

# THE MILWAUKEE EMPLOYEES MAGAZINE

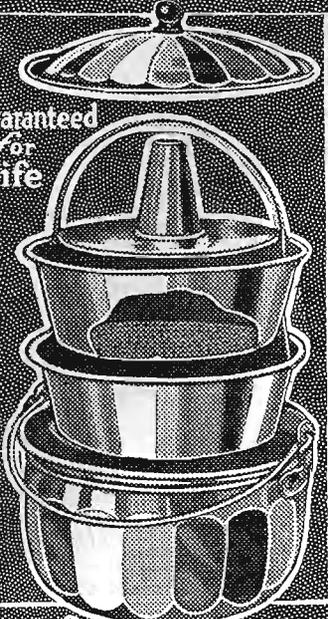
**August 1922**

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On Washington-Idaho State Line  
C.M. & St. P. Ry.



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for  
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Made of best heavy-gauge aluminum - bright, beautiful, easy to keep clean, light to handle - guaranteed for life. This complete set gives you 11 utensil combinations. Outside kettle holds 6 quarts, inside pans 2 1/2 quarts, other utensils in proportion. All highly polished on outside. Sun-ray finish inside. When not in use, all pieces nest together. You must see it and use it to realize what it really is. So send at once.

Order by No. 417DMA6. At end of 30 days' free trial, pay only \$2.75 if you keep it. Shipped from Chicago, prepaid.

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Send the 5-piece complete Aluminum Cooking Set No. 417DMA6, all charges prepaid. I am to have 30 days' free trial. If not satisfied, I will pay nothing and ship it back. If I keep it, I will pay your bargain price, \$2.75, at the end of the 30 days' trial. Title remains with you until payment is made.

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 State Your Occupation..... Color.....

When used as Casserole ideal for baking apples, beans, escalloped potatoes, macaroni, etc.

Convex Kettle. This combination used for cooking and stewing vegetables. Boiled sides, easy to pour liquids off. Used as Windsor kettle.

Used as a Double Boiler, cooks cereals, no scorching. Steams vegetables in top. Kettle Cover made of thick aluminum.

When used as Preserving Kettle distributes heat evenly. Not necessary to stir the contents.

Corn Popper. This combination is what you want for special things - corn popping, crisping corn flakes, roasting coffee, etc.

Combination Cooker. Used this way for general purposes not so well filled by any other utensil. Ears of kettle hold ball upright or lowered position.

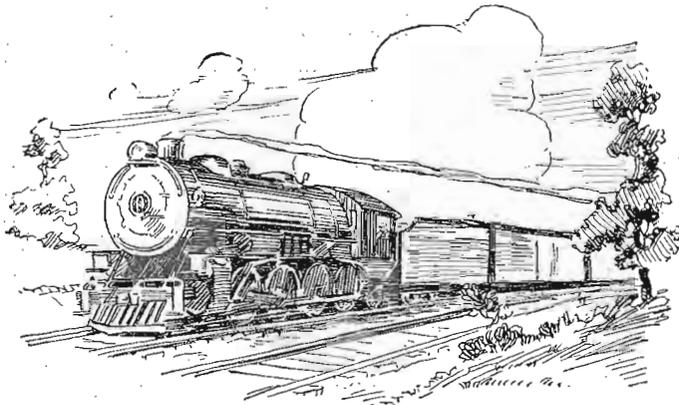
Use this way as Steamer Set. For steaming potatoes or corn on cob. Perforated bottom makes uniform cooking.

Used this way for Tubed Cake Pan. Removable tube. Cakes taken out easily without breaking.

Self-Basting Roaster. When used this way makes juicy, well-browned roasts. A perfect self-baster. Steam condenses on cover and drips back.

**The Hartman Co.** 3911-3925 Wentworth Ave. Dept. 4661 **Chicago, Ill.**

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The manifold advantages of Galena lubrication service are apparent to the operating officials of hundreds of American railroads, who have daily demonstrations of its value as a positive aid in securing efficient operation.

*“When Galena Service Goes In  
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### **Galena-Signal Oil Company**

New York

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## YOUR CARD

Listen, Milwaukee  
Ry. Employees!

Would you like some personal cards bearing your name and the emblem of your railroad; the emblem printed in red, your name in black, on Superior Bristol Cardboard, size 2x3½ in., classy stuff, to show your business associates or your best girl or adoring family?

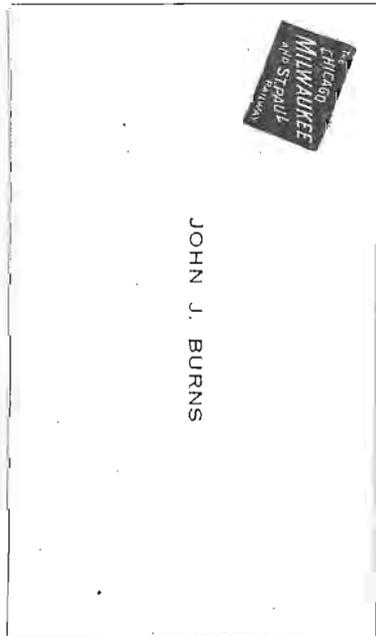
Send your name written plainly (better print it) and \$1.50 and we will send you 100 cards, prepaid, printed in two colors. Some class! Come on!!

C. M. & St. P. Ry. Employees'  
Magazine

PRINTING DEPT.

141 West Ohio St.

Chicago



# A Fob for You

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

## The Milwaukee System

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

## Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



### Milwaukee Railway System Employees Magazine Railway Exchange Bldg., Chicago, Ill.

GENTLEMEN: Please find enclosed \_\_\_\_\_ in payment of the articles I have marked below.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Town \_\_\_\_\_  
State \_\_\_\_\_  
R. R. Dept. \_\_\_\_\_

### Mark Articles Desired

Leather Fob with Emblem . . . 75c  
Plated Button, Screw Back . . . 50c  
Rolled Gold Button, Screw Back 1.00  
Solid Gold Button, Screw Back 1.50

# How You Can Make From \$50 to \$200 a Week

*The Amazing Story of E. A. Sweet, Who Suddenly Found That He Was Worth \$1,000 a Month*

This is the story of E. A. Sweet of Michigan—as he told it to us—the story of a man whose income suddenly jumped to more than a thousand dollars a month. It is worth reading, for it tells exactly how anyone can do the same as Mr. Sweet did and equal his success.

"For a good many years I worked for a salary. I was an electrical engineer making from \$150 to \$300 a month. Like almost every other man who works for a salary I was dissatisfied, for I felt every day that if I were only working for myself instead of someone else I would make more money. It wasn't only that, either. I just didn't like the idea of having someone to boss me—someone else to tell me how much I was worth—to hire me or fire me just as he pleased.

"How did anybody know what I was worth? How did I know? I didn't, and that is what worried me. I wanted to know. Maybe I was worth five, ten or even twenty times as much as I had been getting. In other words, after a good many years of hard work with a certain measure of success I came to the conclusion that I was getting nowhere and that it was high time for me to do something on my own hook if I ever wanted to be more than just somebody's employe.

"That was only a few months ago. Today I am making more money than I ever dreamed of making. I am my own boss and last month my net profit was more than \$1,200.

"This is how it happened. One day I read an advertisement in a magazine. The advertisement said that any man could make from \$100 to \$300 a month during his spare time, or that he could make \$200 a week if he only had the necessary ambition.

"It was only natural that I should hesitate a bit before answering this advertisement. It seemed almost too good to be true. Frankly, I doubted whether it was possible. But I thought to myself that certainly there could be no harm in writing, so I clipped out the coupon and mailed it.

"I realize today that mailing that coupon was the most important thing I ever did. All that I have today—all the success that I have earned—is due to that one little act of mine.

"My work has been pleasant and easy. I am the representative in this territory for a manufacturer of raincoats. This manufacturer sent me a little eight-page booklet that tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

"This raincoat manufacturer is the Comer Manufacturing Company, of Dayton, Ohio—one

of the largest manufacturers of high-grade raincoats in America. These coats are nationally advertised, but they are not sold through stores. All that I do is to take orders. I do not have to buy a stock of coats. And the beauty of the proposition is that I get my profit the same day that the order is taken.

"The little eight-page booklet which the Company will send to you will tell you exactly how you can do as I have done. It will tell you how to get started right in your own territory, and will tell you where to go, what to say, and give you all the information you will ever need.

