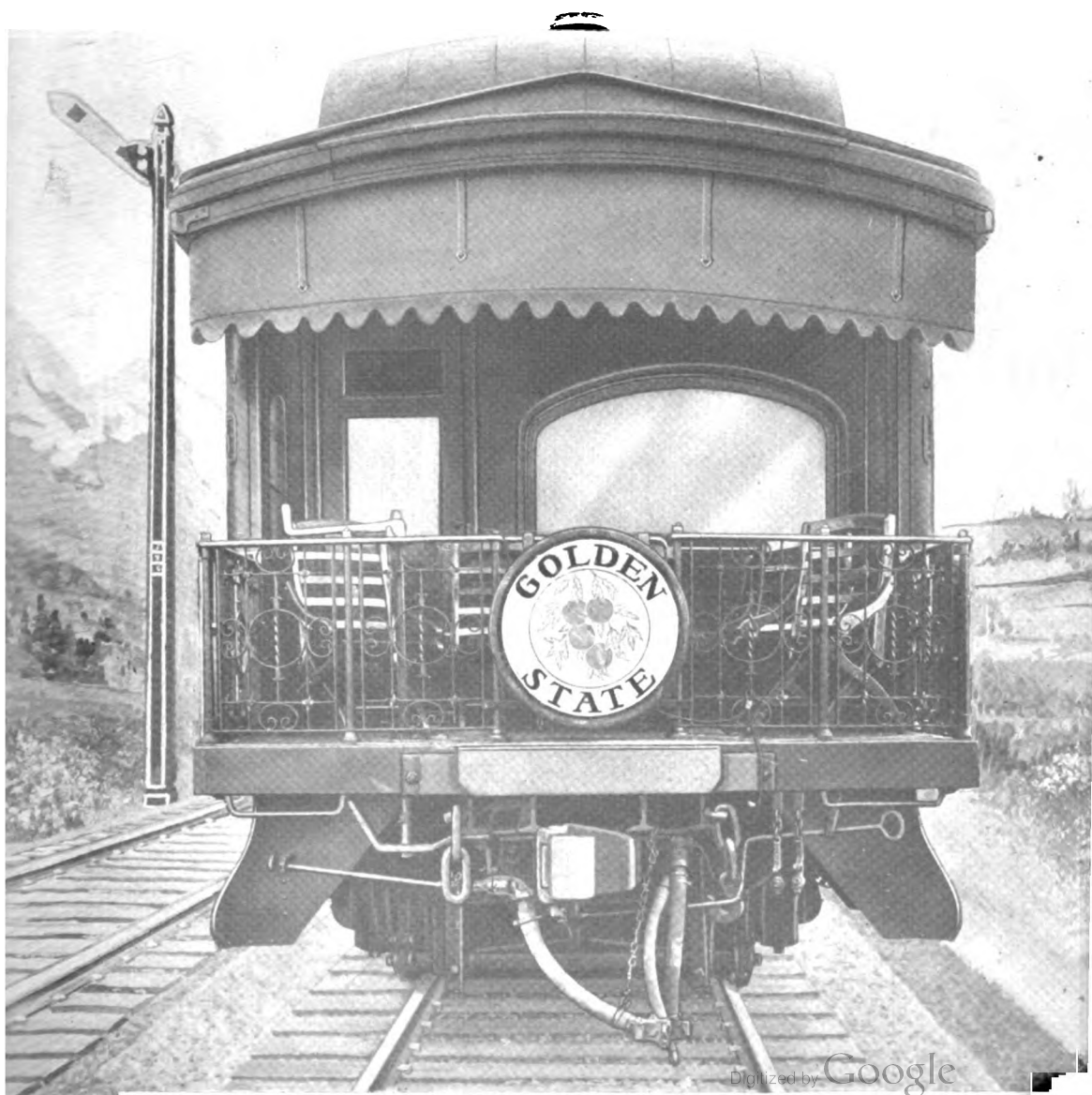


15 106
ROCK ISLAND
EMPLOYEES
MAGAZINE

DECEMBER 1915



FINCK'S "DETROIT-SPECIAL" OVERALLS AND WORK PANTS "THEY WEAR LIKE A PIG'S NOSE"

SEE How Well Our New Vest-High Back and Combination Suits Look.

If you want work-clothes that give you the most wear you have ever had in a similar garment wear Finck's "Detroit-Special" overalls and pants. You will find that they are more comfortable than any other clothes you have ever worn. This is because they are cut very full and of very good proportions. You can depend on the dealers who sell the "Pigs-Nose" Brand. They will always give you the Best of everything, that is certain. **BUY A PAIR TO-DAY.**

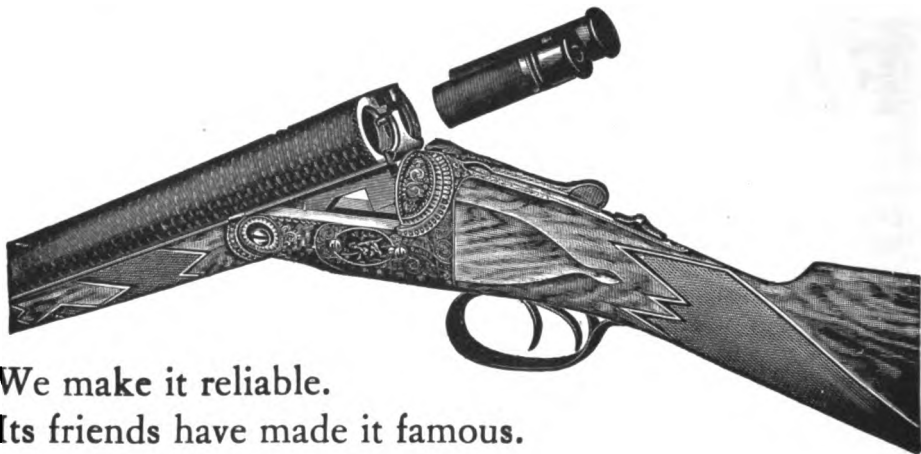
This is a View of the new station of the Michigan Central at Detroit, Mich. Detroit is also the Home of **FINCK'S "DETROIT SPECIAL" Overalls.** All of the men who want the most for their money will wear only **FINCK'S "DETROIT SPECIALS,"** because "They Wear Like A Pigs Nose" and give fit and comfort.



Not only "NATE" KNAGGS on the M. C. But most of the "Big" men on all of the roads wear **FINCK'S "DETROIT SPECIAL" Overalls and Pants.** You will find that our best advertisements are the words of praise of men who wear the overalls which "Wear Like A Pig's Nose". **ASK YOUR BEST DEALER,** he will have them, or write us direct.

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

THE PARKER GUN



We make it reliable.

Its friends have made it famous.

Send for Catalogue

PARKER BROS., Meriden, Conn.

N. Y. Salesrooms: 32 Warren St. A. W. duBray, Res. Agt., Box 102, San Francisco

DAVID RUTTER & COMPANY

Plymouth Building, CHICAGO

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

Rock Island Coal Mining Company

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.

It *pays* to own a **FAIRMONT**

When you turn your old hand car into a motor car, **you increase your value to the company by the larger amount of work done.**

Life is lots brighter when a gasoline engine does the man-killing work of pumping the old hand car.

Right now, this winter, you need a FAIRMONT Motor Car Engine on your hand car.

You can run it slow and inspect track in half the time walking takes.

Two men easily put such a car on or off the track anywhere.

The FAIRMONT starts without a struggle in the coldest zero weather.

Write and see how *easy* it is to own a FAIRMONT.

Fairmont Gas Engine & Railway Motor Car Co.

Formerly Fairmont Machine Company

439 N. Main Street

FAIRMONT, MINN.



Quick Duplication

of form letters, office blanks, notices, instructions—anything handwritten or typewritten—by the Mimeograph! Takes little more than the time to write the stencil. No slow typesetting and distributing. Finished product ready within a few minutes. And the wonderful new dermatype stencil produces absolutely unmatched work—clear—accurate—exactly duplicating the original. You need a Mimeograph to save time and printers' bills—to improve the appearance of your form work. ***Investigate.***

ROCK ISLAND LOCAL SURGEONS

CHICAGO, ILL.

Dr. S. C. Plummer,
Chief Surgeon.
Room 1030 La Salle St.
Station, Tel. Wabash
3210, and 25 E. Wash-
ington St., Tel. Central
5465. Residence Tel.
Oakland 97.

ATLANTIC, IA.

Dr. C. L. Campbell,
Chestnut St.
Tel. Musson 307.

BLUE ISLAND, ILL.

Drs. Kauffman,
242 York St.
Tel. Blue Island 109.

BURLINGTON, IA.

Dr. P. H. Schaefer,
Carpenter Bldg.,
Tel. 926.

CHICAGO, ILL.

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

CHICAGO, ILL.

Dr. S. A. Waterman,
7845-47 Winneconna Av.
Tel. Stewart 3372.
Hours: 7 to 10 a. m., 3
to 5 and 7 to 9 p. m.

CHILLICOTHE, ILL.

Dr. J. W. Daugherty.
Tel. Office 41; Resi-
dence 159.

DARDANELLE, ARK.

Drs. L. E. Love and J.
R. Linsy.



DES ARC, ARK.

Dr. J. C. Gilliam,
Tel. Office 53.
Residence 20.

ELDON, MO.

Dr. G. D. Walker,
Tel. Office 9.
Residence 179.

EL RENO, OKLA.

Dr. F. H. Clark,
Office, First Nat'l Bank
Bldg.
Residence, 321 S. Rob-
erts Av.
Tel. Office 23.
Residence 321.

EL RENO, OKLA.

Drs. Hatchett & Ader-
hold,
Proprietors,
El Reno Sanitarium.

EL RENO, OKLA.

Dr. G. W. Taylor,
114 E. Woodson St.
Tel. 225.

FARMINGTON, MINN.

Dr. J. A. Sanford,
Star Phone 119.

HENNESSEY, OKLA.

Dr. A. B. Cullum,
Tels. 53 and 92.

HOT SPRINGS, ARK.

Dr. Leonard R. Ellis,
302½ Central Av.
Tel. Office 738.
Residence 1749.

LA SALLE, ILL.

Dr. J. F. Crowley,
111 Marquette Av.
Tel. 185 B.

LA SALLE, ILL.

Dr. P. M. Burke,
Neustadt Bldg.,
Tel. Office 89 W.
Residence 89 R.

MOLINE, ILL.

Dr. A. H. Arp,
508½ 15th St.
Tel. Office 318 and 1480.
Residence Moline 6.

MCPHERSON, KAN.

Dr. A. Engberg,
Tel. Office 146.
Residence 2.

OKARCHE, OKLA.

Dr. H. C. Brown,
Tel. Office 54.
Residence 74.

ROCK ISLAND, ILL.

Dr. S. B. Hall,
Robinson Bldg.
Tel. Office 1099.
Residence 277.

WYOMING, ILL.

Dr. J. S. Wood.

The three vital features of your Christmas Grafonola

For, of course, your new instrument will be a Columbia, if it is a question of musical quality—of certainty of lasting enjoyment. Judge the superiority of the Columbia Grafonola, first of all, upon its superb tone.

Tone:

Tone perfection depends fully as much upon the scientific exactness of the reproducing mechanism of the instrument itself as upon the original recording process. The perfected reproducer and tone-arm of the Columbia Grafonola is the crowning achievement in this branch of the art.

Once you realize the tone possibilities of the Columbia Grafonola, playing Columbia Records or any other records, we believe you will never again be satisfied with any tone less full and true, less brilliant and round and natural.

Tone control:

With the Columbia you have every possible gradation of tone at your command. The tone-control leaves, built on the one right principle of controlling tone-volume, and the wide variety of needles available, give you any and all degrees of tone-volume, from the lightest pianissimo to the resounding fortissimo to fill the largest auditorium.

Convenience:

Your Grafonola, equipped with the individual record ejectors, an exclusive Columbia feature, is ideal in its convenience. Your records are racked individually in velvet-lined slots that automatically clean them and protect them against breaking and scratching. A numbered push-button controls each record—a push of the button brings any record forward to be taken between the thumb and fingers.

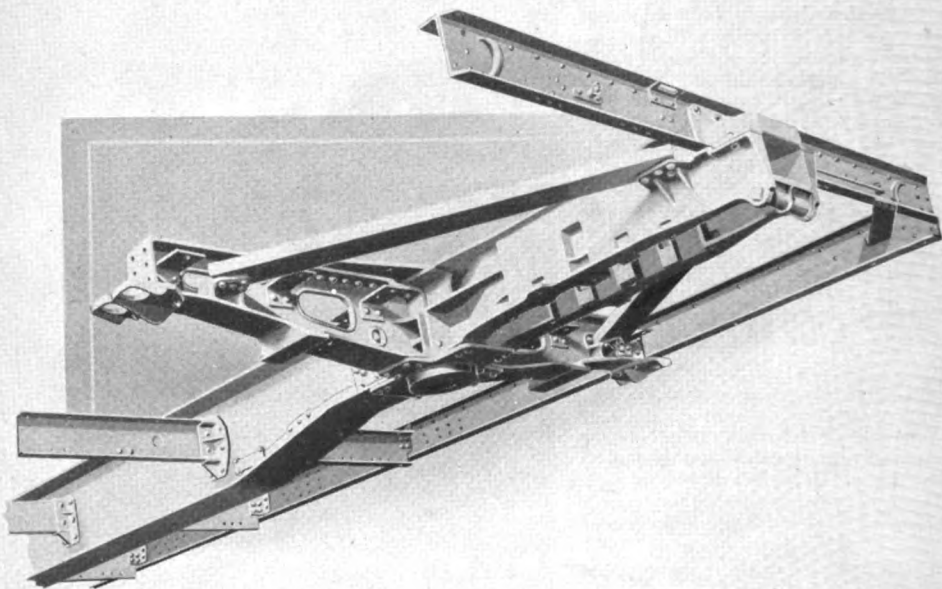


COLUMBIA
GRAPHOPHONE COMPANY
Box L 618, Woolworth Bldg., N.Y.

*This model Grafonola with individual Record Ejector, \$110
Prices in Canada plus duty.*

COLUMBIA

Bettendorf Single Center Sill Underframe Showing End Construction from Underneath



**The Bettendorf Company
Bettendorf
Iowa**

Hotel Colfax

COLFAX MINERAL SPRINGS



The Health Seekers Playground

*The finest First Class Mineral
Water Resort in the Middle
West operating on
Popular Prices.*

The water of the original "M. C." Mineral Springs located on the grounds of HOTEL COLFAX is renowned for beneficial results in all cases of RHEUMATISM and Stomach Disorders.

The Mineral Bath rooms, located in hotel, are, for completeness, unexcelled in the West.

RATES
Rooms, meals included, are from **\$15.00** per week up.

**Steam, Vapor and Electric Baths,
\$1.00, and with Massage \$1.50 each.**

**WRITE FOR BOOKLET AND INFORMATION TO
JAMES P. DONAHUE, Prop.**

**Hotel Colfax and Mineral Springs
COLFAX, IOWA**

"ON THE ROCK ISLAND LINES"

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



Jacob M. Dickinson.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

DECEMBER, 1915.

No. 6.

To the Officers and Employees of the Rock Island Lines

The control and operation of railroad properties are always a trust obligation of a very high character. The beneficiaries are the general public, which is served, the employees, who derive their support from the earnings, the bondholders, whose capital is in the venture, and, last of all in the line of participation, the stockholders, of whom many are of small means, and many are women and minors.

To a very large extent such stockholders cannot effectively combine for protection, and are wholly dependent upon those in administration. The trustees are, first, the directors (or the Receiver when the properties are in charge of a court), second, the officers, and, third, the entire body of the employees. Their responsibilities differ in kind and degree, but not in the obligation to faithfully perform duty.

This obligation of trusteeship, instead of relaxing, becomes more intense under a receivership. This is true not only as to the Receiver, but as to every officer and employee. A receivership means financial trouble, and possible loss, which will fall first upon stockholders, especially upon the most helpless, and, second, upon bondholders. Officers and employees are most remote from danger.

These conditions increase the obligation of all officers and employees, stimulate those of them who are honorable men to a higher sense of responsibility, and incite them to do their utmost. Officers and employees have a personal inter-

est that reaches beyond their immediate employment. If the enterprise cannot be rehabilitated and made profitable, the result will certainly and directly affect many of those who make railroading their life vocation, and who are necessarily interested in the railroad business as a whole, in protecting those whose capital makes it possible, and in maintaining and expanding the general volume. Losses and curtailment will certainly bar capital from such enterprises, and cut off general railroad development and expansion. This is a matter in which every railroad man, regardless of his present affiliations, is personally interested, for such obstruction necessarily reduces the horizon of his opportunities.

Vastly more depends upon you than upon the receiver. He can accomplish nothing without your hearty and efficient support. Your interest is more enduring, and you can expect to longer contemplate through association your achievements and the beneficence of your efforts.

The receivership must end, and its termination should be accelerated. To those of you who do your part well, the receivership will be but an episode in your continuing service.

The troubles confronting us are real and exigent. To overcome them will demand immediate, constant, intelligent and faithful effort.

There is no occasion for us to discuss the causes of, or to assign the responsibility for, the present condition. We must deal with the present. It is our duty to strive to make the properties profitable. It is manifest that to accomplish this, we must bring about great economies, much higher efficiency, and increase of earnings. It is difficult to do any of these things in a marked degree at any time. To do all of these things supreme effort is required. It is very difficult to make many and far reaching changes of method under a continuing order of life. It is less difficult after a shock, under a change of administration, and the pressure of manifest necessity.

The Rock Island Lines are not earning their fixed charges. It is our task

to make them do this, and more, if possible. If this cannot be done, a disaster is certain. Co-operation and team work of the most generous character are essential.

Mr. J. W. Kendrick, with the approval of the chairmen of the several committees representing Rock Island security holders, was employed by the Receiver to examine and report upon the Rock Island Lines.

In this report he points out to us, and to the public, many things which he considers defective, and many changes in practice which in his judgment will contribute potentially to rehabilitate these properties and make them profitable. I shall consider them with a mind open to instruction, and a will to do what may seem to be best and feasible. I have no prejudices to overcome, and no administration to defend.

A large part of what is essential for reorganization will devolve upon those who must furnish new capital. That is no part of our problem. We must not wait upon that, but proceed at once to effect economies, increase efficiency, and enlarge the revenues. These, if accomplished, will have a direct and wholesome effect upon the financial questions, for the status of the properties will be the basis upon which refinancing must rest.

In bringing about necessary changes in practices or methods, while there will be no feverish haste, there must be promptness and vigor, for conditions will not tolerate dilatory methods. Reforms would have been undertaken before, but it seemed more prudent to act in the light of the Kendrick report.

All of us can, without increasing expenses, begin to do one thing immediately which will greatly redound to the interest of the Rock Island lines, and that is to conciliate public favor, and thus strengthen the business by a constant appreciation and illustration by our conduct, of the fact that employees of railroads are public servants, whose first duty is to care for the public welfare. If we have this constantly in mind, and regulate our conduct by it, we will gain the good will of the public, and with it an increase of busi-

ness and the amelioration of such acute and unfavorable conditions as are brought about by hostile public sentiment. It is easier for us to do this, if we bear in mind that the people in this country are sovereign, that we, and others who constitute the general public, are the body politic, and that in the particular service which we render to the public, looking at the matter in a large way, we are serving not only the public, but also ourselves as integral members of the body politic. This sense will help to make us respect the law, the constituted authorities, and the general public, and constantly desirous of discharging our duty in every way to the public.

Those who effectively perform their duty need not regard the situation other than as an opportunity for showing their worth. I have given assurance of my disposition to maintain the present organization, and not bring in outsiders by the fact that I have not gone out of the organization in any of my appointments.

I believe in recognizing proven worth, and in promoting those who are capable. I sincerely hope that it may appear that all that will be undertaken can be best accomplished by Rock Island employees, and I earnestly and confidently appeal to all the officers and employees of the Rock Island Lines, not merely for expressions of loyalty to our common trusteeship, but for daily and hourly co-operation in the great task of conserving and improving the properties in our care, by that zeal and integrity of purpose which should inspire all honorable men in such a crisis.

JACOB M. DICKINSON,
Receiver.



MR. GOWER RESIGNS

Mr. Harry Gower, freight traffic manager, has at his own request been relieved of active duties.

After thirty-eight years of loyal and efficient Rock Island service, he goes to his honorable retirement with the good will of all Rock Island men.

Mr. Gower was born near London, England, May 1, 1852. He left England for the United States, 1872. After

occupying several positions in various parts of the states, he arrived in Chicago in 1877 and secured a position as bookkeeper with A. T. Stewart and Company until February 11, 1878, on which date he entered the service of the Rock Island as clerk in the general freight department.

At that time the general freight department and the freight auditing department were under one head, the general freight agent. August 1, 1880, the two departments were segregated and Mr. Gower was appointed chief



Harry Gower.

clerk of the freight auditing department under Mr. George H. Crosby, freight auditor, and remained in that position until October 7, 1881, when he was promoted to chief clerk in the general freight department.

Owing to diligent application to his duties he was promoted as follows:

1887—Second assistant general freight agent; 1888—First assistant general freight agent; 1896—General freight agent; 1899—Assistant freight traffic manager; January 15, 1906—Freight traffic manager, which position he held until his retirement, November 30, 1915.



H. U. Mudge.

**THE DENVER & RIO GRANDE RAILROAD COMPANY
THE RIO GRANDE SOUTHERN RAILROAD COMPANY**

OFFICE OF PRESIDENT

On Line November 25, 1915.

To the Employees of The Rock Island Lines:

I desire on this, Thanksgiving day, to extend greetings to all of the officers and employes of the Rock Island Lines and to express to them my appreciation and gratitude for their loyal and hearty support and co-operation. We have labored together faithfully for more than ten years and while the results have not been all that we hoped for, yet there was much accomplished in which we may all feel a just pride, especially as to the improvement in the physical condition of the property and particularly as to the harmonious and efficient organization. A foundation has been laid for a greater Rock Island and I shall watch its development with much interest and will always have an affection for the officers and men who have so well assisted in this development.

I am pleased that my successor, Mr. J. E. Gorman, is so well known to you as to require no introduction from me. I merely bespeak for him the same loyal support that has been accorded me.

Sincerely and truly yours,

A handwritten signature in dark ink, appearing to read "H. M. Gorman", written in a cursive style.

THE USE OF MACHINES IN CONNECTION WITH PREPARATION OF M. C. B. REPAIR BILLS

The use of Billing Machines in connection with car repairs bills is an innovation which has resulted in making bills more promptly after repairs have been reported and at a decreased expense, and it is thought that a brief description of the routine followed and the results obtained may be of interest. In order that the article may be more intelligible to those who may not be familiar with car repair cards and bills, a description of the details in connection with the process are briefly described.

weight for metal or feet for lumber is shown in the proper column under the heading which covers. A space is also provided to show number of hours labor required to make repairs. Repair cards are collected and forwarded to the Auditor Disbursements four times monthly from the various division officers. When received they are checked by men assigned to the work to see that weights, etc., are properly shown, and correct prices of miscellaneous items, labor in hours according to arbitrary rates al-



M. C. B. Billing Department, Hamilton Park.

When repairs are made to a foreign car the inspector or repairman writes up a repair card, our Form MP-76, which shows date of repairs, car number and initials, the material applied and why work was done. On this repair card there are eight columns, seven being headed in the following respective order: Cast Iron, Wrot Iron, Mall. Iron, Chain, Lumber, Springs, Cast Steel; the eighth has no heading and is intended for general office use in pricing miscellaneous items which cannot be classified under headings above. When the material is used in repairing a foreign car the

lowed by the rules, etc., are listed. Repair cards are then sorted according to the initials shown thereon, indicating ownership of cars repaired so that all charges billable against each road or line are assembled for one bill each month. To save computing the cost of repairs to each car separately, columns corresponding to those on the repair cards are provided on the billing sheets in which the various classes of materials are listed from repair cards together with station and date of repairs. When a sheet is completed the columns are carried forward to the recapitulation sheet, where

the various unit prices are shown and the money values of items listed in the columns are computed. Scrap credits when proper are allowed and the net total of the bill is arrived at.

As to the billing repair card itself, it might be added at present each column is footed and total marked in red ink before going to billing machine operators. Frequently such heavy repairs are made that several cars are required to show the work done on one car when the total for each column is brought forward to the first card so the operators will not have to go over them all again. By having the total amount shown in red ink in this manner errors and omissions in billing are rare occurrences.

The above is but a brief outline of the manner in which M.C.B. car repair bills are prepared; however, it will serve the purpose of showing the use of machines in connection with this work.

The old form bills were written in long hand until about eighteen months ago. At that time there were never less than five clerks billing. The number of repair cards received at that time and prior for several years averaged about 70,000 per month. This probably varied considerably at different times of the year but the average is about right.

On September 2, 1913, a Remington Special Machine with Wahl Adding Attachments was secured for trial in connection with work to find if its use in this particular class of billing would be of sufficient value to warrant installation of the machines to do all of it. Had the old practice of allowing each clerk to check initials, sort dates, and add the columns on repair cards been persisted in, it is doubtful if the machines would ever have proven a great success. However, after revising some of the old methods the new operator was able to do far more than the clerks who did the billing by hand and, in addition to this, as soon as she became familiar with the machine, the columns were correctly and automatically added when the sheet was completed. The only calculations which had to be made as formerly were the net totals on the recapitulation sheet.

In December, 1913, it was decided the machines would do the work better and at less expense than could be done under

the old method and three were purchased. While the number of repair cards received each month has increased to an average of something like 85,000, three machine operators are able to do the work which formerly required five bill clerks and at some periods of the month more than five. With a 40% reduction in bill clerks we have been able to put out a bill which has been favorably commented upon by many of the largest and most up-to-date railroads in the country. The bills are neater in appearance and the office copy retained is more legible. By actual check it is found the errors made in billing items on repair cards have been reduced to practically nothing, while formerly omitted items in billing were a source of constant annoyance and undoubtedly savings affected even in this respect would warrant the purchase of the machines. There is no question but when the bill clerk was obliged to total the footings on heavy billing as formerly done and carry these totals in his head he frequently made mistakes and these mistakes nearly always resulted in an *undercharge*. With the installation of the machines the office practice has been revised to such an extent that the footing of the repair cards is an entirely distinct proposition from the billing, and without additional expense each card is double checked for correctness of date, number and initials before being billed upon.

Formerly the billing was always behind and the best ever done was to get it out in something like sixty days after repairs had been made. At present billing for each month's account includes from the 21st of the preceding month to the 21st of the month which the account covers. These bills are all completed before the 13th of the month following. As an illustration: For March account repairs were included from February 21st and bills all left the department prior to April 13th. As the bills against other companies will average more than \$70,000.00 a month, the fact that approximately one month's business is no longer being delayed or held in suspense under the new arrangement means, in addition to other advantages and savings in salaries, there is a saving of the interest on a month's business constantly.

There is another feature in connection with this work which, although it cannot be considered a saving in money to the company, results in the long run in an invisible saving, namely, the absence of overtime. Doing work promptly, efficiently and within office hours is a source of much satisfaction to the employes of the M.C.B. Department and inures to the benefit of the company.

Opposite conditions represent a loss that cannot be expressed in exact figures. The work is by no means handled as carefully as it should be, which means errors from time to time. By the changes effected due to installation of machines the cause of dissatisfaction in this case has been removed.



CARL D. VAN HECKE RECEIVES PROMOTION.

Mr. Carl D. Van Hecke, for the past several years in the general offices of the Rock Island Lines, was on November 15th appointed general manager of the Muscatine & Iowa City Railway Com-



C. D. Van Hecke.

pany, with headquarters at Muscatine, Ia. This is the company which is to take over and operate with motor cars the Rock Island Lines from Muscatine

to Montezuma and, Iowa City to Riverside, Ia.

Mr. Van Hecke entered railroad service with the Chicago & Northwestern Railway as call boy in 1900, and was with that company in various capacities until 1903, when he went with the A. T. & S. F. Railway as secretary to the general superintendent. In 1905 he entered the services of the Rock Island Lines as secretary to the general manager, and in 1907 he left the Rock Island and went with the D. & R. G. Railway. In the same year he returned to the Rock Island and held various positions in the general manager's office, and in 1910 he left railroad service to go with the Duntley Manufacturing Company at Chicago, and in the same year returned to the Rock Island as contract clerk in the general manager's office, and in 1911 was appointed assistant chief clerk in the office of the second vice-president, which position he held at the time of his recent appointment.

Mr. Van Hecke is a young man of exceptional ability, and his many friends with the Rock Island Lines are sorry to see him leave. He is a son of D. Van Hecke, superintendent of our Louisiana Division.



THE FREIGHT CLAIM AGENT.

Gray hairs in my head are not many,
As for troubles I have but a few;
I bask in the sunshine of summer
And bathe in the sweet morning dew.

When my day's work is over I am happy,
I have remembered the rich and the poor;
It's only a time—you just watch me
I will enter St. Peter's door.

I have been stung by the shippers, you know it.
They tell you they are honest the year round;
I am charged when the market goes up
And skinned when the prices go down.

If they have a lame calf in the pasture
They will ship in a car load stock
And swear by the notary public
When they shipped the old calf could walk.

L. C. L. FREIGHT HANDLING CONDITIONS AND METHODS, SILVIS TRANSFER, ILL.

The conditions and methods which have developed at this point for handling L. C. L. merchandise have proven of great benefit. The thought that it might possibly be extended to other stations to good advantage to the company is the inspiration which prompts this article.

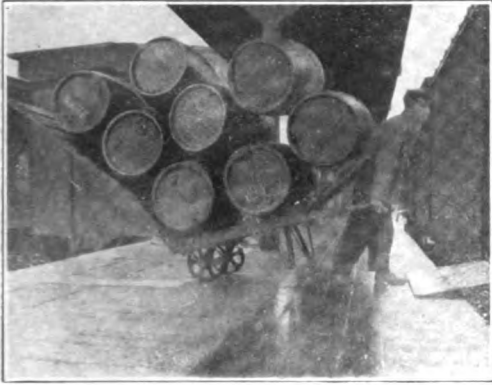


Figure 1.

Our main platform is 950 feet long and has a steel trucking surface 14 feet wide extending the length of the platform; it consists of quarter inch steel 7 feet wide and 10 feet long laid lengthwise, bolted to the old rough planks which are laid crosswise; this permits trucking lengthwise of the old planks between the cars and the steel trucking surface, eight feet on each side.

We have extra large warehouse trucks with plowhandle style handles, in connection with which we use home-made truck racks made of two pieces of 2x4 and three pieces of 1x6 nailed across the 2x4's so the lower ends of the 2x4's extend through the frame leaning back against the nose, the upper ends extending about 4 inches above the top 1x6 and widening out so the space between the top of the 2x4's is equal to the space between the handles of the truck, 1x6 boards spaced 3 or 4 inches and should be, at least, as long as the width of the truck.

These truck racks can be used one on top of the other also on the truck near the handles as shown in cut No. 1, which has 3 racks on the nose and one next to

the handles forming a sort of barrel rack on which is loaded eight empty barrels being trucked by one man.

Cut No. 2 shows one man pulling five trucks each loaded with a barrel of oil; this is accomplished by hooking the curved handle over the nose of the truck ahead; this is being done daily when the



Figure II.

nature of the freight will permit. Stoves, table oil cloth, steam radiators, sacked castings, etc., can be handled in this way to good advantage.

No. 3 is a load of corn flakes consisting of 25 packages each measuring 16x21x23 inches; on this load but one truck



Figure III.

rack is used. These pictures were taken on the narrow platform which has a steel runway 28 inches wide and does not of course show the wide steel. They were

staged there in order to get the light as it was on a cloudy day.