"In my first month as a Comer representative I made \$243. That was a start, but it was only a start. My second month netted me \$600, and last month I hit the bull's eye with a net profit of more than \$1,200 for my thirty days' work.

"One year ago my life was limited to a \$200 a month income. I worked eight hours a day. Today my income is from \$600 to \$1,200 a month and I work four hours a day. A year ago I was not sure of my position. Today I am the sole owner of my own business. I still consider myself a greenhorn and I expect my profits to grow just as much in the future as they have grown so far."

## A Special Offer to Railroad Men

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or

so a day to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio. This is their special offer. They will send you, without any preliminary correspondence or red tape, a complete selling outfit with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now and in less than a week you can be making more money than you ever believed possible.

## Mail This Coupon at Once

The Comer Mfg. Co.,

Dept. V-58, Dayton, Ohio.

I am ready to start as a Comer representative if you can show me how I can make from \$50.00 to \$200 a week. Please send me, without any expense or obligation to me, complete outfit and instructions.

Name .....

Address .....

.....



## An Explorer of 1776

R. M.

Noting in the July Magazine a call for interesting history and legend concerning localities along the line of our railroad, I was minded of an old book in my library that contained an account of the journey of an English officer named Carver who, to quote from his foreword wished "to contribute to the nation's knowledge of that vast acquisition of territory gained by Great Britain in North America, and make their knowledge advantageous to it. It appeared to me," he wrote, "indispensably needful that Government should be acquainted, in the first place, with the true state of the dominions they were now become possessed of. To this purpose, I determined as the next proof of my zeal, to explore the most unknown parts of them and to spare no trouble and expense in acquiring a knowledge that promised to be so useful to my countrymen." This quaint little volume was printed in 1794, its pages are yellow and stained with age and the print is very old fashioned, having the long s which makes it difficult for more modern readers to follow easily. The route followed by this traveler of 1776, after leaving the trading station on Macinac Island, which was then called Michilimacinae, crossed Lake Michigan, entered Green Bay, thence up the Fox River to the Wisconsin, down that stream to the Mississippi, up the Mississippi to the Minnesota and as far up that stream as Big Stone Lake. As this country is all contiguous to our line of railroad although not all of it adjacent to the Trans-Continental Line, I offer it as of a certain historical interest in connection with "the steel trail" of today.

In presenting his Journal to the public, this writer of nearly two hundred years ago with prophetic vision, says that his attention has been given to "a just description of a country that prom-

ises in some future period to be an inexhaustible source of riches to that people who shall be so fortunate as to possess it." Carver did not reach the great unknown territory of the far northwest, but he spent two years exploring the country of the Fox and Wisconsin Rivers, the upper Mississippi and the Minnesota Rivers, and the Lake Superior country; all of which was inhabited by various Indian tribes who treated him with civility and generally were hospitable to him and his party. Commenting with a fine irony on this fact, he observes: "That notwithstanding the inhabitants of Europe are apt to entertain horrid ideas of the ferocity of these savages, as they are termed, I received from every tribe of them in the interior parts, the most hospitable and courteous treatment; and I am convinced that until they are contaminated by the example and spiritous liquors of their more refined neighbors, they retain this friendly and inoffensive conduct towards strangers."

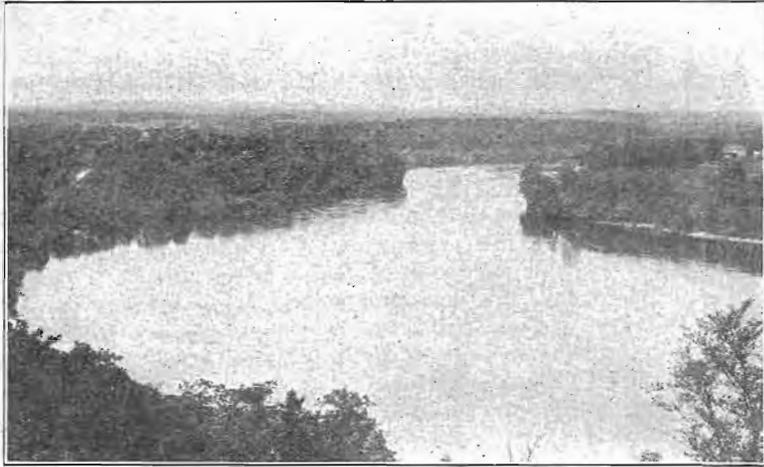
After leaving Macinac, Carver and his party landed first at Fort LaBay, "situated on the southern extremity of a bay in Lake Michigan, termed by the French, the Bay of Puants, but which the English have called Green Bay." He lingered in the Green Bay country until September and then proceeded up Fox River, arriving at "the great town of the Winnebagoes, situated on a small island just as you enter the east end of Lake Winnebago." The land adjacent to this lake he observed was very fertile, "abounding with grapes, plums and other fruits which grow spontaneously." Also he found what travelers of a later date have praised in this region, for its abundance. He says: "The lake itself abounds with fish, and in the fall of the year, with

geese, duck and teal. The latter, which resort to it in great numbers are remarkably good and extremely fat, and are much better flavored than those that are found near the sea, as they acquire their excessive fatness from feeding on the wild rice which grows so plentifully in these parts."

He followed the Fox River from the lake to "the carrying place" and found

noticed." At Portage, or The Carrying Place, Carver and his party carried their canoes along the route of the canal that now connects the rivers, and got them into the "Ouiskonsin" (Wisconsin) River.

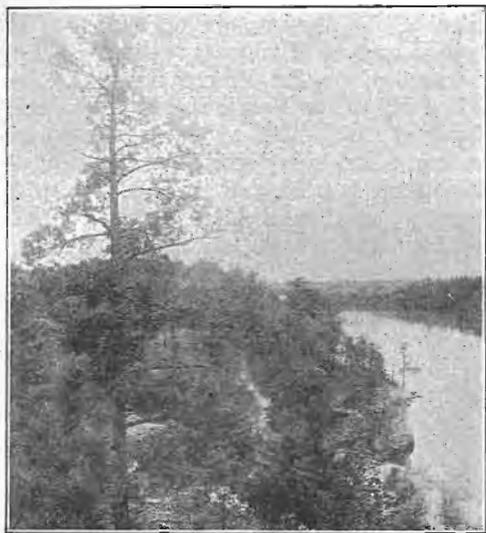
During the portage, they encountered about half way between the rivers, "a morass overgrown with a kind of a long grass, the rest of it is a plain with



The Wisconsin River Near Portage

"the current gentle and the depth of it considerable, notwithstanding which it is in some places with difficulty that canoes can pass through the obstructions they meet with from the rice stalks which are very large and thick and grow here in great abundance." The country around it is very fertile and proper in the highest degree for cultivation. This river is the greatest resort for wild fowl of every kind—frequently the sun would be obscured by them for some minutes together." As he passed up the Fox, he found the ruins of the Indian villages and cities of those vast bands that had once occupied the country in and near Berlin, Wis. As he neared what is now Portage, which he designated "The Carrying Place," he distinguished what seemed to him several small mountains, which he said "would only be esteemed as molehills when compared with those on the back of the colonies, but as they were the first I had seen since leaving Niagara, a track of nearly eleven hundred miles, I could not leave them un-

some few oak and pine trees growing thereon. I observed here a great many rattlesnakes and Mons. Pinnisance, a French trader, told me a remarkable story concerning one of these reptiles, of which he said he was an eye-witness. An Indian belonging to the Menomonie nation, having taken one of them, found means to tame it; and when he had done this, treated it as a Deity, calling it his Great Father, and carrying it with him in a box wherever he went. This the Indian had done for several summers, when Mons. Pinnisance accidentally met with him at the Carrying Place. The French gentleman was surprised one day to see the Indian place the box which contained his god, on the ground, and opening the door, gave him his liberty, telling him whilst he did it, to be sure and return by the time he himself should come back, which was to be in the month of May following. As this was but October, Monsieur told the Indian whose simplicity astonished him, that he fancied he might wait long enough when May



Looking Down Stream From River Bluffs

arrived, for the arrival of his Great Father. The Indian was so confident of his creature's obedience that he offered to lay the Frenchman a wager of two gallons of rum, that at the time appointed, he would come and crawl into the box. This was agreed on, and the second week in May following fixed for the determination of the wager.