No. 4 was taken on the wide steel trucking surface and consists of ten sacks of flour each weighing 100 lbs. one truck rack used. If the bulk of the freight will permit 1,000 pounds is considered a light load for one man.

By the installation of this good smooth trucking surface the efficiency of the truckers was so increased that on the first of May, 1914, we secured a suf-



Figure IV.

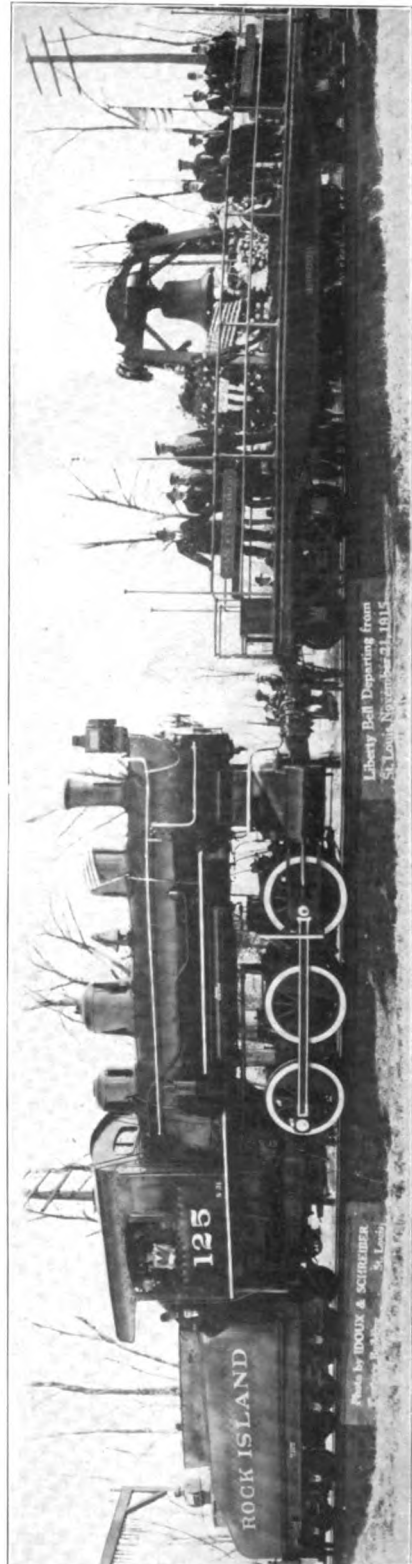
ficient number of trucks to slightly change our methods, keeping the truckers out of the cars being loaded, leaving the loading duties entirely to the stevedores; with the new arrangement we were enabled to reduce the number of truckers one-third and at the same time cutting the tonnage rate to the truckers proportionally one-third.

This made it necessary to add a little to our stevedore force but not nearly so much as the saving by the reduced cost of the trucking expense.

Incidentally we have greatly improved the service as we are enabled to place the responsibility for the loading with the stevedore. The first twelve months showed a saving to the company of over \$7,000.00 and the located errors by O. S. & D. investigation cut nearly in half.

It is not the desire to go further into detail but if any of our agents are interested and will make us a visit, or, write for any information for the good of the service it will be cheerfully furnished.

J. H. Hirsh & Co. are now located at 205 West Monroe street, corner Fifth avenue, second floor, Williams building.



"Liberty Bell" at St. Louis, Missouri

POSSIBLE ECONOMIES IN STATIONARY PLANT AND PUMP STATION OPERATION

By W. J. TOLLERTON

The fuel furnished for use in stationary plants and pump stations on the Rock Island Lines costs nearly \$500,000 per year, exclusive of the cost of transportation over its own rails, value of the necessary equipment and the cost of handling.

A considerable reduction has been effected in this item of expense in recent years, but there is still opportunity for further economies through the co-operation of all employes. The following suggestions are offered with that end in view.

Slack coal or screenings should be used at all times, as it represents an average saving of 75 cents per ton over the cost of engine coal. In order to obtain the best efficiency from slack coal, it is desirable in some cases to occasionally supply a small quantity of scrap wood to hand-fired furnaces, as it keeps the fire bed open and helps to remove the ashes.

The fuel bed should be kept thin and no fire allowed to burn in the ash pit. The coal should be fired frequently and evenly spread. The top should not be disturbed, the fine ashes at the bottom of the fire bed being rocked out, when possible. Otherwise, a small flat hook should be run under the fire but not raised up so as to break the fire bed. The ash pit should always be kept open, the draft being regulated by the damper in the breeching.

In firing fuel oil, the oil should be thoroughly atomized and properly sprayed on the lattice wall. To obtain efficiency the boiler tubes and belly plates must be kept clean of oil, residue and soot. When burning properly no smoke should be visible at the stack.

The full efficiency of feed water heaters should be obtained, water being supplied to the boiler at as high a temperature as possible. For every 10 degrees heat in the feed water, a saving of 1 per cent can be effected in the cost of fuel. As an illustration: If the temperature of the feed water is raised from 110° F.

to 210°, the fuel cost is reduced 10 per cent. A temperature of 200° can be obtained from any feed water heater if properly installed and maintained in a cleanly condition. These devices must receive careful attention, otherwise fuel will be wasted.

Boilers should be washed as often as necessary to keep them clean, the condition of feed water to govern. This assists very materially in reducing the fuel consumption.

Repairs should be made promptly. The boiler setting should be kept tight to prevent the infiltration of air. In water tube boilers the baffles between the different passages should be kept tight to avoid short circuiting of the hot gases. Watch all parts of the boiler for corrosion and pitting and be sure there are no leaks around hand-hole and man-hole plates. Boiler feed pumps should have their steam valves and gear properly set, without any lost motion, as with piston rings kept tight, waste of steam will be avoided.

To illustrate the necessity of promptly repairing leaks in boilers, valves, feed water heaters, air compressors, steam lines, etc., wish to cite the following:

At one of the stationary plants, observations were taken of a small leak in a 1-inch globe valve, showing only vapor, there being no pressure to cause any blow whatever. This caused a loss of 13 pounds of steam per hour, or 312 pounds of steam per day. This resulted in a fuel loss of 5 cents per day, which would amount to \$18 per year. It can be appreciated what a large fuel loss these leaks can cause if not promptly repaired.

By full co-operation of all employes in the operation and maintenance of stationary plants and pump stations, a further reduction of 25 per cent should be effected in the cost of the fuel used. This would mean an annual saving of \$125,000.

Will you kindly assist in accomplishing this result?

ANNUAL REPORT OF THE INSURANCE DEPARTMENT

By P. Hevener, Superintendent.

The annual report of the Insurance Department to the Chief Executive Officer contains information which should be of no little interest to every employe of the railway company, because destruction of facilities invariably means lack of employment, and consequent financial loss. We are striving to prevent fires, which means decreased operating expenses, and decreased operating expenses means prosperity for the company and every employe thereof.

The following statistics for year ended June 30, 1915, show that the number of fires increased with a decreased amount of loss, in comparison with the previous year. This clearly demonstrates the growing interest which is being manifested by employes towards the conservation of our property by the elimination of fire waste.

Distribution of fire losses for the past fiscal year between divisions, districts and subsidiary companies shows an increase of 13 fires, with a decreased loss of \$17,271.52, viz.:

paratus, and amount of loss, together with schedule valuation, or possible loss, in comparison with the four previous fiscal years, follows:

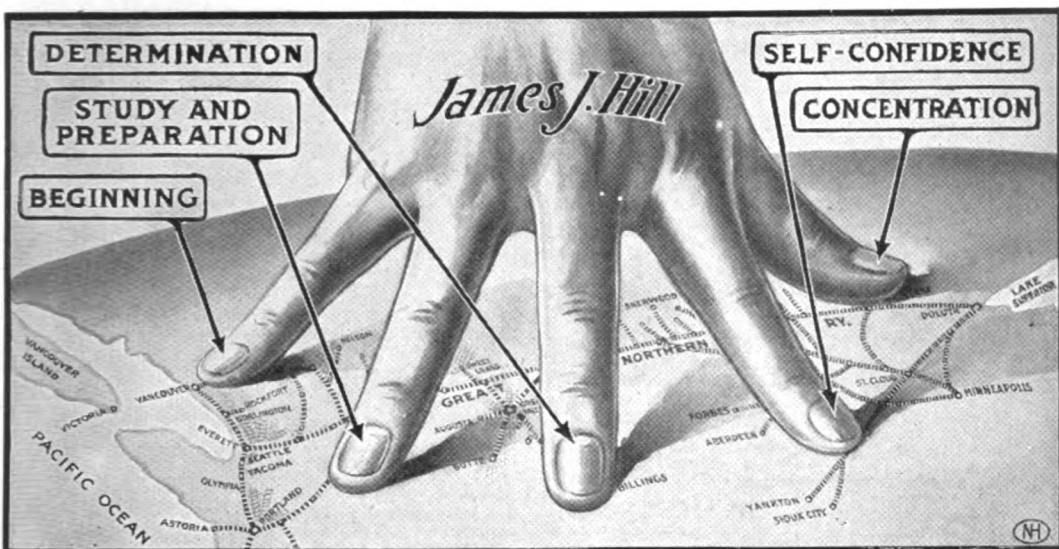
Fiscal year.	No. of fires.	Amount of loss.	Schedule valuation.
1914-1915.....	452	\$47,442.28	\$1,811,835
1913-1914.....	422	42,305.47	1,730,720
1912-1913.....	315	28,924.87	1,660,825
1911-1912.....	283	28,570.44	5,101,195
1910-1911.....	331	56,385.99	2,505,675

From the above it will be noted that out of a total of 621 fires our employes extinguished 452 fires, with fire apparatus owned by the company. All employes are to be congratulated on the showing made; the past year is the best in the history of the company. Let us all do something towards making 1915-1916 our banner year, and adopt the slogan of the Insurance Department, "Prevent Fire Losses—Study the Causes" by carefully noting the statement which follows and putting into effect some thought that may come from same.

Division.	1913-1914		June 30, 1914, to June 30, 1915—	
	Number of fires.	Amount of loss.	Number of fires.	Schedule valuation.
Chicago Terminal.....	45	\$ 3,337.93	56	\$ 3,791.45
Illinois.....	49	14,159.40	63	8,158.31
Iowa.....	47	11,000.31	73	9,931.22
Missouri.....	64	6,842.16	36	2,935.42
Cedar Rapids.....	30	3,962.34	28	1,782.77
Minnesota.....	30	7,488.25	32	7,040.82
Dakota.....	22	5,227.09	15	1,855.17
Des Moines Valley.....	17	4,063.57	18	2,711.89
Total First District.....	304	\$ 56,079.05	321	\$ 38,207.05
St. Louis.....	23	\$ 660.67	24	\$ 123.64
Kansas City Terminal.....	17	829.57	14	1,592.39
Kansas.....	48	3,096.31	41	6,090.61
El Paso.....	16	4,638.79	7	843.78
Nebraska.....	19	676.55	11	3,647.30
Colorado.....	12	862.42	11	8,837.77
Total Second District.....	135	\$ 10,764.31	108	\$ 21,135.44
Arkansas.....	44	\$ 24,664.01	50	\$ 13,155.93
Louisiana.....	25	6,007.64	32	4,264.71
Indian Territory.....	26	7,105.35	32	7,716.92
Pan Handle.....	11	863.54	27	7,061.10
Oklahoma.....	39	6,594.66	28	7,901.92
Total Third District.....	145	\$ 45,235.20	170	\$ 40,100.58
Total all districts.....	584	\$112,078.56	599	\$ 99,433.07
Southern.....	12	\$ 6,485.37	11	\$ 578.34
Amarillo.....	6	68.50	5	49.00
Mexico.....	4	39.70	1	5.00
Total C., R. I. & G. Ry.....	22	\$ 6,593.57	17	\$ 632.34
Rock Island Coal Mining Co.....	...	...	3	\$ 749.59
Consolidated Indiana Coal Co.....	2	\$ 419.57	2	995.18
Coal Valley Mining Company.....	...	...	...	...
Grand total.....	608	\$119,091.70	621	\$101,820.18

The number of fires extinguished by company employes with company fire ap-

paratus, and amount of loss, together with schedule valuation, or possible loss, in comparison with the four previous fiscal years, follows:



MEN WANTED

For Good-Paying Traffic Positions

➡ \$35 to \$100 a Week ➡

In the above picture is shown the hand of James J. Hill, who controls the great railroad system extending from Lake Superior to Puget Sound. Mr. Hill began railroading while a young man, under circumstances much less favorable than those under which young men of today can begin. His first railroad job was that of a telegraph operator. Perhaps there is not a man who will read this announcement who is not familiar with the record of this noted, self-instructed, self-made railroad and transportation king. There is nothing mysterious about his rapid rise from a little country railroad station job to a position of power and affluence. The above drawing shows the five main elements of Mr. Hill's success—the five elements that will make you successful. But YOU can now readily

Train for Promotion At Home By Mail

Perhaps you have not known that with the use of your spare time and evenings you can qualify for work done by the man higher up.

Take a look at yourself and see how nearly you measure up to the standard of efficiency which railroad men must possess to win advancement. Could you hold down a responsible railroad position if actually offered to you? How much longer are you willing to struggle along as a station agent, a telegraph operator, a general office clerk, or bookkeeper at \$60 to \$85 a month?

Write at once and learn all about the great opportunities in this field. Send the Coupon today. You are wanted not only by the railroads, but by the big steel corporations, the big coal companies, big lumber concerns, and hundreds of thousands of large industrial shippers, who are glad to pay big salaries to men competent to handle their transportation problems with maximum efficiency. If you have an ordinary education you are eligible for the training given by our expert instructors.

Free Book Coupon

Send postal or the coupon right now and get our big book of facts telling all about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

LaSalle Extension University,
Dept. C-300 Chicago, Ill.

The railroads of the United States have grown faster than in any other country in the world. They now aggregate the enormous total of 350,000 miles. The supply of trained traffic men has not kept up with the demand. Modern transportation is a jungle of routes and rates calling for specialists—men who are highly trained in Freight Classification, Rate Making and Construction, Industrial and Railroad Shipping, Handling of Claims, Ocean Trade and Traffic, Railway Organization and Management, Interstate Commerce Regulations and Proceedings, etc.

Free Book Coupon

LaSALLE EXTENSION UNIVERSITY,
Dept. C-300 Chicago, Ill.

Please send "Ten Years' Promotion In One" and your book telling how I may, without interfering with my present employment, prepare myself for a good paying traffic position.

Name.....

Address.....

Occupation.....

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

fires during the fiscal year ended June 30, 1915, to which the particular attention of all officers and employees of the company is directed. As a large majority of the cases are from preventable causes, they show the necessity for exercising the greatest care at all times.

Causes of fires.	Fiscal year 1913-1914.		Fiscal year 1914-1915.	
	No. of fires.	Amount of loss.	No. of fires.	Amount of loss.
Adjacent burning property	21	\$ 2,574.82	15	\$ 5,874.07
Birds' nests	1	84.41	1	4.50
Burning—				
Grass & weeds	6	1,928.19	13	6,041.42
Rubbish	2	53.57	11	1,241.39
Ties	2	344.81	..	.....
Defective—				
Car heater	1	10.95	4	562.75
Electric wiring	3	12,189.24	2	685.18
Flue	15	514.65	11	2,451.08
Lamp	2	15.88	..	.....
Stove .....	..	..	1	40.00
Stove pipe	8	443.86	2	35.53
Explosions—				
Car heater	2	74.17	4	937.16
Gasoline stove .....	..	..	2	295.11
Lamp	3	3,741.77	6	740.60
Oil can	1	500.00	1	39.42
Oil tank	1	3,929.17	..	.....
Freight shifting on car heater ..	..	..	7	182.36
Gas engine exhaust pipe ..	..	..	1	143.77
Hot—				
Ballast	2	470.00	..	.....
Cinders	29	1,908.63	22	761.22
Coals from locomotives	35	3,710.08	46	3,885.28
Coals from furnaces	1	35.00	..	.....
Coals from stoves	4	3,014.81	1	Nominal
Journals	4	7,187.33	2	54.70
Ignition—				
Gasoline	3	901.40	6	5,781.13
Kerosene .....	..	..	3	339.06
Matches	6	1,945.20	7	3,156.06
Motion picture films .....	..	..	1	589.09

Paint	1	Nominal
Powder	1	Nominal
Varnish remover	1	.43
Waste	3	10.00
Incendiary	10	5,142.58
Lamp—Careless handling	2	414.53
Lantern—Careless handling ..	1	17.04
Leaking—		
Gas	4	62.00
Oil	1	515.90
Lighted—		
Cigar	3	871.04
Cigarette .....	..	5
Match	5	252.81
Lightning	8	156.93
Overheated—		
Air pipe	1	21.52
Baker heater	6	209.95
Car heater .....	..	3
Range	1	26.70
Stack	3	725.20
Stove	22	4,043.79
Stove pipe	7	73.07
Overturned—		
Stove	1	924.78
Car heater .....	..	1
Slacking lime .....	..	1
Short Circuit—		
Trolley pole .....	..	1
Sparks—		
Brake shoe	1	290.00
Fuses	1	52.91
Dynamo .....	..	1
Gin machinery	1	633.64
Locomotives	162	14,276.41
Riveting machine .....	..	1
Stack	7	313.33
Spontaneous combustion	95	15,285.83
Steam pipe	3	699.44
Thawing—		
Frozen pipes	2	34.91
Ballast	1	4.00
Torch—Careless handling	5	649.52
Tramps	43	15,606.17
Unknown	53	2,434.70
Wrecks	4	9,765.26
	608	\$119,091.70
	621	\$101,820.18

MR. COPLEY DEAD

Mr. A. B. Copley, Assistant General Manager of our Third District at El Reno, Okla., passed away Saturday, Nov. 27, of a complication of diseases, which apparently resulted in heart failure. He had suffered from malaria, which he contracted first while superintendent at Haileyville, but up to last February his health was apparently very good. An examination last April indicated that he had high blood pressure and a little heart trouble, whereupon he went to southern Texas and remained about six weeks, returning to his duties very much improved. Unfortunately, however, the improvement was but temporary and during August there was a recurrence of his old trouble. His physicians advised him to seek a lower altitude and he went to Colfax, Iowa, where he seemed to respond slowly to the treatment. After spending about a month at Col-

fax, he went to Mitchellville, but he gradually failed and passed away on November 27, apparently without suffering.

In the death of Mr. Copley the railroad lost a loyal, valuable and efficient officer, and the employees a true friend.

The funeral services were held at Mitchellville Tuesday, November 30, and were attended by a large delegation of officials and employees of the Rock Island Lines, together with many of his other friends from various parts of the country.

He was born at Geneseo, Illinois, November 10, 1862, and entered the service of the Rock Island Lines as Messenger in 1881, and later entered the train service. He held the position of train master and afterwards superintendent on various divisions and in July, 1914, was appointed Assistant General Manager.



*Look for the Watch with
the Purple Ribbon*

MOVEMENTS ONLY

16 Size—17 J.	—5 pos.	\$28.00
" 21	" "	30.00
" 21	" "	40.00
18 Size—17	" "	24.00
" 21	" "	28.00

*Fitted to your own case
if desired*



What every railroadman wants for Christmas

—is the thing he cannot get along without, in his daily work—a watch that can be depended upon to pass "O.K." at every inspection. And that's the South Bend Studebaker Railroad Watch.

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

**THE
South Bend
Studebaker
RAILROAD WATCH**

Also has the appearance that causes pride in its possession. Neat and refined in looks—sturdy in construction and always accurate in time-keeping—this watch makes an ideal Christmas present.

See these watches at your Jeweler's or Inspector's.

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

South Bend Watch Co.

3412 Studebaker Street
South Bend, Ind.

**FROZEN IN ICE
KEEPS PERFECT TIME**



Recommend Your Friends to the

Fort Dearborn Hotel

Opposite the
La Salle Street Station

CHICAGO

**and they will be well housed
and cared for.**



500 Rooms

\$1.50, \$2.00, \$2.50,

no higher

Not a room in the house without private toilet. 250 rooms with bath. The newest and most up-to-date hotel in Chicago. In the Center of the Commercial, Financial and Insurance activities of the city.

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

EVERY RAILROAD MAN A BUSINESS SOLICITOR.

By Ernest Eugene Elliott.

American railroads are the largest merchants in the world. They have goods to sell at wholesale and retail. Every man,



woman and child is a possible customer, and at some time in life purchases the kind of goods the railroads have to sell. Transportation is a valuable commodity. Its price is not controlled by the stock exchange, nor is it listed on the ticker. The sales of transportation are not governed by the low or high prices of transportation, nor is the price regulated by supply

and demand. Many laws surround transportation sales, compelling or retarding them.

There are a few ways every employe of a railroad may become an active solicitor of business. A crossing flagman, section hand, car inspector, engineman, switchman, trainman, clerk, stenographer, office boy or official, one and all can engage in the soliciting work of the road as opportunity offers, and bring in many dollars in the course of a year in increased transportation sales. It is not my purpose to suggest that every employe should turn solicitor exclusively—far from it. "This one thing I do," is a mighty good motto for a railroad man. "One thing done well is better than a hundred things done in a slovenly fashion," should not be forgotten. You can be a good solicitor for your company, and still not violate either of these fundamental rules of conduct.

Neighbors and friends are constantly going on short trips or making longer journeys. Where there is any choice of routes a suggestion from the railroad employe to such friend regarding using your road for the trip will often secure a passenger. Thus you will be assisting in selling the commodity of transportation, and increasing the income of your company. In case you cannot solicit the business yourself, notify your nearest agent of the business to move, and if he is a live agent, he will get right after the party and ticket them your way. It is remarkable the number of passengers you will be able to direct your way in the course of a year if you keep this in mind. Then you have friends who may learn of people who are going away either for a short trip, or maybe, moving to some distant part. Here is an opportunity to secure both freight and passengers. Solicit them yourself if you can, and also notify your nearest agent.

Talk about your road once in a while to your friends. Let them know that you are a railroad man, and that you are loyal to your company. The company pays you for your services, and has every reason to expect co-operation from you at all times. If

your friends cannot be counted upon to inform you of business they know is to move, something must be wrong. The way you speak of your company in the presence of your friends counts for much. Agents, especially, can cultivate their friends until you will find them calling on the telephone after office hours, at your home, to suggest that "So and So" is going to New York, Chicago, Frisco or Fargo, New Orleans or Kankakee, and if you are quick you can land them for your line.

A TRIBUTE TO WOMEN.

By Kenneth L. Van Auken, Author of "Practical Track Work."

President Ripley of the A. T. & S. F. Ry in his address to the railroad presidents at a dinner given in his honor in Chicago recently, began with a glowing tribute to his wife who, he said, had made his great success possible. President Ripley rose from the ranks.

Many men owe their success to their wives' encouragement, sympathy and co-operation. A woman's faith has lifted many a man from poverty and mediocrity to affluence and fame—has often restored confidence and faith in himself when he was almost ready to quit. No other influence in a man's life is so potent.

Every man is capable of doing more and better work, but he needs the constant stimulus and help of an unselfish woman who sees beyond the petty trials of his daily work—who has her eyes fixed on the job higher up and whose faith in his ability to reach it never wavers. These women are the Mrs. Ripleys, and the world is full of them.

A man who would rise must learn more and more about his work. He must learn how to do his own work as well or better than those about him and how to do the work of those above him. This he can only accomplish by working, reading, thinking and studying. Of these, reading is most important because a man will naturally think about and study that which he reads and he will then apply the knowledge to his daily work.

Many of our great men educated themselves by reading—Lincoln, Edison, Westinghouse and many others. The day was never too long or too hard for these men to prevent them reading some at night. If a man will acquire but one new fact or idea each day for a few years, his success is assured.

The power to rise lies within reach of every railroad employe—and his wife. The railroads offer good opportunities for promotion of employes from section foreman up—all depends on desire, ability, experience and education—and practical (not college) education is the prime factor. Any employe can educate himself in railroad work, if he will read, so that he can hold almost any position.

Recently the technical magazines have been paying more attention to the education of the trackman and it is now possible

through the magazines and through books written by trackmen, for trackmen, to gain much valuable information besides that obtained by experience. Any man who is ambitious should cultivate the habit of reading and should not neglect to avail himself of all the information available, not only on track subjects but on railway subjects of a more general nature. This will tend to make him capable not only of holding down the higher position of the track department but possibly of graduating from the track department into the higher paid positions.

❖ ❖ "THE LAY OF THE FREIGHT HOUSE CREW."

Careful are we, as we handle the freight
Endeavoring to see that all is kept straight.
Doing our work in the very best way,
And keeping it up, yes day after day,
Resolving that there will not be a stall.

Routing the freight, so we get the long haul.
Attention we give to the smallest detail,
Permitting no one to falter or fail.

Injecting some speed into those who might shirk,

Describing to newcomers the pleasure of work.

Swiftly and surely, we load up the train.
In all kinds of weather, sun, snow or in rain,

Obtaining results as the records will show,
While it's very seldom you hear our house blow,

And this is about all that I know.

❖ ❖ SOME FAILURES.

A dozen failures sat and talked before the county jail;

Their early hopes this life had mocked why do so many fail?

Well, two of them had never learned their promises to keep;

So by prosperity they're spurned, as being false and cheap.

And two of them are men afraid they'd earn more than they drew,

So now they're loafing in the shade, with naught on earth to do.

And two of them had swollen heads, they knew more than the boss,

So now they're lacking board and beds; each one a total loss.

Those two would talk an endless streak and whoop about their rights;

They've now been hungry for a week and have no roost at nights.

The two who're shedding tear for tear are plunged in frightful woe,

Because one time they didn't hear the evening whistle blow.

The last two of this seedy flock thought independence fine;

When they were due at 8 o'clock they'd not show up till nine.

They all look cheap and in their pants they have no sign of kale;

They're saying that they have no chance; why do so many fail?

—Walt Mason.



**Have
Healthy,
Strong
Beautiful
Eyes.**

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

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

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

**Murine Eye Remedy Co.
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"
Free*

JAMES P. SMITH & CO.

Sole Agents

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

YOU CAN HAVE 5 YEARS TO PAY



30 Days Free Trial

OUR DIRECT FACTORY TO HOME plan saves you money.

WE PAY THE FREIGHT and ship to you any piano or player piano you select from our catalog.

25 YEARS GUARANTEE on all our pianos and player pianos.

FREE MUSIC LESSONS to all who accept our offer. Write for handsomely illustrated piano catalog and full details of our selling plan.

SCHMOLLER & MUELLER PIANO CO.
Established 1859. Capital and Surplus, \$1,000,000
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Send me your Piano Offer and Free Catalog.

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"Singer means Service"

— and service means not only durability, but Quality and Satisfaction. Your

Singer Uniform

is made up to your specifications and to the Singer Standard of Value. You'll find it

Best by Test

Every garment is guaranteed from the goods on the bolt to the last stitch on the button-holes.

A. L. SINGER & CO.

172 Adams St.
CHICAGO, ILLINOIS



APPOINTMENTS.

Effective November 5th, Mr. J. E. Gorman was appointed chief executive officer for the receiver, Mr. H. U. Mudge, resigned, to accept service with another company.

Mr. Harry Gower, freight traffic manager, after thirty-eight years' loyal and efficient Rock Island service, has asked to be relieved of active duties. He goes to his honorable retirement with the good will of all Rock Island men.

Mr. Stanley H. Johnson was appointed freight traffic manager, effective December 1, 1915.

Effective December 1, Mr. A. Mackenzie was appointed assistant freight traffic manager, Chicago, Ill.

Effective December 1, Mr. J. C. Gutsch was appointed assistant general freight agent, Chicago, Ill.

Effective December 1, the office of freight claim agent was abolished.

Mr. W. O. Bunger was appointed general superintendent freight claims, in charge of loss and damage claims and their prevention, with office in Chicago, and will report to the chief operating officer.

Mr. F. W. Main was appointed auditor freight overcharge claims, with office in Chicago, and will report to the comptroller.

Effective December 1, Mr. G. W. Loderhose was appointed assistant general superintendent freight claims, with headquarters at Chicago.

Effective November 29, Mr. V. J. Hawkins was appointed assistant air brake instructor on second and third districts, in charge of instruction car No. 1801, with headquarters at El Reno, Okla., vice Mr. W. E. Farley, transferred.

Effective Nov. 1, Mr. M. J. McDonald was appointed trainmaster, having jurisdiction over sub-divisions 30 and 30-a, with headquarters at Eldon, Iowa. This, in addition to his position as road foreman of equipment, but with territory restricted to sub-divisions 30 and 30-a.

The territory of Mr. O. O. Hawk, trainmaster, is restricted to sub-division 31.

Effective Nov. 1, Mr. J. W. Tenney was appointed road foreman of equipment, having jurisdiction over that portion of the Missouri division west of Eldon, Iowa, with headquarters at Trenton, Mo., vice Mr. M. J. McDonald, promoted.

Effective October 25th, Mr. Chas. C. Sloot was appointed special agent of the Missouri division, headquarters Trenton, Mo., vice Mr. W. S. McKellip, acting special agent.

Effective Oct. 27, Mr. F. J. Yonkers was appointed road foreman of equipment of the Colorado division with headquarters at Goodland, Kansas.

Effective Oct. 29, Mr. W. E. Farley was appointed assistant air brake instructor on second and third districts, in charge of instruction for No. 1801, with headquarters at El Reno, Okla., vice Mr. Paul Willis, transferred.

MERITORIOUS SERVICE.

Mr. C. R. Anderson, Des Moines Valley Division, has been commended for putting out a fire near Otley siding while on duty as train baggageman on 472, October 20.

Mr. W. F. Schmidt, yard brakeman, and Mr. R. G. Finnie, yard brakeman, Topeka, have each been credited with ten merit marks for action in assisting in movement of passenger trains at Topeka Sept. 30, when trains were detoured account main track blocked.

Mr. B. H. Crow, brakeman, Arkansas Division, was given five merit marks for firing an engine.

Mr. Ben Montgomery, fireman, Arkansas Division was awarded five merit marks for assistance rendered when 93 was derailed at Brittain.

Mr. O. Turner, conductor, Arkansas Division, was awarded five merit marks for assistance rendered when 93 was derailed at Brittain.

Messrs. P. L. Easley and C. C. Tackett, conductors, Arkansas Division, were awarded ten merit marks each for firing engines account firemen sick.

Mr. J. D. Neal, brakeman, Arkansas Division, was given ten merit marks for assistance rendered in extinguishing fires on bridge.

Mr. L. L. Frame, section foreman, Arkansas Division, discovered a brake shoe dragging the rail on a passenger train. He called the con-

ductor's attention to it and securing a heavy piece of wire he made temporary repairs. Mr. Frame was commended by the management.

Mr. N. A. Dorsett, yard conductor, reported a brake beam hanging down on a passenger train as it passed Pulaski. He was complimented for his watchfulness.

Mr. G. L. Farris, conductor, Pratt, Kansas, while on extra 617 east, Sept. 28, discovered broken rail at MF-362-5 about one mile east of Bloom, stopped his train and made report.

Mr. Ben Sawyer, diversion clerk, Silvis, Ill., discovered a car of stock billed from St. Joe to Peoria accompanied by 505 report, showing the car as destined to Geneseo, but the latter point it was finally developed as proper destination, and the car so moved without any back haul.

Mr. J. H. Salsberry, section foreman, Trenton, Mo., on Nov. 13, upon finding several pieces of flange on track near MP 331-15, immediately went to a farm house about a half-mile distant, phoned to Centerville and had the agent stop extra 2054 which had just passed; train was inspected and it was found that thirty inches of flange of one of the wheels of car 84400 had broken off. Car was set out, and through his watchfulness and prompt action, a serious accident was probably avoided.