"At that period they both met there again, when the Indian set down his box and called for his Great Father. The snake heard him not, and the time being now expired, the Indian acknowledged that he had lost. However without seeming to be discouraged, he offered to double the bet if his Great Father came not within two days more. This was further agreed on, when behold on the second day about one o'clock, the snake arrived and of his own accord crawled into the box which was placed ready for him. The French gentleman vouched for the truth of the story, and from the accounts I have often received of the docility of those creatures, I see no reason to doubt his veracity."

Proceeding down the Ouiskonsin River the party soon arrived at "the Great Town of the Saukies," probably where Sac City now stands. He characterizes "The Great Town" as the largest and best built Indian town he ever saw, containing about ninety houses each large enough for several

families; built of hewn plank, neatly jointed and covered with bark so as to keep out the most penetrating rains; the streets regular and spacious "so that it appears more like a civilized town than the abode of savages." The land he found very fertile and great quantities of Indian corn, beans, etc., "so that this place is esteemed the best market within eight hundred miles of it."

On his trip down the "Ouiskonsin River" he ascended a high rock and "took a view" of some mountains that lie to the south and are said to abound in lead ore," which were undoubtedly the hills around Platteville and Mineral Point. From his high view-point he had an extensive view of the country of which he says, "For many miles nothing was to be seen but lesser mountains which at a distance appeared like haycocks, they being free from trees. Only a few groves of hickory and stunted oaks covered some of the valleys." In the "lead mountains" which he visited he found lead so plentiful that he saw large quantities of it lying about in the streets in the town belonging to the Saukies, and it seemed to be as good as the produce of other countries.



A Type of the "Mountains" Seen Along the River by Carver

On the 15th of October, the travelers entered "that extensive river, the Mississippi." About five miles from the junction of the rivers they observed "the ruins of a large town in a very pleasing situation" and upon inquiring of the neighboring Indians, why it was thus deserted they were informed that about thirty years previously "the Great Spirit had appeared on the top of a pyramid of rocks which lay at a



Ruins of Old Fort Crawford, Prairie du Chien

distance from it toward the west, and warned them to quit their habitations, for the land on which they were built belonged to Him and He had occasion for it. As a proof that He who gave them these orders was really the Great Spirit, He further told them that the grass should immediately spring up on those very rocks from whence He addressed them, which they knew to be bare and barren. The Indians obeyed and soon after discovered that this miraculous alteration had taken place." The Indians then moved to the banks of the Mississippi and built the town of Prairie du Chien,—which he found to be a large town containing about three hundred families. The houses were well built after the Indian manner and pleasantly situated on a very rich soil, from which they raised every necessary of life in great abundance. I saw here many horses of a good size and shape. This town is the great mart where all the adjacent tribes and even those who inhabit the most remote branches of the Mississippi annually assemble about the latter end of May, bringing with them their furs to dispose of to the traders. But it is not always that they conclude their sale here; this is determined by a general council of the chiefs who consult whether it would be more conducive to their interest to sell their goods at this place, or to carry them on to Louisiana or Michillimacinae. According to the decision of this council they proceed further, or return to, their different homes." Thus you see Prairie du Chien was a "thriving metropolis" two centuries ago.

This brings the account of "Carver's

Travels" to the voyage up the Mississippi River to Snelling, thence up the Minnesota, or St. Pierre River as he called it, to its North Fork—The Red River of the North. This takes in our Dubuque Division territories and a portion of the I. & M. and H. & D. Division country, and in a later issue I shall continue the story.



Looking Up the Mississippi From the Mouth of the Wisconsin

#### Pioneer Milwaukee Veterans Visit Owatonna, June 7, 1922

The annual meeting of the Minnesota Central, I. & M., and McGregor, the "D. C. Shepard Men," who were in the employ of the Milwaukee Road during its formative and building period from 1864 to 1870, left Minneapolis at 7 A. M. Wednesday, June 7. Only 37 of the original 200 are now living. The out trip was a renewal of old acquaintances and exchange of railroad experiences. President W. F. McMillan of Mahtomedi was too sick with asthma to be present. The Sibley House at Mendota with flag floating, Carleton Congregational College at aristocratic Northfield and other points of special historic interest were called off by Secretary S. S. Johnston. Large patches of wild roses along the track were especially attractive and one party compared the scenery with that of certain portions of England. The excellent crop prospects were commented on and many hills were counted, the contented Holstein cattle that give Steele County credit for the biggest dairy industry in the state. The entire output from one creamery here was used by the United States Navy for the last two years. At many intervening stations additional excursionists were taken on.

Arriving at Owatonna at 10:15, thru the courtesy of the Commercial Club of that city, fifteen autos with Owatonna booster drivers met the train and the party was given an hour-and-a-half trip to the following points of special interest:

Mineral Springs Tourist Camp, Forest Hill Cemetery, Pillsbury Baptist Academy, (endowed by George, brother of Gov. J. S. Pillsbury). The new \$750,000 high school, third best State Fair grounds in the state, new Polish Catholic church, the Roosevelt school (one of four ward buildings), city hospital, county poor house, Mitchell nursery, along Cedar street, to the ruins of the old Polish Catholic church (burned a few months ago), St. Mary's Parish house, through the best

residence section to see the Associate Church (composed of congregations of the Old Presbyterian and Congregational organizations), the Farmers' National Bank (nationally famed for beauty and unusual architecture), through the business section to the Rock Island depot.

It is claimed that the population is about one-third traveling salesmen. We passed Clinton Falls nursery, "a hobby the Cashmans know how to make pay." The famous M. S. Alexander Hereford stock farm and Minnesota's beautiful home for dependent children, one of the finest of its kind in the world under the able supervision of Dr. Merrill.

Awaiting the excursionists at Owatonna Hotel were banquet and orchestra music with 44 at table. In making the address of welcome, Attorney Donald Sperry, member of the Owatonna library board, said:

"The man who was to have welcomed you is head over heels in politics today. I am only 'butting in,' being the official goat of Owatonna. All day I have been kept thinking, 'How grand it is to be a veteran!' You men have helped us build a city we are proud of and we are glad to show it any time to our friends. Men in most every profession say they never would be there if they had their lives to live over, but you can't catch a railroader admitting that. We want you to come again and make yourselves at home. We hope you have enjoyed this trip and want you to take away only fond remembrances that will enrich the closing days of your journey."

The banquet was followed by a business meeting at the rooms of the commercial club. W. F. McMillan was unanimously re-elected president; R. H. Branton, Minneapolis, 1st vice president; A. W. Glenn, St. Paul, 2nd vice president; S. S. Johnston, Minneapolis, secretary and treasurer; J. C. Scallen, Minneapolis, assistant secretary.

Place of next meeting left with officers.

Telegram was read from W. C. Brown, Lime Springs, Iowa, and communications from B. N. Lewis, Glendale, Cal.; W. F. McMillan, Mahtomedi, Minn.; and S. D. Burbank, Hastings, Minn. Motion carried that a rising vote of appreciation be extended the Owatonna Commercial Club and local press for the royal entertainment extended us on this occasion. Picture of survivors of association taken by E. A. Bromley, Minneapolis. Auto ride and farewell to Owatonna.

Those in attendance from Minneapolis were:

P. J. and Mrs. Baker (construction department).

R. H. Branton, wife and daughter, (conductor).

A. H. Body, (first treasurer and paymaster of Minn. Central) and two daughters.

M. J. Gill (construction), wife and Mrs. McCabe.

Geo. Ketchum (engineer 55 years) and wife.

Tim Lyons (train service) and wife.

E. H. Smith (station agent) and wife.

J. B. Waddick (construction) daughter and grandson.

M. F. Crahen (conductor).

J. H. Huntington (train service).

C. M. Jones (57 years at the throttle, still on the job).

S. S. Johnston (train service) and wife.

Jas. T. Murphy and E. Nelson (conductors still in service).

J. C. Scallen (mechanical dept.)

J. D. Trussone (conductor).

David Burke (engineer 55 years).

From St. Paul:

Geo. H. Hazzard (1866 receiving freight clerk) and wife.

A. W. Glenn (conductor) and wife.

Mrs. Nellie Presnell.

From White Bear:

W. Bloomer.

From Austin:

W. C. Harrobin (mechanical dept.) and wife.

Mrs. Knight.

Mrs. Hendricks.

From Farmington:

Winfield Brackett (former Minneapolis fire chief).

From Mason City:

S. F. Browne (engineer).

From Faribault:

Roy Smith (train service).

From Owatonna:

J. E. Quinn (Supt. of construction).

By order of General Superintendent J. H. Foster, Trainmaster Lieb accompanied the train both ways, and he did not overlook a point that made the trip just perfect.