Mr. Dickerson, fireman, Des Moines, Iowa, has been commended for services rendered on Oct. 29 when he called at Washington to go to Neota and assist in bringing in train 836, engine 735. After arriving at Neota conditions were such that it was found he could handle the whole train, including engine 735 to Washington and on his suggestion he fired and handled engine 735 with this train to Washington, train being double-headed by his running engine.

Mr. V. B. Eubanks, engineer, Amarillo, Texas, while on train No. 42 on Oct. 13, on account of fireman being injured, and to avoid delay to this train, fired engine 1260 from Genrio to Amarillo.

Mr. Glen Eggleston, brakeman, Estherville, Iowa, has been commended for assistance he so willingly offered at the time it was necessary to take the fireman off extra 1137 at Ellsworth, October 26 to protect passenger train 417, he firing engine 1137 Ellsworth to Estherville, a distance of 67 miles.

Mr. J. B. Hamilton, section foreman, Paradise, Texas, on Nov. 8, discovered a brake beam down on No. 93, and notified the agent who in turn notified the dispatcher, and he had 93 stopped at Boyd and the crew removed the brake beam.

Mr. W. T. Rich, conductor, Evans, Iowa, has been commended for action taken on train 450 Oct. 30, in stopping his train near MP 293 plus 5 poles between Rose Hill and Judith, this action taken after feeling a jar to the train and investigation developed that train had passed over a broken rail.

Messrs. F. Houk, conductor, M. Smith and T. R. Pilsen, brakemen, J. S. Bell, engineer, and H. Townsend, firemen, of Des Moines, have been commended for service performed in backing up to Williamson from Allerton, Oct. 31, in order to relieve congested yard at that point.

Messrs. G. W. Reigel, conductor, F. F. Slingluff and G. W. Booffer, brakemen, O. Schoonover, engineer, Wm. Heston, fireman, and A. B. Crans, baggageman, of the Des Moines Valley Division, have each been credited with five merit marks for services rendered at derailment of train 70 Oct. 23. These men with the exception of Baggageman Crans, were dead-heading on this train, and although wearing their good clothes did not hesitate in getting under engine tank which was leaking and rendered assistance in rerailing tank.

Mr. P. M. Hackett, conductor, Missouri Division, was given five merits for handling his train Cameron to Kansas City Nov. 1, with one brakeman, while the second brakeman fired the engine account fireman taken ill.

Harry Rickett, brakeman, Missouri Division, was given five merits for firing engine on his train Nov. 1 from Cameron to Kansas City, when the regular fireman was taken ill.

Paul F. Smith, station helper at Princeton, Mo., was given five merit marks for discovering a brake beam down on a car in passing train,

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the craze of fandom everywhere—60 cards, eight plays on a card, 480 plays to the deck, over a million combinations—strikes, balls, double plays, hit and run, hook slide, etc. You don't have to be a fan to enjoy this game—Play it solitaire or by any even number—attractively boxed it makes an ideal Christmas gift. Many a long night made short by playing Hatfield's Parlor Base Ball—The game Joe Tinker finds interesting and instructive—Invented by a railroad man, and dedicated to railroad men—Nothing like it in all the world.

50c—Sent postpaid anywhere for—50c
Agents Wanted Big Profits

We are engaging agents everywhere to sell this game—They are making big money.—KING KINNEY, a former railroad man, averages \$12 a day in Chicago—You can do the same. Write for our agency proposition—"Use the brains God gave you" and send 50c for a game anyway.

Every traveling man should have one of Hatfield's games—Just fits in your grip.

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stopped train and assisting train crew in removing the brake beam.

Mr. Walter Adams, brakeman, Burr Oak, Ill., has been commended for action at Rockdale on Oct. 24. His prompt action in grabbing an old lady and small child, and being able to get them away from in front of train No. 96, engine 2536, probably avoided what might have been a fatal or, at least, a serious injury.

Mr. R. L. Stewart, brakeman, El Reno, Okla., while on train No. 81 October 16, rendered considerable assistance to the extra gang up the track where steel was being laid, notwithstanding the fact that it was raining hard.

Mr. H. L. Fritz, Estherville, Iowa, while acting as brakeman on extra 1275 Gowrie to Sibley, Oct. 20th, fired engine from Laurens to Sibley at time Fireman Miller was taken sick and unable to perform his duties. Mr. Fritz has also been commended for firing extra 1137 from Trosky to Ellsworth, Oct. 18, on account Engineer Dunham taken sick, thereby preventing any delay to the train.

Mr. L. H. Pitman, Shawnee, Okla., has been commended for reporting broken rail at El Reno, Okla.

Brakeman S. P. Stevenson of Cedar Rapids, Iowa, is worthy of exceptional mention for the following: On train No. 68, October 26th, while passing through the train after every one had gotten off, found a purse belonging to a passenger by the name of Mrs. Florence Ellyson, who was with her mother and another lady en route over our line. The purse contained two tickets to Florida of considerable value, and \$94.00 in money. Just as soon as Mr. Stevenson ascertained to whom it belonged, he boarded No. 68's connection, hunted up Mrs. Ellyson, and turned it over to her.



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

Mr. Howard Parks, file clerk of the general manager's office at Des Moines, has been commended for his interest in the company by giving information to the passenger department at that point, from which they have been able to effect the sale of many competitive tickets.

Mr. D. H. Adams, conductor, Estherville, Iowa, who handles passenger train Nos. 435 and 436 between Iowa Falls and Estherville and who is always on the alert to procure business for this company, had a passenger who intended getting off at Bowen to buy a ticket to Pueblo, Colo., via another line from Council Bluffs, but he prevailed upon his passenger to use our line and was successful.

Mr. Bruce Hays, conductor, Shawnee, Okla., has again been commended for securing two Kansas City tickets, while on No. 43, which would otherwise have left our line at Oklahoma City and used another line.

Mr. Floyd Smith, train porter, El Reno, Okla., while on train 710, prevailed upon a passenger destined to St. Louis, who had intended to make the trip via Oklahoma City, to use our line through to St. Louis.

Mr. Bruce Hays, conductor, Shawnee, Okla., has secured two tickets for our line from Shawnee, Okla., to Kansas City.

Mr. A. L. Moore, conductor, Arkansas Division, secured from two men who boarded his train at Perry, their consent to purchase tickets to St. Louis via Memphis, when they had intended to take another line from Little Rock. Mr. Moore was highly complimented by the passenger department.

Mr. J. H. Ryan, engineer, Arkansas Division, recently secured two passengers to Arizona and one return, which amounts to quite an item.

Mr. D. Singleton, conductor, Des Moines, had a passenger on train 474 who paid cash fare from Leighton to Ottumwa, but who intended going to Chicago via Ottumwa and another line, but through his efforts induced him to pay his fare to Oskaloosa and get off and purchase ticket that point via Eldon and our line to Chicago.

Through the solicitation of Mr. E. W. Ames, roadmaster's clerk at Amarillo, Texas, the agent at Amarillo sold three tickets to Oklahoma City, the passengers intending to use another line, as their final destination was Guthrie, Okla. The revenue amounted to \$24.72.

Ticket Clerk Graves, at Des Moines, Iowa, has been commended for securing 26 passengers from Des Moines to Chicago via our line.

Through the efforts of Mr. G. H. Weeks, car repairer, McAlester, our agent, Mr. W. H. Fuller, sold one ticket to Los Angeles, Cal., via our line.

Mr. A. M. Oldham, yardmaster, Oklahoma City, has secured for this company one hundred twenty-four (124) tickets Oklahoma City to Chickasha and return, account Knights of Columbus meeting at that point.

Mr. J. R. McPartland, conductor, Cedar Rapids, Iowa, has secured a passenger for West Point, N. Y., who was evidently going to take another line from that point.

Mr. A. C. Turpin, passenger agent, La Salle station, has been notified by his superiors that favorable comment has been received from outside parties as to his interest and courteous treatment to the public.

Mr. Bruce Hays, conductor, Shawnee, Okla., has secured two passengers who were on 42, to Pittsburgh via our line to Memphis in connection with another line.

Mr. A. W. Haight, conductor, Amarillo, Texas, secured a passenger coming into Amarillo on 42, who intended using another line Amarillo to Wichita. The revenue of this ticket amounted to \$8.15.

Mr. D. Singleton, conductor, Des Moines, had a passenger on train 471 Nov. 1st holding ticket Pella to Des Moines, and ascertaining that his destination was Minneapolis and that he intended going another line from Des Moines, he informed him of service between Des Moines and Minneapolis via our line, and persuaded him to purchase ticket for Minneapolis.

Mr. Al Meekins, conductor, Cedar Rapids, Ia., has been commended for securing one ticket from Cedar Rapids to Peru, Ill., and one from Cedar Rapids to Chicago.

Mr. John R. Morris, conductor, Missouri division, on arrival of his train at Kansas City Oct. 23rd, introduced to city passenger agent two parties who had intended buying tickets to Bakersfield, Cal., via another line, but through Mr. Morris' efforts passenger department sold them via the Rock Island.

Mr. E. F. Wright, conductor, Missouri division, on arrival of train 11 at Kansas City Nov. 4th, brought a party to passenger agent who purchased a ticket to Oklahoma City, Mr. Wright having influenced him to go via our line.



DECEMBER.

Ah, how well we all remember
Many past good old Decembers
(Especially good when we were kids down on the farm)

'Round Christmas time, the wind came knocking,

Told us tad's to hang our stockings.
It mattered not that winter brought its snowy storms.

Quickly all us kids were sleeping,
Lest we'd disturb old Santa's creeping
Down the chimney with his load of sweets and toys.

Slipping, tripping, without knocking,
In he came and filled our stockings.
And likewise crammed our hearts with many joys.

But Christmas now, unlike these others.
Is looked upon by all the mothers
As a day to show their finery fit for queens.
And instead of sponge-cake baking
You will find them joy ride taking
In a sled or car propelled by gasoline.
Who said, "Do your shopping early" anyway?

NEWS FROM THE DIVISIONS

ABNER'S BRIEFS OF THE ARDMORE BRANCH.

By G. Hiram Y.

The ballast that Mr. Bolton is slipping under our track is more than appreciated by every one concerned. Keep coming, Jim, every little helps.

Pat Coony, one of our Haileyville engineers, was up in the office telling what a fine dog he had. "Why," he says, "I wish I had the intelligence of that hound, myself. In the first place, he can see better at night than I can, run faster, knows not to worry over the possibilities of life, knows his next meal is come from some place, and knows he isn't going to have to pay for it; doesn't have to take a bath, look out for payday; don't have no Book of Rules to live up to, and if asked a question on a subject, say something like the Engineer's Schedule, he knows enough to keep perfectly silent." Some sound even for that.

Chas. Pittman of El Reno, his brother Clyde, Conductors Walters, C. E. Cook, R. B. and H. E. Howard and Judd Hainey all went on a regular Daniel Boone hunting trip in the mountains, and took along for good measure a cook, Henry Baker, one of the west end train porters. Henry said every p. m. each told about the same tale of the biggest one's getting away. Well, that's the reason we didn't go. It always happens that the game sees us first, and that makes it different.

Mr. Longerbeam, one of our civil engineers, went up north on a vacation last month, and in speaking of the weather he remarked that it seemed that someone kicked the trap door loose on the cold department and it all fell on him, and to make bad matters worse, at a show he visited a sissor sang a song entitled "Where has your summer wages gone?"

Harvey Daniels was one that went to Oklahoma City at the big safety meeting and remarked that there seemed no one noticed him except his old friend Ross of Shawnee. Oh, we saw you, runt, but was afraid to say anything for fear some one would think we knew you.

QUESTION DEPARTMENT.

Dear HI: What is the most popular song—Billy Olds.

Billy: The most popular song is, "Where has my summer wages gone?"—Ed.

Abner: I am thinking of going into business for myself. Does it pay to advertise?—Jack O'Brine.

Not unless you can deliver the goods as advertised. Now if you can get someone else to do the delivering and is willing to put up with the rawhiding that follows from customers in case you fail, why you may get what trade that might come under the head of emergency. This applies to a time card advertisement that a train is due at a certain time and is late through someone's indifference as to whether or not it is as advertised.—Ed.

Question: I want to get some kind of a present for my wife this Xmas, and am at a loss as to what would be the most appropriate. Tell me, if you can.—Carl Miksell.

One that would suit best all the way round, Carl, is an alibi nicely framed as to where you go when you tell her you have got to go and get shaved, for that argument is being used up in Henry McGroom's end of town, and has been found out of date.—Ed.

Question: If the Book of Rules could be improved upon, where would you suggest a change should be made?—Conductor, Hatfield.

No change, Hat, but an addition should be made and call among other things as Fixed Signals, A Student Brakeman.—Ed.

Editor (?): My girl says she isn't as old as I figured. How may I tell?—Ray Pence.

Ray: Don't try to tell a woman anything.—Ed.

By next trip we hope to give some interesting information as to the outcome of the First Annual Safety First Meeting held in Oklahoma City for the benefit of all classes of industries in the state. Will state, however, that as to it being a success there is no argument in the

negative. In order to take up no more space than allotted to us for this, our monthly spasm, as time is also short, and the subject long, we will wait and maybe the good editor will allow us a better show to express ourselves.

REFLECTIONS OF A STUDENT BRAKEMAN.
It seems as sum brakys jist want to aquire cencyority, in order to see how many other brakes they can bump in one year.

Fer the Hogger that is alus oil'en 'round, there hought to be an oil can that would blow up in fifty-eight seconds after he gets on the ground.

As fer excitein' momments, there ain't none to compaire with the time that sum stasuns agents gettin' in a hurry around the unloadin' uv baggage and express.

I'd hate to be what all the front braky said about sum feller that put the lock in a derail upside down, and left it.

The conductor asked me the other day when a passinger train went by if they had signals, and I told him if they did, they kept 'em, fer there wuz nun give to me.

When it is cold this way, it looks like the boss wuld let the brakys go and warm their hands once in a while, but he won't.

If a fireman had as much steam on the road as he does around the eatin' hous there wouldn't be no doublin' hills.

Did you ever notis that all the jobs where they go all the way over a divishun without pullin' a pin, is on sum road that the feller quit and didn't get fired from?

AMARILLO DIVISION

By Sorghum "Bill."

The eleventh notch has been cut into the big gun stock of 1915; the turkey will be killed; the cranberries are ripe on the vine, and by the time this comes back to us in print we will be better able to tell how Thanksgiving came and went. We should be thankful that we are able to meet the current events and not tied up under worse conditions. Just read the papers and think. Unless you stop and think hard few ever realize what a blessing it is to be free in this great United States. Just think it over, then be thankful.

Forty-seven cars of cattle loaded at Glenrio, Texas, by Landergin Bros., for Kansas points. They sure have the cattle and are good patrons of the Rock Island, both socially and otherwise. Thanks for the business.

Steam Ditcher No. 4 is repaired and busy at the ditching in the Cap Rock Cuts. C. H. Davidson has it in good shape, but breakdowns will come unexpectedly. Last Tuesday, the 16th, it broke a main shaft but it will be out and at it soon. It is the dandy thing for ditching.

Extra gang is relaying some second-hand 60-pound rail through the Cap Rock Cuts, making a decided improvement on the track where it was badly needed. They have also been doing some good work in the "bad lands," tying up and surfacing track with new material. The west end has a good start now to make the best division of the two.

Thanks, and then some, are due Miss Childers, daughter of Sec.-Treas. J. T. Childers of Fuller, for her good judgment and assistance rendered in getting on her pony and calling her father to go to assist at the derailment M. P. 659. He, having a good Fairmont car, was on the job in a very short time. Such assistance in time of need needs no comment, but should be and will be appreciated to the fullest extent.

A great surprise overtook most Amarilloans on or about the 1st of November, when word was passed that Mr. D. Van Hecke, our superintendent, was to leave us, and you can take it from me that it did not set well at first, but, like all new things, it finally and did wear down to a nice smooth bearing. Now that Mr. Van Hecke is down in that balmy climate where the "frogs" really croak and the big crocodiles do the "tango," it is everybody's wish that he can settle down and make as many fast and sincere friends as he has left here—and he will. That Mr. Van Hecke was

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wanted a pair
for every suit—
and these are
the real

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Presidents'"

You will make a man's
Merry Christmas last
the whole year through
if you give him REAL,
original

Shirley President Suspenders

"A pair for every suit" **50¢**

will make him bless you every time he
dresses, if you give him real *President*
kind that are easy on shoulders, clothes and temper, too. Three
million men wear them for comfort's sake. We guarantee them to
please him—the money back if they don't.

Nine charming holiday boxes from which to choose make the gift
beautiful as well as thoughtful and useful. But be sure the word
PRESIDENT is on the boxes and the buckles. It makes you sure
of getting the kind that nearly all men know and like and want.

You'll hear him say "just what I wanted!" if you give him a pair
for every suit, and—**Remember PRESIDENT!**

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**TOTAL 600 OUTSIDE ROOMS
ALL ABSOLUTELY QUIET**

Two Floors—Agents'
Sample Rooms

New Unique Cafes and
Cabaret Exellente

a good strong man and a leader needs no argument, and once more all the boys on the Amarillo Division feel equally proud that once more we have produced a man in the field that will make more than good. It was always a pleasure to work for him, be with him, or meet him anywhere in any stage of the game. Those are the men that win all the loyalty out of you till you ain't got a nickel's worth left. Anyhow, this is only telling a part of the story. But enough to give most people an idea, and it now is the unanimous wish of all the men on the Amarillo Division that Mr. D. Van Hecke be taken with this recommendation and that there will be no reports to the contrary.

There is only one little matter left unexplained and that is Mr. Considine, a close neighbor and friend, noticed a half box of snuff in his car. But I hardly think Mr. Van Hecke had anything to do with it, and if you give him a chance he will explain satisfactorily. You know we have some practical jokers in all lines. But this job looks rather coarse. Even at that, the Louisiana Division have got a mighty fine superintendent, that's all.

On top of all other surprises it is not out of order to say that we are as much pleased as we were sorry to lose Mr. Van Hecke when Mr. Harry J. Sewell was made our superintendent. Mr. Sewell was trainmaster on our neighbor division, the Pan Handle, and being of long acquaintance with Mr. Sewell before that I don't know but I could voice the whole division opinion that Mr. Sewell was the favorite man for this division. He has been through all the hard knocks with all the boys and is thoroughly acquainted with conditions, practical, and a good pleasant man with all, and it goes without saying that he will get the full support from every man on the job from top to bottom and like before turn up going I suppose to Arkansas or Louisiana like the rest. Mr. Sewell's folks are at the present time visiting East and will later settle among us for—well, sometime. It's up to us to come across with his support.

ARKANSAS DIVISION.

By H. L. Howe.

December! The month of cheer. Every month in the year has a sentiment peculiarly its own. So with December. Significant of winter's deadening of forest and garden, the bleak covering over all of white blank, the cold, penetrating winds—and yet such a contrast! The rush of holidays impending, buying and arranging presents for friends and loved ones, the warmth within the heart and home and the frenzied anticipation of a good time ere the year has passed.

But some there are whose hearts are bowed in sorrow. Who will see little joy in Xmas. Some who will long and crave for things they cannot obtain. The little walf will gaze longingly through the store glass and wish for pretty toys and goodies—praying that "Santy" will not forget like he did last year.

You may be in a position to see that at least one little walf is not forgotten. See that some worn and weary heart is gladdened for once, if nothing but a kind word well spoken. Even a Christmas card. Buy the hungry little gamin a sack of candy. Do your share. For are they not one of you? And I vow you will feel better thereby.

Let us hands around, dear fellows, and resolve to be happy and make everybody else happy. Be a sport!

For the holiday issue Mr. Burke Lesley kindly contributes a verse, and as usual Miss Violette Greye appears in tepid water with 47th street line, also Stokane Clifton slings some "Little Rock Ballast." We thank our readers for their kind feeling (?) and wish you one and all a jolly Merry Xmas and a Happy, Prosperous New Year.

1915 HOLIDAYS.

By Burke Lesley.

Now once again a glad refrain sings out in celebration;

And glad the hand in every land of human habitation.

A kindly word is ever heard,
From friend to friend without an end;
Merry Christmas!



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Branches Everywhere.

We note the eye in passerby and catch the jolly meaning,
And pass along the merry song and mark a pleasant gleaming
Of tidings glad. As though we had
But life to live and always give—
Christmas Gift!

Around is seen the evergreen—symbolical the season
Of gladdened heart in friendship's art of some diviner reason—
As though to kill the winter's chill
And cast a joy, a glorious joy.
Holiday Greetings!

With all ago and lights aglow, with smiles on all our faces,
The "time" we call and wish you all a thousand jolly graces.
Aho! behold! ring out the old!
Another year is drawing near:
Happy New Year!

ABOUT PEOPLE.

Mr. U. L. Dennis has a baby boy who weighed 18 lbs. at the age of seven weeks. Seems his name is Jno. Hardy—and since his "debut infant" into the family the old man's name is "Dennis."

F. L. Butts, of the Grier System, was recently presented with a 3-lb. baby girl. That's what we call a light-weight championship, or, as the war news would have it, "Gen. Stork butts a 3-pounder."

Our friend Johnson of the legal department went on a fishing trip one Saturday evening not long ago. Now it so happened that Claim Adjuster Rush wanted some fish bad—not bad fish. The party caught about seventy-five whales and piped a swell spread on terra firma near the aqua. Fine time? Utellum! But the skeleton in the kan as usual, for 'tis said that poor Rush only got the bones.

Mr. Jackson Bernard was installed as agent at Bauxite on Nov. 15, vice Mr. E. E. Fowler.

OBITUARY.

We regret to report the death of Brakeman L. A. Freeman, who succumbed Nov. 11, 1915. Mr. Freeman was well liked and had many friends who mourn the loss. He entered service of the company Aug. 11, 1913.

We also regret to hear of the death of Brakeman C. E. Emerson, who died on Nov. 4, 1915. Mr. Emerson had been in service of the Rock Island since Dec. 22, 1909, and stood well in the estimation of his many friends.

LADIES' CIRCLE.

By Violette Greye.

Now, Mr. Fred Fasold, a "train" runs as fast as its skirt! But since dress trains are out of style, the "Arkansas Products" are sailing along with accelerated momentum. Boy, you would have to travel some to make a "catch" down here! And tell Ray Wolf that he "misses" me when he addresses "Dear Madam."

At the present writing, Miss Mollie Chaney of Lonoke and Mr. Burrell Fletcher are to be married; but, more of that later.

Mr. J. M. Formby of Lonoke has a new baby girl. Every year brings a fresh supply of girls and the grand spectacle goes on.

Miss Nellie Dille of Griers has become a very earnest student of music.

Mrs. Roselle Clifton and Mrs. Loraine Carr are taking a course in Spanish. The foreign tongue is quite an advantage, especially when one gets mad.

Girls, I bought a Tipperary hat. It came direct from Cork and floats on my head light as a feather. The high crown makes one look like a queen and resembles a bottom-side-up milk pail. It is trimmed with three sheaves of shamrock on the east wing. The veil is made of torpedo net, and the narrow brim is inverted like one's mouth after eating Kress candy.

Hatfield's Parlor Base Ball an ideal Christmas gift. See our ad. in this issue.

MATRIMONIAL.

Whiley-Allen.—Miss Frances Allen and Mr. Hector M. Whiley, both of Little Rock, were quietly married Saturday evening, Oct. 16, 1915. Mrs. Whiley is employed in the car distributor's office and Mr. Whiley is employed at Grier's News Stand, "RK" station. The unexpected always happens, but the bunch was only surprised in a certain way. They expected to hear

the announcement, but not so soon. The nuptial storm had been brewing some time and the dramatic poets were thinking about writing a legend entitled "Frances and Hector"—very classy title—when lo and behold! they gave us the slip and pulled one over on the whole bunch. To those who are not familiar with the affairs: Mr. Whiley's native land is England, and there is a case where the "Alles" have called on at least one "American" to help them out.

Plemmons-Overton.—Miss Octavia Overton and Mr. L. F. Plemmons were married Oct. 18, 1915. Miss Overton was at one time stenographer in superintendent's office "RK" and Mr. Plemmons is the inspector in Mr. Treat's office. The couple will reside in Little Rock for the present.

Farmer-McDaniel.—Mrs. Mary McDaniel and Mr. Harley B. Farmer were married at St. Patrick's Church, Little Rock, Nov. 10, 1915. The couple spent their honeymoon in Texas. Mr. Farmer is an engineer on the Arkansas Division.

LITTLE ROCK BALLAST.

By Stoane Clifton.

Bennetsen says 9 holes in 43 is pretty good. but C. M. doesn't believe it.

What makes Fred Hoeltzel so popular?

They say before Will Corcoran got married he only wrote bi-weekly, but now it's a daily missive.

This is an electric age. Just think of it! Trainmen with electric lanterns. They'll be smoking electric cigars next.

Some accountants never get away from the summary of their statements. At the office it's summary, and after "some marry" it's still "some Mary."

A portion of the world's successful "atoms" attribute the honor to themselves, but when perchance misfortune deals them a solar plexus, they blame Fate.

The only fellow I ever thought smoking hurt was the mut who invariably scratches the wrong end of the match on the seat of his pants.

What I want for Xmas I know that I won't get, and what I don't know that I'll get, I don't know but what I want. And what I know I will get I don't want. But I won't know what I'll get till I know that I got what I didn't want. Damn!

Half the professional "mystics" would starve to death if clients would "clam" their gib during the sitting.

After a cold farewells the Santa Claus stuff there's no holding him.

"Every 'K-9' has his day," and some of them "fall" on Xmas.

Many a person hangs up a stocking with a hole in it, and what they get "leaks out."

BLUE ISLAND SHOP NEWS.

A Merry Christmas and a Happy New Year from everyone at 124th street.

Otto Anderson, carpenter, took Car Foreman Ben Johnson's place, while the latter was on his vacation.

J. H. Milton had charge of 124th street while Mr. Acker was on his vacation.

So Dan Henricl says we have nothing but bad orders at 124th street. Well, Dan, pray tell what have you at Burr Oak Transfer?

"The first snow of the season fell on November 16th. Oh, for the good old summertime!"

Some speed to that new overcoat that the head timekeeper is wearing. Where did you get that coat, Otto? Did you take the elevator to save ten, Otto?

Frank Suchar wants to know why it is that if 4x5 is twenty, why is 5x4 twenty too.

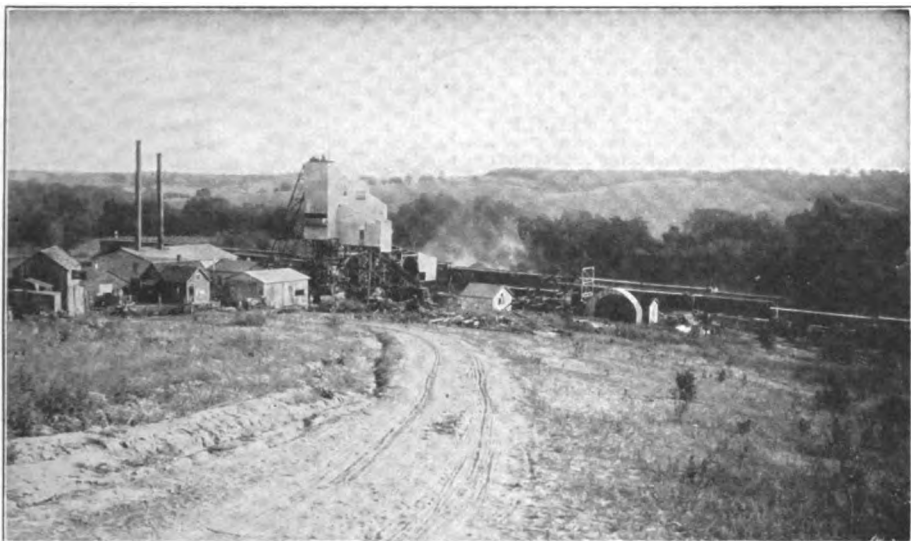
At the present writing, Fred Saurbler, car inspector at Burr Oak, is seriously ill, but hopes are held out for his rapid recovery.

Joe Flowers, steel worker, has returned to work after having been laid up with a slight attack of pneumonia.

Walter Hall, carpenter, has returned to work after having spent the last eight months on a farm in Michigan. You are welcome back, Skinny.

George Dorr was a shop visitor on August 21st. We were all glad to see you, George.

THE CHARITON BLOCK



OUR MINE AT CHARITON, IOWA

is superior of all coal for domestic use;
clean to handle and burns to a light
ash.

Mines located exclusively on the
Chicago, Rock Island and Pacific Rail-
road at Chariton, Iowa, the Hub of the
Rock Island System, insuring prompt
delivery.

Give CHARITON BLOCK a trial.
It will please you.

Address

Central Iowa Fuel Company

1219 Hippee Building

DES MOINES, IOWA

Merry Christmas to all the boys:
 Every one must share its joys.
 Ring out this time of cheer and pleasure,
 Ring out its joys in every measure.
 Young and old its memories treasure.

Christmas comes but once a year;
 Hail it, boys, the time of cheer!
 Rush your preparations right along.
 If you want to join the merry throng.
 Say no more, boys, but do your share,
 That at this time you have no care;
 Make this a day of happy joys,
 And give our best wishes to all the boys.
 Saying to all a Merry Christmas.

HASKELL GETS MARRIED.

Yes, it's true, our old friend Bill Haskell has deserted the ranks of bachelors and taken unto himself the responsibilities of a married man. This important event took place on Saturday, October 31st. The wedding, which was scheduled to take place at 8:30, was delayed until 9:30. One of the guests, a friend of the groom, advising us that Bill wanted to back down at the last moment. The bride-to-be used her influence with him and at 9:32 exact time Bill departed from this life of freedom and good times and entered the stormy period of life, called "matrimony." Then while Bill was receiving the congratulations of his friends, somebody kidnapped the bride. After spending many anxious hours trying to locate his wife, he finally rescued her from her captors, and Mr. and Mrs. William Haskell left for Davenport, Iowa, where they spent their honeymoon. Both the bride and groom have the best wishes of everyone at 124th street, and may their married life be a happy one. Horton, Kans., will please note that McBurnett is the only one left of the old Horton bunch that is not married, but we expect he will soon follow suit and find for himself a bride.

Walter Marchessault, personal record clerk, has returned to work after having been laid up with appendicitis.

William Stewart spent November 14th, 15th, 16th and 17th in Springfield, Ill., as representative to the Odd Fellows convention.

Messrs. Sommerfeld, Nylander, and Hollinger are taking a course in mechanical drawing at the Blue Island high school.

Wonder if Mrs. Haskell would have accepted Bill if she had seen him with his hat off before the wedding. You're lucky at that Bill; she can't pull your hair when she gets peeved at you.

Samuel Redke is the new clerk in charge of the scales in the storehouse.

Wrecking Master Frank Nixon spent two weeks at Hot Springs, Ark., recovering his health.

Mike Danik, car inspector, has been transferred from Gresham to 124th street.

BURR OAK TRANSFERS.

By Bandy.

About once a month the editor
 Is short of ideas, you know;
 It's hard to get material up
 For him to make a show.

His head he scratches,
 Then he turns to think.
 Now a few words, in botches.
 And, he again dips the ink.

His page half done and time is short and
 He'll have to get a hunch
 But just right now he is at sea
 To write about the bunch.

So drop around at Bandy's place
 If you've some news to loan.
 You'll meet the editor face to face.
 And make your mission known.