Two Veterans of the River Division: Engineers Chas. M. Jones and David Burke

"Say, cullud boy: if yo' was to get a letter from de Ku Klux Klan, what would yo' all experiment fo' to do?"

"Ah'd read dat ar letter on de train."

"The Shades of night were falling fast  
A fool 'stepped on 'er and rushed past.  
A crash—he died without a sound.

They opened up his head and found

EXCELSIOR."

THE  
MILWAUKEE EMPLOYEES  
MAGAZINE

Railway Exchange Building, Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago, Milwaukee & St. Paul Railway System.

CARPENTER KENDALL, Editor  
Libertyville, Illinois

**FREAK RAILROAD LEGISLATION**

Some years ago Chancellor Day of Syracuse University roused a group of business men to enthusiasm by saying that he hoped to see the day when all lawyers would be eliminated from Congress. Their enthusiasm was dampened when Martin Littleton of New York rose and remarked that it may be a fine day for the lawyers for the reason that they would find their time fully occupied in eliminating freak legislation and in interpreting what the law makers were trying to say in what survived.

As legislation drifts more and more into the hands of amateurs impossible proposals increasingly clutter up the calendars. An authority has recently counted 572 bills introduced into the legislatures of 42 states meeting last year which dealt exclusively with transportation which from their natures and proposed remedies may be justly classified as "freak" legislation. The tragedy of it is that 161 of these bills became laws. A few of the proposals were as follows:

To prohibit locomotives from running backwards.

To require railroads to fence their entire rights of way.

To prohibit smoking on trains.

To prohibit advertising during threatened or actual strikes.

To require all passenger trains to stop at all county seats.

To require railroads having tracks opposite streams to keep the channels of those streams clean.

To require railroads to see that the minimum moving distance for the average freight car should be fifty miles a day although the average for the country is but twenty-six at present.

Penalizing the roads for delay at the rate of ten dollars per ounce.

Perhaps the gem of the collections was an act which actually passed requiring that "when two trains using double tracks meet at a crossing both must stop and neither may proceed until the other has passed."

What wonder that our railroads fail to show reasonable profit on the investment.

Figures compiled by the Interstate Commerce Commission indicate that more miles of railroad are being abandoned than built in the United States. During the year ended October 31, 1921, the commission authorized 405 miles of new railroad and the abandonment of 703 miles.—The Observation.

**General Reduction in Freight Claims**

That the railroads probably will save between forty and fifty million dollars in freight and damage claims this year is indicated by recent figures compiled and announced by the freight claim division of the American Railway Association.

The total payments made by the railroads in 1920 for losses and damage to freight in transit were \$119,832,127, while in 1921 the total expenditures for loss and damage was approximately \$101,000,000, a decline of 16 per cent.

The number of claims presented to the railroads for payment in January, 1921, was 305,816. By January, 1922, the claims presented had dropped to 200,353, a decrease of 35 per cent.

In the same period the number of claims paid decreased 40 per cent, or from 314,178 in January, 1921, to 189,913 in January, 1922, and the number of claims on hand and unadjusted was reduced 54 per cent, or from 578,525 on January 1, 1921, to 264,653 on January 31, 1922.

In January, 1921, \$10,375,196 was paid to shippers who had incurred losses. By January of the following year the monthly payments had been reduced to \$5,070,566, a decline of 51 per cent.

Further, the handling of claims has been so expedited that the average time elapsing between the presentation of a claim and its settlement has been cut 60 to 90 days to 30 days.

In 1917, just prior to federal control, the actual loss and damage payments made by the railroads totalled \$35,079,757. Under government operation of the railroads these payments increased to \$104,587,174 for 1919. In 1920 the loss and damage payments reached a new high mark totalling \$119,832,127, largely a result of occurrences during government operation.

With the end of federal control the railroads began an intensive campaign to reduce the number of their loss and damage claims and consequently the amount necessary to reimburse shippers for losses of and damages to freight while in the hands of the carriers. This campaign is made in the interests of economy of operation and is directed by the freight claim division of the American Railway Association. The results of this campaign are shown in the 16 per cent reduction in loss and damage expenditures in 1921 and in the decrease of 35 per cent in the number of claims presented.

As 300,000 fewer claims were carried over into 1922 than were on the books of the carriers at the beginning of 1921, and taking into consideration the reduction of 35% in the number of claims presented, which are generally for lower amounts than claims filed in 1921, there is good prospect that the total loss and damage bill this year will not exceed \$60,000,000, and it may be cut to \$50,000,000.

# Facilities for a Terminal

## How Could We Most Help the Locomotive Situation by the Spending of the First \$100,000.00

*Paper read by P. L. Mullen, Master Mechanic, Savanna, Ill.  
at M. M. Staff Meeting, Milwaukee*

One of the most important problems which the officers of the mechanical department of a railroad have before them today, is the lack of modern terminal facilities. Locomotive development during the past few years has been so great that few terminals are entirely inadequate to handle in an expeditious manner, the large power which they are called upon to handle.

The capacity of any terminal is measured up by the number of locomotives which can be prepared in a given time, and no terminal can turn out more locomotives than what it can take in and make ready for a successful trip. Let us then see what are the first essentials in locating and equipping a modern terminal.

Two of the fundamentals to be taken into consideration in locating a terminal are: first: The water supply—not only the quantity, but the quality, so as not to have to resort to water treatment; but if the right quality of water cannot be obtained, a treating plant should be installed in order to eliminate too frequent washing of boilers, and to preserve the life of the flues and fire box. The terminal should be equipped with automatic electrically driven water pumps, and should have reserve pumps so that the pumps may be shut down and maintained. A sufficient number of water cranes should be scattered through the terminal, to prevent congestion and unnecessary movement of engines in taking water. Second: A site should be chosen where proper drainage for the entire terminal may be had. A great trouble with many terminals is insufficient fall for drainage, which allows the drains to become very easily stopped up, and time and labor must then be spent in opening up the drains.

The terminal should have a free and unrestricted inlet, as well as outlet, with storage tracks enough to meet any emergency which may arise. A great deal of time is wasted in the movement of engines on account of the shortage of tracks and cross-overs, making the movement too long.

The coal dock should be mechanically operated, and so constructed that coal may be taken on two or more tracks, and should be so located that an engine coming in can be given some coal if needed, in order to start its fire after going over the pit; but all engines should be coaled, going out so as to prevent going to the coal dock twice with the same engine. Also so that repairs may be made to the stoker or tank work handled

without unloading the tank.

Sanding and watering of engines should also be taken care of after the engines come out of the house, as too much time and money are lost in emptying tanks and sand boxes in the round house, in making repairs to same. The sand house should be in connection with the coal shed.

For a large terminal, inspection pits, properly covered and lighted should be installed and the engines should pass over these pits just before going to the fire-knocking pit, and be thoroughly inspected, and the inspector's report phoned or sent to the foreman in charge, so that he will have a complete line-up on what is required on the engine before it enters the roundhouse. Minor repairs, such as tightening up wedge bolts, readjusting brakes and putting in cotter keys, should be taken care of on the inspection pits, as this class of work can be done quickly at that point while the engine is being inspected, thereby saving delay to the engine if it is necessary to dispatch it off the pit. Different size nuts, washers, cotter keys and wrenches should be kept at the inspection pit for this purpose.

Two double cinder pits of an electric type should be installed. This, in preference to the submerged pits, for the reasons: first, on account of the unsafety of the submerged pit from men falling into it. Second, on account of the trouble and delay which are experienced, especially in the colder climates in unloading cinder cars out on the road after they have been loaded from the submerged pit. Third, on account of the accumulation of ice, water and steam around a submerged pit; and fourth, on account of the time lost in the use of the submerged pits when it is necessary to place a clam in them to clean them out. All this is eliminated by the use of proper electric cinder conveyor.

Space enough should be left between the cinder pits and the turn-table to install a washing machine for cleaning of all engines.

An electrically driven turn-table, large enough to handle all power that comes into a given terminal, should be installed with the basin cemented over so it can be kept free from snow and ice in inclement weather, by the use of steam. There should be two or three out-going tracks for the out-going engines, which should be located close to the roundhouse so as to prevent delay in case anything is missing or overlooked on such

engines. The distance between the turntable and roundhouse should be of sufficient length to hold an engine between the turntable and the house, so that moving engines in the roundhouse will not interfere with the movement of the table. As many of the tracks as possible leading off the turntable should be in line with as many of the opposite tracks in the roundhouse or the out-going and incoming tracks, as possible so that in the movement of dead engines it would not be necessary to chain them as is now common practice.