Geo. Caswell.
 Herman Dreischers, biller, now has the honor to ride in his own auto. It's no "Tin Lizzie," either. Once enough for Slim. Has Nick Crossland taken his yet?

We're under the impression that Paul Bushy missed his calling when he started to work here. Cutting Herman Rickhoff's hair in GN

car 2725 caused quite a commotion. Rickhoff don't care to take his hat off now. Bum job, perhaps, or else a mis-cut. Wonder what St. Paul, Minn., had to say regarding car floor, upon arrival at their station. Such curly locks, t'was a shame to cut them.

Ed. Kordewick, our curly haired biller, visited the stock yards recently. After coming out he spied an Italian peddler pushing a hand-cart loaded with red bananas. Ed burst out to his friend, "Gee, pipe the big redhots." Does May wine cause these "seeings"?

Myrtol Rosenquest is a proud daddy again. Born Nov. 3rd, one standard weight baby girl. If Teddy R. only knew Rosey he certainly would get the "big mitt."

POINTED PARAGRAPHS.

Anyway, George Washington didn't use his little hammer. (Too bad there are not more like George.)

The genuine loafer rests before he gets tired. (Glad we have none here.)

The less confidence a man has in self the more he may have in others. (Yes, if the others only thought so.)

Our office is undergoing repairs—painting, rewiring, etc. Several of the boys gave a few hours of their time on Sunday, Nov. 7th, to wash the wood before painting. Following Sunday others painted part of the office. Only accidents worth mentioning: Jim Fuller got tangled with the switchboard and Rudy Anderson tripped over on the plank. Loop the loop stunt, you know. In our next issue will have our "at home" date, and when we hope to have our office in tip-top fancy shape.

SAFETY FIRST.

What did you think of our "Safety First"? Was that what caught your eye the very first? Wonder how many stopped to think and act, How many thought it to be a fact.

Wonder since then, has it done any good, Has it made you stop to think and saw wood. It's a good rule most everyone will say. At least those who have the claims to pay.

We wish to thank 124th street for the compliment in placing Burr Oak billers as leading the seven wonders of the world. This sounds bunk for some, perhaps, but for accuracy, speed, etc., we rank with the best, if not first. We're from Missouri and got to be shown.

Ed. Longfellow, our able car service clerk, desired to know the meaning of "Bunny hug." Edward, it's the same as a German rub. I believe, though, that they are using it across the water now.

Bandy, the "country editor" (according to some), gets some pretty good replies. I notice G Hiram Y. Bro. Howe, Ark. Div., and Schneider, 124th street, come across each month with a reply, etc. Would be tickled if I could hear from Herington Flash Lights once, only once. Is this nerve or gall?

YARD OFFICE DOPE.

Joe Lesnewski, night chief out freight clerk, paid us a visit recently. Joe made a hit with the girls, all right. Helped Helen and Bertie with expensing. Why, Joe?

Bandy: Why does Pinky Harvey take the 12:35 train every noon. Mack. Well, Mack, you must ask Helen. I'm sure I don't know.

Yardmaster, Burr Oak Out Freight, may have large feet, but he is no fish. Please don't get the hook.

Claude Harvey was rather peeved account the free advertising his diamonds got. No use throwing things around, Claude, old boy! We did not mean to hurt your feelings. Suppose now you want to fight the editor a "Doodle."

Hatfield's Parlor Base Ball an ideal Christmas gift. See our ad. in this issue.

47TH ST. LINE.

Ray C. Wolf, Editor-in-Chief.

Fred Fasold, Assistant Editor.

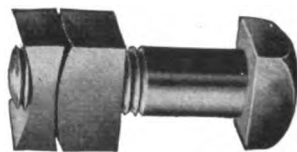
We open this number wishing everybody on the Rock Island system a very Merry Christmas and a Happy New Year.

EDITORIALLY SPEAKING.

Just one year ago this month the 47th St. Line started upon its somewhat rocky and uncertain career. On that November day came the news that Mr. James Austin had chal-

WRITE IT RIGHT!

“BOSS” LOCK NUTS



When you specify don't say “Lock Nuts”—but “Write it Right”—put it down this way:—



“BOSS” LOCK NUTS



Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of “BOSS” Lock Nuts annually?

BOSS NUT COMPANY

RAILWAY EXCHANGE, CHICAGO

In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.



P. & M. Rail Anti-Creepers

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

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

lenged me as a rival and after conferring with my brilliant staff we decided to enter the field and fight for "personal liberty and home rule." Our fight at first was rather disheartening and at times the outlook was rather dark. The light came in when Bro. Jeremiah Connell, a staunch and true friend, started the shopmen on their career of writing. We give due credit to him and also to the Messrs. E. B. Smith, Shupert, Logman, Jeffrey and my present assistant, Mr. Fasold. We also thank the numerous men throughout the 47th St., 51st St. and Blue Island shops who have contributed articles from time to time and have helped to make this colyum so popular among the 47th St. shopmen. The Misses Greye and Cullins from the "Arkansas News" and "Herington Flashlights," respectively, have also lent their assistance, so to speak, from time to time. Sorghum Bill of the Amarillo Divn., Mr. Schneider of Blue Island and Mr. Young of the Ardmore Branch have each helped us along occasionally and therefore merit our thanks. Mr. Fineron and Mr. Ondrak have lent their humor to us for use and have helped us considerably with their keen wit and logic. We must not forget the Blue Island girls and also Miss Richardson, of the magazine staff, and thank them all kindly. In closing, both Mr. Fasold and myself thank all the 47th St. employees for their interest and co-operation and, as the Honorable King Kinney says, "helped to make this colyum such a conspicuous success." We hope that the coming year will find the "47th St. Line" and the Rock Island Employees' Magazine as popular with the employees as they have been in the past.

GREYE VIOLETTE OF THE ARK.

Would be very glad to continue our interesting correspondence this month, but as this is the first anniversary for the 47th St. Line I will have to accept your congratulations and await next month's issue with pleasure.

R. C. W.

If "Georgia" of "Herington" wants a bone to pick let her refer to Sorghum Bill, as I have none to spare. If she thinks Adam rightfully belongs to Herington she can have him, and the "beautiful diamond" goes with him.

ANNOUNCEMENT.

The Rock Island machinists of 47th St., Center Lodge No. 532, L. A. of M., wish to announce their annual dance to be held Saturday evening, January 15, 1916, at Calumet Club House, 62nd St. and Cottage Grove Avenue. Tickets can be had from the dance committee or at the door. All Rock Island employees and their friends are invited to come and spend an enjoyable evening.

TURN ON THE LIGHT.

Upon careful study of the magazine items in last month's edition we must admit that there are certain things against which we must protest. The state of Missouri is in the direct line of our fire. We will admit that there are times when secrecy is all right, but in this case we can see no reason for it. Our kick is this: The following points have no reporters' names signed to their news: Eldon, Mo., Kansas City, Mo., Missouri Divn., Iowa Divn., Silvis Notes, Memphis News and Hamilton Park Krispettes. When you read an item it carries less weight when unsigned and therefore less interest is taken in it. We figure that "anything worth doing is worth doing well," so don't leave a good list of news items unfinished. Sign your name and if ever some one wishes to correspond with you they will know where to commence. Don't keep us in the dark. We are interested and only drawing your attention to a probable oversight.

These items may be hung in the Hall of Fame. So over your items please sign your name.

GAZOK NO. 13.

Mr. E. B. Smith has been having trouble with his girl and this is the explanation he gave us: "I've been saying such nice things to her that she's getting concelcted. Now, if I stop she'll think I don't care for her any more and if I go on she'll think she's too good for me." Take care, young men and profit by this advice. I know from experience that Mr. Smith is correct. Girls are funny creatures.

LEAP YEAR.

Notice in last month's edition that there is an ad in "Herington Flashlights" for a news reporter after June 1. Can it be that the fair Georgia is going to desert us for the duties of a mistress. The boys are rather anxious about this and would like to hear from the lady.

Mr. E. B. Smith leaves for Louisville, Ky., in the near future with the subject of matrimony and alimony on his mind. His wife-to-be was recently up here for a visit and Mr. Smith was off for four days. Nobody knows where he spent those four days and he refuses to tell. It looks like a frame-up and the boys are all rather suspicious.

Fred Dougherty says if you want to see the girl he likes go to the Princess Theater in Blue Island and take a slant at the cashier, Miss Estelle Schultz. And Mr. Schneider says that Edna Renfro, who is a FRIEND of his, sells tickets at the Lyric Theater, Blue Island.

WHAT'S THE ANSWER.

Mr. Elgin D. Shupert, who is soon to be married, came up to the office about 11 o'clock last pay-day and says, "Ray, give me my pay check, please. I want to lay off and go downtown." It was afterwards learned that he went down to Peacocks and bought the ring which he presented with great ceremony to his bride-to-be.

ARKANSAS DIVISION.

BY THE TELEPHONE OPERATOR.

Receiving the following note from a party at Little Rock, signed "The Telephone Operator," with request that I print same, I submit.

Dear Mr. Wolf: If you will be so very kind as to have the following article printed under the heading "47th St. Line" I will return the favor if so desired, some day: "The party that is so free with his matrimonial advice on the Arkansas Division had better get busy and find an excuse to offer to 'Dear' for his conduct morning of October 14. Mighty sweet voice, but it certainly wasn't wifey at the depot." The Arkansas editor isn't trustworthy therefore am sending it to you.

From The Telephone Operator.

I hope that the "operator" is not referring to my friend, Violette, when she says that the editor is not trustworthy. Wonder if the writer is referring to the Reed-Fisher matrimonial note which appeared in the November Arkansas notes.

SORORITY NOTE.

Mr. Fred Fasold has at last consented to become a member of the "Eta Bhita Phi Sorority" and will be initiated by the inner circle in the near future.

Miss Violette Greye, Arkansas Divn.

The boys of the 47th St. shop wish to extend a special invitation to you and have you attend the annual reception and ball given by them on January the fifteenth, nineteen hundred and sixteen. They will make arrangements to escort you from the depot if you consent to come and will see that you have a very pleasant time. They are giving you plenty of time in which to make arrangements for the trip and get your transportation. They would certainly appreciate the honor of having you among them on that evening and believe that if you accept the invitation you will never regret it. They also extend their invitation to Miss Georgia Cullins and would like to hear from both of you in this respect. Bring all your division friends with you and let us show them the hospitality of the Rock Island men at 47th St.

Hatfield's Parlor Base Ball an Ideal Christmas gift. See our ad. in this issue.

Congratulations are in order for F. J. Ondrak, head timekeeper, master mechanic's office, at 47th St., Chicago. The office and shop force all wish them a long and happy married life and the cigars are in order.

Announcement is made of the engagement of Mr. James Fineron, assistant timekeeper at 47th St. The marriage is to take place during the first part of 1916. Mr. Fineron is well known at 47th Street and Blue Island, and is one of the social favorites at Hamilton Park. His numerous friends were greatly surprised to hear of the engagement, and wish all the luck in the world to himself and fiancée.

Hatfield's Parlor Base Ball an Ideal Christmas gift. See our ad. in this issue.

**PERFECT
PROTECTION
PROVIDED
for
RAILROAD MEN
under
ACCIDENT
and
SICKNESS
INSURANCE POLICIES**

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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.

Awarded Medal of
Honor and Gold
Medal Pan-
ama-
Pacific
Expo-
sition



Don't Shiver in Chilly Rooms

The discomfort of spending the early days of Fall in chilly, unheated rooms is nothing to the danger to health.

It lowers the vitality and invites colds and pneumonia; if there are young children or old people in the family the risk of illness is doubled. It also is unnecessary, when the *NEW PERFECTION Heater* instantly banishes frosty chill and makes the living room a place of genial comfort.

Carry it with you from room to room and have heat to dress by in the morning and in the bathroom. After the winter fires are lighted, use the *NEW PERFECTION* in rooms that are hard to heat; in the night, if anyone is sick; wherever and whenever you want a warm room quickly—by simply striking a match.

PERFECTION
SMOKELESS
OIL HEATER

The *NEW PERFECTION* is easy to care for. Burns 10 hours on one gallon of oil. Can't smoke. No trouble to re-wick, because wick and carrier are combined—the fresh wick all ready to put in, clean, smooth and ready to light.

For best results use Perfection Oil.

At the Panama-Pacific Exposition the many points of superiority of the *NEW PERFECTION* Line won a Medal of Honor, while a Gold Medal was awarded the *NEW PERFECTION Heater*—a sweeping victory.

Your dealer has the *NEW PERFECTION* Oil Heater on exhibition. Look for the triangle for warmth, comfort and good cheer. He will be glad to show you the different models. (412)

**STANDARD OIL COMPANY
(Indiana), CHICAGO, U. S. A.**

HAMILTON PARK KRISPETTES.**By Essanbee, Editor.****WHY?**

Our column is kind of scarce

As you readily can see,

And if you want to know the reason

Ask Blanche, don't bother me.

(The above may be deleted by censor.)

Recently Jack Doyle had a severe cold. What's the matter, Jack, checking too many "drafts"?

It isn't everybody who can down a piece of round steak and still think he is eating liver, even if he does strike bone. So there yuh are, hey, Krause?

Why don't you go somewhere else besides Geneseo, Turner? What's the attraction? Don't break any hearts down there if you can help it.

Take note, Turner, you can't bribe the editor by giving the boy in the mail-room a ten-cent cigar.

And Van Natta why don't you ever leave Chicago for a Sunday?

It is a proven fact that a girl cannot keep a secret. Ask Miss McNamara.

Our debonair friend, Sid Crowley, is very happy these days, singing "The Irish Lullaby," and we don't blame "Young Rory O'Moore" for being so happy when his home is ruled over by a sweet "Colleen Bawn." More power to you, Sid, and may your cup of happiness overflow.

We are pleased to hear Mr. J. Glazier will lead the dry forces of Grand Crossing.

Not a surprise, but it seems to be an everyday occurrence to hear now-a-days of any one in the A. F. T. embarking upon the sea of matrimony and our latest additions are Messrs. John Wesley and Carl Dankers, who were married during the month of November. Congratulations are extended to both happy couples.

It is of interest to us that Miss Virginia Fox has returned to the Hamilton Park offices and can be found working diligently in the A. P. T. office. Welcome, girlie, so say we all.

Speaking about romances in the F. C. A., Doc Tillotson makes it a point to be frequently in the vicinity of Kitty's desk lately. Can't say that I blame him. Apples are good but those can't be the attraction; something far more wistful and a lot prettier is our guess.

Rose Mary McGowan has just returned from the sunny south. Understand that congratulations are in order. What say you, Rose?

HEARD DURING LUNCH HOUR.

Miss May Edwards of the A. of D., was married Nov. 10, 1915, at Crown Point, to popular Dan Murphy. Congratulations are extended.

Belle Davis, "the Mail Room queen," recently spent a lot of money and a Saturday in Oak Forest. "I had a dandy time," is the queen's verdict.

Mrs. B. H. Sylvester and Miss Barteau spent Nov. 20 and 21 in Detroit, Mich. Catherine says, "a lovely town but me for Englewood."

Mrs. E. Sullivan was recently ill for a week—Freddy Fischer reports she is back on the job again looking brighter than ever.

Mr. Patterson resigned Dec. 1 to accept a better position. Good luck, Pat.

Young Revor, champion of the Federal A. C., recently defeated Leo Lerch of the Gans A. C. of Kensington at Hahn's Hall, Blue Island. The kid is now actively training for his coming mill with George Cassidy of Grand Crossing to be pulled off Dec. 16, 1915. Good luck, "kid." But Nelson hasn't a thing on you.

"Gazook 13" seems to have a bad case of "Turn On The Light," if the items in 47th St. Line are to be taken seriously that appear over his signature. His item on matrimony is a joke and sounds like the raving of a Blue Island vaudevillian—while his dope this month about signing our full name in order that he can correspond with us is a ———. Nuff sed, Ray, just drop "S. & B." a card and watch the mail man deliver it.

Hatfield's Parlor Base Ball an ideal Christmas gift. See our ad. in this issue.