The roundhouse should have stalls enough to house all the engines so that it would not be necessary to have engines outside waiting to come in, or to fire up engines before they are ordered so as to make house room for others, thereby burning an excessive amount of coal. The pits in the roundhouse should be deep enough for a man to work in, and should be drained, not only to the end, but the sides as well. Plenty of room should be left between the stalls, as well as in front and back, so the engine may be moved and worked on without interfering with the passage ways and doors. The roof of the roundhouse should be high and have plenty of ventilation, as well as light, and the roof should drain towards the center so no water will drop over the doors or windows. It should be heated with hot air with the underground duct, and have plenty of radiation for heating the house. The floor should be of concrete with plenty of drains so no water will remain standing on it, and so it can be washed off with a hose. At the ends of every rail in each stall, a recess should be cut in the floor,  $1\frac{1}{2}$  feet deep, 3 feet long and 8 inches wide, and then covered with a light board, so in case an engine gets away in the roundhouse it will drop into the recess and not go through the wall.

A tool room should be located near the center of the roundhouse where all tools which can be used to advantage in making repairs, may be kept, and a checking system for tools used. It might be a good idea to have in the tool room, a small motor driven lathe for handling light work, such as piston packing, bolts, etc.; also the injector and air parts could be handled at this point, to keep from going to the machine shop for same.

The roundhouse should be piped for water and air, also oil for firing purposes. The flood light system between the stalls should be used, with some drop lights where needed, for lighting the roundhouse. The roundhouse should be equipped with two double drop pits for drivers, a single drop pit for engine trucks; a single drop pit for tender wheels and a double drop pit for engine trucks. The drop pits should have good drains and should be cemented up in good shape. The engine truck drop pits should be equipped with water rams, while the driver drop pits should be equipped with jack rams, so that the jack can be moved back and forth, for putting up binders and other heavy work. The roundhouse should be equipped the full circle with

a 15 ton bridge crane with a span of about 50 feet and the height from the rail 27 feet, which is sufficient with the slight movement of the engine to permit the handling of any part of it. Also the height will take care of the moving of cabs and other parts. Jib cranes should also be installed, for handling rods and work around the cylinders.

There should be a modern toilet and locker room for the shop and engine men, with good shower baths in connection; also a reading room for the enginemen as well as the shop men.

A power plant of more than the required capacity, equipped with water tube boilers, stoker fired, with overhead coal conveyors, feed water heaters and ash conveyors should be installed in connection with the engine room equipped with duplicate generator pumps and air compressor of desired capacity.

The roundhouse should have in connection with it, a small shop equipped with modern tools and drop pits capable of getting four to six classified repairs each month, or the number which is required from that particular terminal, besides doing the machine work for the roundhouse, making the plant self-supporting, not only in the machine line; but should also have a complete flue outfit, shears, punch, clamps, furnace and plenty of tools for the boiler as well as blacksmith work, as too much time is lost in waiting for the main shops to furnish machined parts for the ordinary repairs to locomotives. Also in sending locomotives to the main shops for the average overhauling. Too much cannot be said in regard to equipping a terminal with the necessary tools and making it self-supporting.

The terminal should also have a hot-water-wash-out system, for washing boilers.

The oil house should be equipped with the Boseur system and the supply house along with the oil house should be located close to the out-going track, for handling oils and supplies. Blow-off boxes should be installed on the out-going tracks for blowing off the out-going engines.

The store room, platform and scrap docks should be located up close to the roundhouse so as to prevent delay in going back and forth for supplies and material and should be of ample size to handle all the different parts and material needed for the division, in the making of repairs; and should be equipped with cranes and magnets for the handling of scrap, as well as other heavy castings.

In spending the first \$100,000, an engine terminal should be considered as a clearing house for locomotives and anything done to eliminate delays on a locomotive as it passes through a terminal, not only increases the traffic carrying capacity, but increases the available engine hours on the road, which in turn decreases the number of locomotives needed, or the capital invested. After careful study, the largest delay in preparing the locomotive is found after it enters the roundhouse: therefore, if by equipping terminals

with modern tools and appliances, an hour on each locomotive dispatched each day, can be saved; and with a terminal handling 75 locomotives each day, 75 locomotive hours per day is saved. If a locomotive is worth \$3.00 per hour to the Transportation Department, \$225.00 per day or \$82,125.00 per year is gained. This also decreases the number of locomotives needed for the same service 4.6%, and as the modern locomotive represents an investment of \$60,000, \$280,000 would be saved on the entire investment. So, in spending the first \$100,000, we should spend it in the manner that would expedite the movement of engines through the terminal.

About two hours may be saved by the installation of a hot water washout system for boiler washing. Also the saving on the flues and firebox is inestimable, in comparison with the cold water system, as everyone knows the trouble experienced with cracked and checked sheets, leaky bolts and flues, due to the uneven contraction and expansion by the use of cold water.

The buying of modern air tools, as well as modern welding and cutting torches should

be gone into. We see roundhouses as well as shops with wheel lathes, engine lathes, planers, shapers and slotters in them which were in use 40 years ago. I recently saw a machinist spend ten hours on one of these obsolete wheel lathes, turning a pair of driving wheel tires, while if he had had an up-to-date machine he would have done the same job in 30 to 45 minutes. I do not suppose one roundhouse in a thousand is equipped with a turret lathe, yet when you figure up the number of motion work pins, spring hanger pins, equalizer pins, brake rigging pins, and other pins and work which can be done on a turret lathe, one wonders why the turret lathe is not more universally used. The same thing is true of the Fox lathe, draw cut shaper and the boring mill, which are seldom seen in a roundhouse. A great many terminals are without steam hammers and are making forgings by hand, and the same is true in regard to pipe threading machines and bolt cutters.

Mr. James J. Hill once said, "A railroad is no stronger than its terminal facilities" and I believe everyone acquainted with the needs of terminals will agree with him.

### **Paying The Employees On A Big Division** *W. O. Hiddleston, C. C. Aberdeen Division*

The paying of the employees of a division involves a great amount of clerical work in the superintendent's office that a majority of the employees outside of the offices are not aware of.

Pay rolls are prepared semi-monthly and during the period that they are being handled, the clerical forces doing the work are required to drop all of their regular duties, as the pay rolls must be in the office of the auditor of expenditures on a certain date to permit of proper auditing and the writing and checking of the pay checks which must be returned to the points that the various employees are located to insure delivery on regular pay days, the 2nd and 18th of each month.

As an example: The superintendent's office of the Aberdeen division have ten separate pay rolls to prepare as follows: superintendents and dispatchers, stations, bridge and building department, track department, engineers and firemen in yard service, engineers and firemen in road service, road trainmen, yard trainmen, locomotive department, and car department.

The superintendent's and dispatcher's rolls include the clerical forces in the superintendent's and trainmaster's offices, the trainmaster, chief dispatcher and trick dispatchers. The clerk handling this pay roll must be familiar with the provisions of the clerks' schedule. The time for clerical forces is kept in the office of the superintendent and the time of the dispatchers by the chief dispatcher. At the close of each period, the time sheets are forwarded to the superintendent's office where the daily time is footed and checked, proper rates of pay inserted and the total amount extended. Check is then made of the authorized deduction or-

ders and entered on the time sheets. When this has been completed, the pay roll, form 43, is ready to be written. The employee's name, time worked, rate of pay and total earned is entered in the proper columns after which the deductions are entered in the proper columns and the difference placed in the "Balance Due" column. The pay checks are drawn for the amounts shown in the latter column.

The time for the station employees is kept by the agent at each point and time sheets sent to the superintendent's office at the close of each period. The clerk handling this pay roll must be fully acquainted with the details of the clerks' and telegraphers' schedules. The procedure for preparing this pay roll is the same as indicated above.

B. & B. department employees' time is kept by the various foremen having charge of the men. Time returns are forwarded to the superintendent's office at the close of each period and pay rolls compiled in the same manner as outlined for the superintendent's and dispatcher's rolls. The clerk handling this pay roll must be familiar with the schedules with the clerks and maintenance of way employees.

Track department time is kept by the various section foremen for the track employees and in the office of the roadmasters for the office employees. Time returns and making of pay rolls are handled in the same manner as outlined above. The clerks handling this pay roll must be familiar with the maintenance of way and clerks' schedules.

The yard E. & F. and yard trainmen's time is turned in on regular time slips and, after being checked and approved by the yardmaster and roundhouse foremen respectively, they are forwarded to the superintendent's office where same is entered on time sheets for each individual employe. The proced-

ure at the close of each period is the same as indicated for the previously mentioned pay rolls.

In the case of the road engineers and firemen and road trainmen, the time slips are approved by the roundhouse office and yard office to know that the men who are claiming time are the men who actually performed the service. The slips are then sent to the trainmaster's office where they are checked against the train sheets to determine whether or not the time claimed on each time slip is correct. They are also checked for schedule allowances where time out of the ordinary is claimed. The time slips are then forwarded to the superintendent's office where they are entered in the time book for each individual employe. The preparation of the pay rolls is the same as above.

The time for car and locomotive department employes is kept in the car foreman's office for car department and in the roundhouse foreman's office for the locomotive department. At the close of each period, the time sheets are forwarded to the superintendent's office for preparation of pay rolls in the same manner as indicated above.

The keeping of time in the various departments requires accuracy so as to avoid under payments and over payments. When an under payment has been made, it is invariably necessary to issue a time draft to cover. In case of over payment, a deduction is necessary on subsequent pay rolls. The pay roll writers must be accurate and fast, accurate to prevent under and over payments and rapid to insure the pay rolls being received by the auditor of expenditures on the required date. All time returns must be properly approved by the foremen and head of department before they are accepted by the superintendent's office.

The pay checks are written in the Chicago offices and forwarded to the various station agents where the employes are located for distribution on regular pay days. On this division, a majority of the employes are located at Aberdeen and the checks for such employes are sent to Aberdeen where each individual check is checked against the copy of the pay roll for correctness of the amount and also as to the names of the employes. On pay day, the checks are delivered to the employes through the station agent.

After the pay rolls are written and forwarded to Chicago, the accounting feature as required by the Interstate Commerce Commission is handled by the accounting forces of the superintendent's office.

#### He Got It

A young and clever farmer's son obtained employment in a railroad shop. Every Saturday he would request a pass so he could visit his home.

At the fourth request, the foreman became much annoyed and said to the boy: "If you were working for a farmer, would you expect him to hitch up and bring you to town every Saturday?"

"No," replied the farmer's son, "I would not, but if he was already hitched up and was going my way and there was plenty of room, and then he wouldn't let me ride, I would think he was mean and contemptible."

#### Psychology

*Station Agent.*

*Prairie Du-Chien Division*

*Believe in the good with all your heart, mind, and strength.*

*And good will come to you as long as you live.*

The above is not put under quotation marks because the words are original, though the thought is not. In fact none of us can write many original thoughts, or ideas, because truth thoughts flow freely in a current that is common to many minds.

To make a practical application of this truth to us of the C. M. & St. P. System, Management, and Employes, I will start out by saying, that there may be, and doubtless is, a feeling on the part of some employes, that the Management, which is usually spoken of as "the Company," is against them, that there is really a war on for the reduction of wages and curtailment of privileges. The Management, or Company, on the other hand, may consider that some Employes, through their organizations, are against the Company, and that there is a war to secure wages, benefits, and conditions regardless of the best interests of said Company. Each side may think evil of the other in this way, but in the very nature of the case the truth is that their best interests are identical. The welfare of one is bound up in the other.

This is not saying that misconception can not work harm; it can; an error believed and embraced will work evil till it cuts its own throat: but an effort honestly put forth by each side to see the good that is in the other, and to see from the standpoint of the other, will lead to understanding and good results: and who can estimate the great good that certainly would grow out of an entire mutual understanding, and desire on the part of each side to do all the good possible for the best interests of the other.

It is also a logical conclusion that each party serves its own best interests by trying to serve the interests of the other; on the broad principle that I can not do good to my neighbor without benefitting myself.

The effort put forth by some individuals and parties to create class hatred and discord, is the most despicable of all things, and should subject the perpetrators to the contempt of all right minded people.

Peace on earth and good will to men, will never follow such teaching. Again, the belief that might makes right lead some nations into war, until they were destroyed by war. Now the nations are learning better. In commercial and industrial life, the practice of the belief that might makes right, will lead to destruction; but to follow the principle that right makes might, will lead to prosperity for all.

These self evident truths are to be pondered. As the great educator, Dr. Joseph Cook, of Boston, said, while he was living: "the great thing is to yield self.—surrender to the self evident"

# Carter of the Red Ball

Earl H. Lehman

Ford Carter hurried into the yard office that evening, in March, from off the *Red Ball* run dragging a big mail sack. His hands and face were smeared with the grime and smoke of the train. He was about thirty, yet he did not look to be more than twenty-five. The young conductor was handsome—and above all else he was admired by all. He was known as the squarest man on the road. As he was writing out his "lay up" the agent, Warren Blake, called to him.

"Carter, Mr. Clark wants to have a word with you in his office when you are through here."

"All right, Blake," he answered. "Guess 'the old man' wants to take me over the coals," laughing.

He wondered what the superintendent wanted with him. Wondered—as all men of the rail do when a superior officer calls. Yet he combed his thoughts for some faulty work he might have done, but could find nothing that could have incurred the disapproval of the company he served. Carter had tried to do his work well.

In the basement he washed and changed to clean, neat clothes, and in a short time was in the office of Superintendent Gordon Clark. He was before a man of about fifty; his manner was pleasant, and Carter noted that his eyes were keen and gray—resembling those of a man of thirty. His hair was black and shot through with gray. After a brief greeting he at once plunged into the affairs at hand.

"Mr. Carter, I have a favor I wish to ask of you. I might add that it is not so much of a favor to me as it is to the people of the Lossville Coal Company. You are no doubt familiar with the condition of the wagon roads since the recent rains. North of here they are almost impassible by automobile. The treasurer of the coal company came here this afternoon, and asked as a special favor if I would deliver their semi-monthly pay roll money to their mines at Lossville, in the morning. I feel it our duty to favor the coal mines along our lines, as I believe that co-operation is necessary for the success of both the railroad and the mines. You are known as our most careful conductor. Can I depend upon you to deliver this money?"

Through Carter's alert brain flashed the thought of carrying the money. He knew there would be several thousand dollars to safeguard. He knew also that danger lurked at hand. He hesitated but for the instant. He answered with alacrity.

"I will deliver the money."

From a safe the superintendent brought forth a huge carefully wrapped package. He handed it to the young conductor, telling him to take it with him for there would be no one to get it for him as early as six o'clock

the next morning—at which time the "*Red Ball*" arrived. Gordon Clark thanked Carter for his willingness.

It was just getting dusk when he arrived at Jewel Osmond's home, for he had decided to stop there on his way to his own. It might be well to add here that Jewel and he were to be married in June. He hurried up the walk and she met him at the door.

To him she appeared as a fairy as she stood there dressed in a dress of dark blue clinging stuff. Her wonderful quantity of dark hair was combed back in soft folds about her ears, and revealed a face of finished loveliness. Her big gray eyes were slanted the least bit, and a tender glow came into them as she saw him.

She held out her hand with a smile of welcome as she saw him.

"I'm glad you are back again Ford."

Carter retained her hand in his own for a moment. Her hands were slim, white graceful things. They were probably her most formidable weapons in the game of love. Her voice was rich, even and low.

While on the veranda he told her of his mission on the following day, and she saw the bulky package under his coat. Carter did not see the shadow that flitted back of a big trellised vine on the lawn not far away; but Jewel's keen eyes did, and a slight shiver ran through her slim body. Was it imagination? It might have been but Jewel was certain it was not. She tried to persuade Carter to go into the house. She was uneasy, as if fearful of some great peril. He was afraid she had taken suddenly ill.

"What is the matter, dear?" quickly.

"Nothing Ford," she whispered, suppressing a little sob that arose in her slender throat. "Please come into the house, I am afraid out here."

He knew she was afraid for him, and he appreciated it.

Inside the house she showed him a delicious chocolate cake she had baked for him to take with him on his trip on the morrow. He was well pleased with it. With deft fingers she wrapped it, and tied it neatly, and he noted that it was similar to the package that contained the money.

"Now you have two packages," she laughed. But a moment later she grew serious again, as she thought of the shadow she saw on the lawn.

"Ford dear," she urged, "please leave these packages with me for the night. I am afraid for you to take the money home with you. You might be held up; it will be safe with me, and I will take you to work in the morning in my car. Please dear."