NUMBER, PLEASE!

Miss Selma Fehser, a dandy little girl, has succeeded Miss Louise Engleking as switch-board operator at Hamilton Park. Miss Engle-

king's resignation was a source of keen regret to the legion of friends she made during the six years she held sway over the local switch-board. A farewell dinner was tendered her at Miss Donly's house. We join with Miss Engleking's friends in wishing her all kinds of happiness and good luck.

Little Edna Renfro is appearing twice a week at Blue Island's Lyric Theater in the guise of ticket seller. We congratulate the management; they could not have obtained a prettier girl.

James (Nemo) Normoyle will visit the big bouts in the Cream City next month. Don't get seasick, Nemo.

It is rumored that our own Freddy Fischer will be married some time in the near future to a sweet young English girl. How about it, Freddy?

Miss Helen Roach says our column is great, especially those artistic items which our contribs. send us about rings, love, matrimony, etc. Thank you, Helen.

Joe Warner has returned from a three-week vacation and is so full of "pep" that he declares he will murder the editor.

**KANSAS CITY STATION.**

A "get-together" meeting was held in Armourdale Oct. 23 and a prevent claims meeting at superintendent's office Nov. 5. Both meetings were well attended by men from all departments. Mr. Saunders presided at both meetings and matters of interest were discussed. The employees of the Kansas City Terminal Division are getting interested in these two movements. The "get-together" meetings are already showing results and the discussions of how best to prevent claims we think will have very beneficial results and we expect to make a better showing in the future. Let everyone help in the good work.

Paul Slaymaker took a month's leave of absence account sickness. Paul had not been feeling well for some time and thought a month on the farm would do him good. We hear he has already gained six pounds. He went to West Chester, Ia., where his folks have a large ranch.

Mr. Saunders and Mr. Herbig were out on the line several days last month on semi-annual inspection tour over the Second District.

Hatfield's Parlor Base Ball an ideal Christmas gift. See our ad. in this issue.

**MEMPHIS TERMINALS.**

Chief Engineer C. A. Morse spent October 26 in Memphis, diffusing optimism. Mr. Morse is an infrequent visitor at the local office, but we are glad to welcome him as he always passes favorable criticism.

The new ticket office moved from the Peabody Hotel Building to Main and Court Sts., is quite pretentious, and the force all seem to be delighted with the removal.

The whole south is enjoying the rare and ideal weather of Indian summer; cotton and cottonseed movement is good, and Memphis local station is enjoying a nice showing in revenue.

Mr. W. L. Stout, local agent, went to Cairo, Ill., on Nov. 4 to meet his mother, whom he is entertaining for the winter.

Mr. F. T. Beckett, district engineer of El Reno, and Mr. E. W. Morris, storekeeper at Shawnee, were some notable visitors at the local office on Nov. 1.

Mr. W. J. Duval, on the claim desk, very foolishly let his wife go to Virginia on a visit, and the office force has had to suffer as much as he has by her absence; everybody Bill meets he asks "Have you seen the postman?"

Miss Ada Humphreys has asked that we keep her name out of the magazine; we did have something nice to tell about you, Miss Ada, please give us permission to tell it next month.

The local agent at Hulburt, A. C. Monette, was on several days' leave of absence, attending the Masonic rites in Memphis early in November.

Mrs. S. M. Sowell has been transferred from the car record desk to trace clerk.

Those bags of choice fruit that are sent to Hugh Mask in the warehouse should be sent

CRECO BRAKE BEAM

*The Beam
That Never Fails
in Fair Service*

**CHICAGO RAILWAY
EQUIPMENT COMPANY**

CHICAGO

"The World's Brake Beam Builders"

EVANS ART PIANOS

and Players at
Wholesale!



**30
Days
FREE
Trial**

Direct from my
factory to you.
To introduce our
Profit-Shar-
ing Plan, we
offer one in each

locality at the rock-bottom wholesale price—putting
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CHICAGO

M. F. BIRK, Manager

to Joe Cottingham; Hugh has no one to send them to, and Joe can't get enough fruit to supply the demand.

Mrs. J. W. Terry, wife of chief clerk in the local office, was called to Chicago Nov. 10, to attend the funeral of a relative.

Check Clerk Joe Verasso says he is asleep every night by eight o'clock—another wasted life!

Mr. J. P. McCarthy, of St. Louis, has accepted position as check clerk in the warehouse.

One of the latest jokes is told by J. C. Hight, outbound abstract clerk, who has been having some work done on his teeth; he says that dentist put the gag in his mouth and then asked "How's your family, John?" Mr. Hight certainly is witty!

Lester Lifsey has been promoted to day messenger; Lester is a tiny tad, but quite a lad.

W. E. Nelson, who has been on the bill desk for the past two years, has resigned to accept service with the Western Weighing Association.

Timothy E. Babb is the leader of the Hesporitian Club and attends dance eight nights a week and Sunday afternoon; he dawncs and dawncs even round in the office. Since Tim came to the city he has gotten to be quite handsome and has come up to all expectations.

Sh-h-h- Don't tell anyone; we heard this straight from some one who knows. Will some one ask Mitch, the operator, why he ran away and left a certain young lady in the dark one night; perhaps if he had stopped to investigate he would have found her laughing; he hasn't yet found out it was a frame-up. Didn't think a young man so gallant as Mitchell would run away and leave a lady in the dark just because he became a little frightened, but we have to believe it.

Tommy Gillooley, revising clerk, and Bobby Burns, night chief clerk, went pecan hunting Nov. 10 and they report a good time; were they really after pecans or looking for a wildcat; wonder if they found out; we 'speck so.

J. W. Harper, outbound rate, still dreams of his visit to Crystal Springs—it was short but sweet.

H. Y. T. Chavers has a longing for that "Deah, Helena, Ark."

Hatfield's Parlor Base Ball an Ideal Christmas gift. See our ad. in this issue.

MISSOURI DIVISION.

Johnny Beacham, dispatcher at Trenton, has invested in a new auto and may be seen spinning about town any time after four o'clock.

Miss Jessie Pringle of the trainmaster's office, visited her uncle, J. M. Pringle, agent at Cameron, Mo., Saturday and Sunday, Nov. 6 and 7.

Mac Jolly of the Trenton superintendent's office, made a trip to Gilman, Mo., Oct. 23 for a short stay with relatives.

R. S. McCollom, dispatcher, and family, left Oct. 23 for Gorim, Mo., for a visit with relatives.

J. L. Barnett of the Trenton dispatching force, is building a modern bungalow at Trenton.

Miss Lulu Wright, who for the past five years has been employed in the superintendent's office at Trenton as stenographer, was married at 8:00 p. m., October 28, at Trenton to Mr. O. E. Brown. A honeymoon trip was made to Chicago. Mrs. Brown has many friends on the division and all join in wishing her and her husband all happiness and success.

W. H. Plum, agent at Edgerton Jct., is taking a several months' leave. He is engaged in committee work at Chicago. C. D. Owens is handling the station during his absence.

T. J. Moss, agent at Libertyville, returned to work Oct. 20 after a month's leave.

Mr. W. T. Barnett, agent at Letts, Iowa, was obliged to undergo another operation Oct. 23. Mr. Barnett has been operated on several times in the past year, and it is to be hoped this time his recovery will be complete. W. G. Bailey is handling Letts station during his absence.

W. W. Ogline and wife were called to Alliance, Ohio, Oct. 17, account death of Mrs. Ogline's mother.

Hatfield's Parlor Base Ball an Ideal Christmas gift. See our ad. in this issue.

Eddy Thompson, carpenter employed in Tren-

ton round house, suffered an injury Oct. 25 which kept him away from his work for a week. He has now recovered sufficiently to be back at work.

Miss Sue Hume, stenographer in superintendent's office, spent Oct. 26 in Kansas City.

Mrs. C. E. Teegarden visited her parents at Eldon latter part of October.

On the night of October 18 J. B. Waggoner, operator at Jamesport, was held up by unknown parties, who blew up the station safe and robbed the money drawer. On the next night, Oct. 19, a similar holdup took place at Gallatin station. It is believed the same parties committed the two robberies.

H. M. Smith, engineer, left Oct. 21, for a ten days' visit with a brother in El Paso.

L. O. Breitenbacher, engineer, with his family, recently spent several days in Kansas City visiting.

Mrs. H. E. Brown, wife of Fireman Brown, visited her parents, Mr. and Mrs. Jas. Reed, at Eldon, the first week in November.

Harry Meek, Matt Caldwell and Charlie Collier have just returned from a hunting trip in the vicinity of Bean Lake. The ducks in that vicinity have no chance when those three dead shots get on their trail.

November 1, J. W. Tenney, of the Iowa Division, was appointed road foreman of equipment at Trenton. Same date Mr. M. J. McDonald was appointed trainmaster at Eldon, Ia.

On Oct. 31 Mr. Robert Small, engineer, retired from service account having reached the age of 70. Mr. Small is hale and hearty and does not look his years. He has been continuously in service on the Missouri Division as an engineer since March, 1875.

All the Missouri Division mourns the death of Marty J. McDonald, road foreman of equipment for a number of years, and since Nov. 1, trainmaster of the territory from Eldon to Rock Island. He was taken ill on Nov. 10, removed to a hospital at Ottumwa where he died on Nov. 13. He was buried from his home at Trenton, Mo., on Nov. 16. Four brothers, Pat, Mike, Tom and Onie, are employees of the Rock Island at Trenton.

MOLINE, ILL.

Joe Colson, the gink who put Marengo in the limelight, is now spilling indigo at Geneseo, where we hear all the girls are dippy about "Joele."

O. K. Lewis spent a recent week in Toledo, O., and from the postals received during his stay we figure it's some burg.

Martin Quilty has invested in a lantern of the electric type and can be seen everynight digging dew worms.

Mr. Bradford, former clerk here, has entered matrimony and he still thinks football a dangerous sport.

Chester Hemmingson was discovered vaulting the fence at the recent Red Men Evanston game, and was ejected from the grounds.

Otto Frank was a spectator at the Red Men R. I. game and has since told us four different ways it should have been played.

Ira Goodell has joined the Y. M. C. A. without Jim First's consent.

As a "guard" John Wendt went to sleep on the job recently.

Little Jeff Tobin was among the new arrivals here the last month.

THE MONTHLY MUDDLE.

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

Ed. Meehan.....Muddler-in-chief
Cully and Mac.....Ass't Muddlers

November, 1915.

Vol. 1.

MUDDLETORIAL SECTION.

Man's Wants.

"Man wants but little here below"—so ran the poet's lay. Perhaps in his time that was true, but it's not true today. Each passing day we may observe an increase in this thing called nerve. Man wants but little (no, not much)—wants little to escape his clutch. He strives and struggles every day, then stays awake till dawn to plan new ways to lift the kale from

some chap with less brawn. Each wad of dough he gathers in brings to his face a gleeful grin. What though his stomach's on the fritz or he has epileptic fits?

What though his son's a drunkard or his wife sues for divorce—the chauffeur cops his daughter—but he's not filled with remorse. He's busy staving off defeat of his pet plan to corner wheat and if, perchance, success is his, a greater greed's stamped on his phiz.

He grabs the dollars right and left and hoards them by the score; he gets a million, more or less, then wants a million more. "Man wants but little here below," the poet sang; but 'tisn't so. Man wants all he can get, instead; but—'twon't be with him when he's dead!

Our esteemed contemporary (to use an original phrase), Mr. Schneider of Blue Island, will no doubt see from the above that we are doing our durndest to deserve the title he but recently bestowed upon The Muddle; i. e., one of "The Seven Modern Wonders of the World."

Another e. c., one Ray Wolf has apparently been guilty of an unpardonable fox pass, we deduce from the printed sentiments of Violette Greye.

MAC'S MEDITATIONS.

"A fool and his money are soon parted"—but not sooner than the fool and his wife.

The man who comes home at 2 a. m. on unsteady legs with a clove-laden breath and a large bouquet of American Beauties, is an advocate of "preparedness." But if he comes home sans cloves or roses, and the next afternoon buys his wife a nice new limousine, he merely believes in "peace at any price."

Never associate in business with the fellow who, when a thing is done right, says "I did" or occasionally "We did," and when done wrong is quick to say "You did"?

His definition of justice and honesty is self-interest and expediency.

"No drunkard shall enter the kingdom of heaven," saith the good book. However, a number of total abstainers have tickets reading the other way.

"D. Y. C. S. E." is commonly defined as "Do Your Christmas Shopping Early."

Why not, "Don Your Christmas Spirit Earlier"?

Hatfield's Parlor Base Ball an ideal Christmas gift. See our ad. in this issue.

SILVIS NEWS.

Machinist Erick Johnson is on the sick list. Several Silvis boys went to Chicago Saturday, Nov. 20, to see the Chicago and Illinois football game.

Master Mechanic P. Linthicum visited Silvis shops Oct. 27.

Timekeeper Harry Rogers of the superintendent's office spent his vacation in Chicago.

Reverend Barnett of the First Christian Church of Moline has delivered a few interesting talks at Silvis shops at noon hour, his topics being "Safety First" and "The Golden Rule," and shop men were very much interested in his talks.

Master Mechanic C. B. Dally of Cedar Rapids visited Silvis Nov. 16.

Boilermaker C. Hood has returned to work

after being laid up on account of sickness.

Machinist Frank Freshman and Erick Erickson were both operated on for appendicitis and the boys all wish them a speedy recovery.

J. F. Reddy of the superintendent's office spent his vacation at Spirit Lake. Frank is some fisherman.

John Kavanaugh of the store department has resigned to accept a position with the American Lace Works at Richmond, Va.

Machinist Geo. Downs is having an awful time collecting 95c for soap.

Silvis' volunteer fire department held an oyster supper and dance at Silvis Nov. 19, and a fine time was experienced.

Mr. N. J. Hartman, air brake inspector, visited Silvis Nov. 19.

Silvis shops have some very good checker players, especially in the machine shop side and assistant superintendent's office.

Electrician Earl Hall and wife are the proud parents of a baby boy born at their home the early part of November.

WRITERS—ATTENTION!

Short stories, photo plays, poems, etc., are wanted for publication. Good ideas bring good money. Submit manuscripts.

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Total,		\$8,742,283.11

LIABILITIES		
Capital Stock		\$800,000.00
Surplus and Profits		\$22,357.36
Circulation		1,162,300.00

DEPOSITS:		
Bank	\$1,663,349.70	
Individual	4,745,886.34	
United States	118,310.71	6,527,546.75
Total,		\$8,742,283.11

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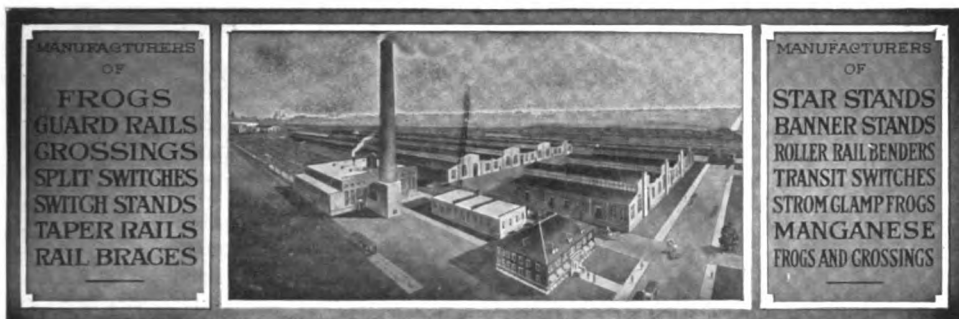
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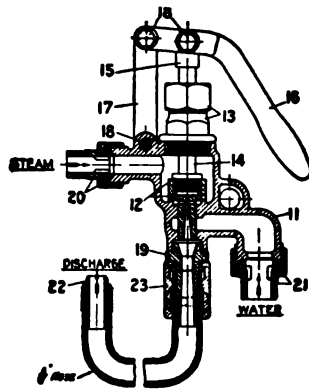
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