After some little argument he assented, and a little later he departed. She went with him down the steps. The moon had

climbed high, and its light lit up her beautiful face in a soft brilliance.

"Remember I will take you to work in the morning," she said.

"All right," he answered. Then added. "Good night sweetheart." He kissed her tenderly, and hurried away.

She was going to her own room, and when she passed her brother's door she heard voices, and came to a stand still at what she heard. By the voices she knew her brother. Chester, was in an interesting conversation with one of his friends. After a while she went on up to her room and stayed up long into the night.

The next morning she drove with Carter to the yard office. They went in her small car which she drove exceedingly well. It was a fine morning in early spring time; and although the trees and bushes were yet bare there was a feeling of spring in the air. The grass was greener after the recent rains, and the sunshine seemed brighter. A robin sang merrily from a fence post as they drove by.

At the yard office he got out and she handed him the two packages, the one that contained the miners' pay, and the one in which reposed the tempting cake she had made for him.

She took the part of admonisher.

"Please do be careful," she warned.

He promised her he would be on the alert until he delivered the money, then he left her.

In the office he procured his way bills and his orders.

"Don't forget that nineteen order. Carter," cautioned the operator, Joe Matthew.

And Carter read aloud:

"Keep on lookout for falling rock in Wheeler cut and reduce speed to five miles per hour."

As Carter was leaving he heard the operator chanting his—Carter's—consist over the telephone to the dispatcher.

The *Red Ball* was off without delay and they steadily picked up speed until they reached Wheeler cut—eight miles north. Carter was busy at his desk, and the flagman. John Hudson, was up in the cupalo when the train slowed down in obedience to their "nineteen." The morning was warm and mild and the flagman had left the doors of the caboose open. Perhaps it was the reduced speed at which they were traveling that caused Carter to pause in his writing. Perhaps it was the sight of the neatly wrapped package that contained her cake *she* had made for him, or perhaps it was *her* words, "Be careful" that made him alert.

With one swift motion he wheeled in his chair; straightening as he did so. Almost upon him were two masked men—covering him with their blue steeled revolvers. The noise Carter made in getting to his feet caused the flagman to glance downward. Taking in the situation at once he leaped: his force knocking one of the ruffians down, and his gun was sent spinning along the smooth wood floor. But one revolver barked, and Carter ducked in the nick of time; but

he came flying through the air and sent his assailant staggering.

The masked man downed by John Hudson regained his feet and in a twinkling was out through the door and gone, but the flagman was after him. Carter and his opponent grappled. The caboose jerked and swayed as it rolled through Wheeler cut—and once Carter's head came in contact with one of the walls, and his senses reeled. Half groping, half fighting his way, he finally came under the cupalo, and reaching out he jerked hard at the conductor valve. It strengthened him to know that the train would soon come to a standstill. The sudden lurch that came with the stopping gave Carter an advantageous moment, and he readily accepted it. With all his strength he attacked, and soon he was standing over his victim. With a quick jerk he snatched the mask from the man's face, and looked into the eyes of—Chester Osmond!

"YOU!" Carter gasped seemingly unable to grasp what had taken place. "What does this mean, Chet?"

The others of the train crew would be coming shortly, and both men must have had the same thought, for Chester Osmond pleaded:

"Let me get out of here Carter."

Ford Carter looked him over then dragged him to his feet.

"For the sake of your dear little sister I am going to let you go," and as he looked he saw Chester Osmond leap from the caboose and disappear over the grade.

As Carter turned the awful truth came upon him. The money was gone! He looked on his desk, and both packages were missing.

"The money and—and the cake—both gone!" he muttered aloud.

"The cake does not matter!" exclaimed an excited voice from the door, and Carter turned to see a breathless Jewel Osmond. Her face was flushed and loose strands of her dark hair were waving in the morning breeze, for she was bareheaded.

He was very much bewildered. Why was *she* here?

"The money is gone, Jewel," was all he could say.

"No it is not," she informed him, taking a package from under her sweater. "Here is the miners' pay roll money, Ford."

He reached for the package—too astonished for mere words. Quickly she related her story:

"When you left last night, and I started for my room, I passed Chester's door and as I did so I heard him conversing with Will Edgerton—the pugilist—and it was Will who told Chester that you were the one who caused Chet to lose his job with the railroad, on account of rule 'g'. By their conversation I knew they were angry. Then Will went on to tell him about you having the mine people's money to deliver—for it was he who was hidden out there on the lawn last night and heard you. They finally planned to attack you here in Wheeler cut and get the

money—and you thought they bad. I went to my room and prepared a package almost identical to the real one: This morning when I gave you the packages, I handed you the counterfeit. It is a good thing I found you here, for the roads are in a terrible slush, and I could have gone no farther in my car."

"You are a wonderful girl," he complimented.

"Where is Chester now?" she asked, as she saw a trickle of blood on his forehead.

Carter looked at the girl, and realized the great love she held for her brother—even though what had occurred—and he answered:

"Chester was not here, Jewel."

She gazed at him—unbelief in her arched eyes, yet a glint of joy flashed across her face, but was gone as quickly as it came.

"Do you mean to tell me that Chester Osmond was not here?" she demanded.

He disliked the untruth, but his great love for this girl prompted him to say what he did.

"Jewel, he was not here. He surely withdrew at the last moment, or had someone else do the work."

The girl knew this was plausible, and if it were so it was bad enough, but to know that her brother was not a participant in this disgraceful affair made her heart sing.

The flagman returned just as the engineer and head brakeman arrived to inquire as to the trouble. Then Jewel returned to her home, the "Red Ball" continued on its run and there was never a happier man than Ford Carter.

\* \* \* \* \*

June came—and the day of the wedding. The superintendent presented them with a beautiful city lot, on which to build their new home. As they were leaving on their "honeymoon" Jewel was handed a letter from the Lössville Coal Company. It contained a check for five hundred dollars, also a few—just a few thrilling words:

"Please accept our heartiest good wishes. We are glad to hear of your marriage to 'Carter of The Red Ball'."

### A New Geyser in Yellowstone

A new geyser that promises to attract a great deal of attention has begun operation about 300 feet south of the Giantess in Yellowstone National Park. It is small yet, but it plays regularly every twenty minutes.

### LIMERICKS

A brakeman accustomed much to cuss,  
Accomplished it with very little fuss;

When calling Beaver Dam  
And gave the door a slam,  
He always emphasized his calling—thus!

A real epicure of good cheer,  
Of pastry and such, connoisseur,  
Took famed number one  
And got off this pun—  
Get next to the Pie-on-ere.

### The Genius Hobo

E. W. Dutcher

About 35 or 40 years ago, long before the advent of the "Mill" and the "bug," before the key was set to ragtime and operators stutted in their sending; being proud of their Samuel F. B. M., when a pencil carried in the watch pocket was good for transportation on all railroads in the west; when "Whiskey Reid" was a "character" on the Lax Division and E. M. Shape, in Milwaukee (A. U.) office, could send or copy 60 per, and railroading was a pleasant pastime—yes, as I recall the incident which I started to relate and an "oer true tale," a seedy looking chap dropped into the main W. U. office in Chicago one noon hour and inquired of the young man behind the counter for the m—manager. His suspenders were too short, evidently, for his pants ended at his shoe tops, giving a sort of hobo impression. "What do you want of the manager?" asked the young man.

"W—want a—a job."

"What kind of a job?"

"O—o—op," replied the seedy chap.

"Are you a telegrapher?" was the next query.

"S—s—some," was the laconic reply.

Sensing a little fun to liven up the hour and furnish the half dozen in an adjoining room at their lunch with amusement, the manager was called into the office. After a brief interview the manager, having "fixed things up" for his reception, escorted the o—o—op into the wilderness of clicking sounders and away from grinning faces.

He was given a table and told that "B. U." had some business. Would he please take it.

Directly "Chi—Ch" was signaled. It caught the hobo's ear and was leisurely answered. Reaching for a pad of blanks he picked up a pen, critically examined the point, dipped it into the ink well and began to copy several words behind the sender. Two or three messages were laid aside when he opened his key and said to the manager: "I d—don't l—like s—short c—circuits. G—gimme a—a w—wire." Then "B. U." proper opened up and a dozen or more were his easy prey, all in that easy, rolling backhand the old timers used to delight in rendering.

The "B. U." hook was sorted up and "Morse" was never pounded into that lake port in a more artistic manner. "Hobo" was the center of a group of astonished admirers.

He held out two weeks under the name Bill Smith, then the wanderlust took him. Nor could a raise in pay hold him. He came to Chicago, as he expressed it, to "s—see t—the t—own." He had worked in every large city in the U. S. Never lacked for "sit" if he wanted one. There were keys always waiting for his magical touch—a misguided genius.

Mayhap there are old timers at this late day who may recall "Dorse Berry, the stuttering operator."

## Current News of the Railroad

### Black Rust

Definite concerted action is now for the first time being taken to rid our thirteen upper Mississippi Valley states of black rust, this most deadly pest which infects wheat, oats, barley and rye, although the loss falls most seriously on wheat.

Government estimates show that during the disastrous season of 1916, when the epidemic was particularly virulent, the destruction of wheat alone in this country amounted to one hundred and eighty million bushels. Science has now positively determined that the common barberry bush is the chief ally of this fungus, without which rust spores cannot survive from one season to the next. Warfare has been waged for four years with more or less regional co-operation, but since black rust recognizes no neutral territory, hostilities cannot be successfully carried on independently; a state boundary line forms no barrier to its spread. The spores travel many miles, so that any campaign of eradication must be general or it will be more or less futile. Therefore the organization of what is now officially known as the Conference for the Prevention of Grain Rust, supported and sponsored by the Federal Government, the various interested states, the railways, millers, grain dealers and others.

### Refrigerators

A contract has just been executed between the railway company and the Union Refrigerator Company, providing for a pool of approximately 1700 refrigerator cars, all standard steel-underframe equipment, half of which are now in service, the balance under construction contract for early fall delivery. This arrangement will enable us to participate in the movement of much desirable perishable business, which we have heretofore had to decline account lack of equipment.

### The Spruce Railroad

The so-called Spruce Railroad on the Olympic Peninsula has finally been sold to Hill & Scritsmier of Portland, Oregon, and will be operated as a common carrier. This is the thirty-eight mile strip from Joyce to Pleasant Lake, constructed during the war by the United States Spruce Production Corporation for the purpose of getting into the spruce forests for aeroplane timber.

### Standardization

Recently in accordance with request by the Department of Commerce at Washington the American Railway Association furnished figures as to standardization of car parts from which the following data is taken:

The present Mechanical Department of the American Railway Association originated as the Master Car Builders Association, which was organized in 1867 and continued as a volunteer organization until 1882 when it was first sponsored by the railroads. Statistics show, for example, that while even as late as 1882 there were fifty-six separate and distinct kinds of axles and fifty-eight journal boxes, there were in 1921 only six, this account varying capacities of cars. While in 1882 there were twenty-six different kinds of couplers, twenty brake shoes and twenty-seven brake heads, there was in 1921 only one standard. Tremendous stocks of material had to be carried in the early days in order to facilitate repairs. Wheels varied in material and diameter from twenty-eight to forty-four inches. Gradually the 33-inch wheel became standard until today all freight cars are equipped with interchangeable standard 33-inch wheels of either chilled cast iron or wrought steel. All the various items of underframe and superstructure of car bodies have been standardized as have also safety appliances, lettering and marking. A complete standard design of car has never been adopted, but practically every detail of car construction that ordinarily wears out or becomes defective in service, requiring renewal, has been standardized, thus making unnecessary holding a car from revenue service.

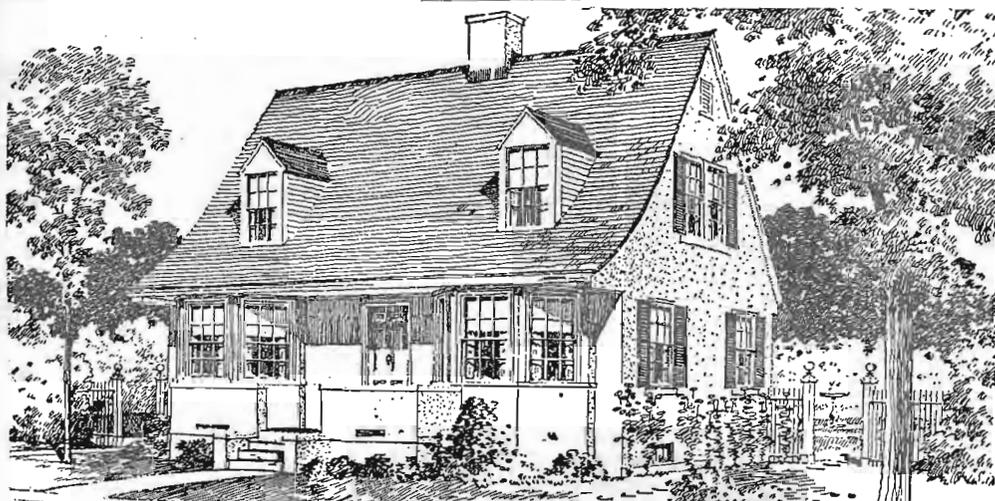
### Wages

Following is a comparison of the rates of pay for the crafts whose wages were recently cut by the United States Railroad Labor Board:

December, 1917, is just prior to Federal control. January, 1920, is just before termination of Federal control. May, 1920, is when the wage increase of the Board became effective. July, 1921, is when last year's decrease became effective, and July, 1922, is the date of the latest decrease. The figures represent the average cents per hour.

Groups	Dec. 1917	Jan. 1920	May 1920	July 1921	July 1922
Machinists .....	50.5	72.3	85.3	77.3	70.3
Carmen .....	37.7	68.0	81.0	73.0	64.4

Common Labor, Maintenance of Way .....	19.3	37.7	46.3	37.7	32.7
Clerks .....	34.5	54.5	67.5	61.5	58.5
Common labor around stations .....	22.3	43.6	32.1	43.6	39.6
Signalmen, maintainers, assistants .....	32.8	64.3	77.3	69.3	64.3
Stationary firemen, engine room, oilers .....	21.8	46.6	59.6	51.6	49.6



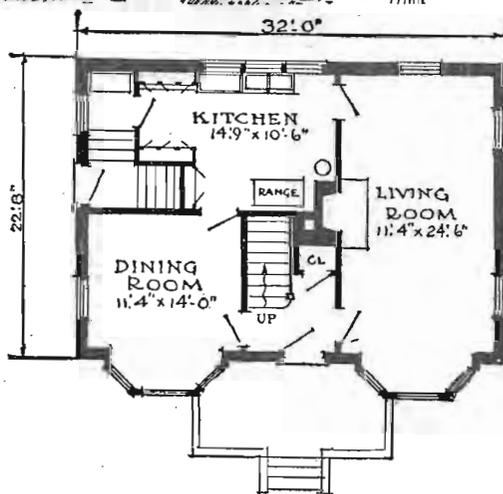
**"There's No Place Like Home"**

The great urge of the normal human being is home and when a family acquires a home of its own, it reaches that responsible and substantial stage of life which makes for self respect, and of respectability in the finest and best application of that term.

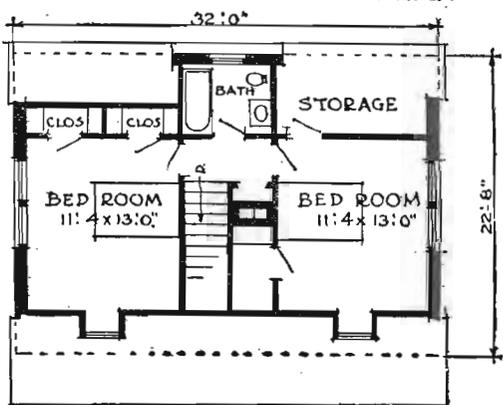
"Own your Home" is an ideal slogan and a splendid goal for a family to set itself and nowadays there are so many beautiful and inexpensive house plans, building is comparatively simple, and in many places there are reliable building and loan associations that one who really wants to have a home of his, or her, own need not hesitate to undertake the task.

The small house idea has been developed so much of late years that there is practically a limitless field in which to exercise one's fancy with the help of the many excellent pictorial and written suggestions which are being published to assist the prospective home builder.

By arrangement with the Portland Cement Association this Magazine is enabled to offer its readers an attractive house-plan service. On this page is shown a very attractive small house with floor plans; and an elaborately illustrated book containing plans of 25 Portland cement stucco houses can be obtained from the editor for 50 cents a copy. Arrangements have also been made for supplying detailed plans, specifications and bills of material for any of these plans, to any of our employes who may wish to use them.



**FIRST FLOOR PLAN**



**SECOND FLOOR PLAN**

The house shown above contains, as will rooms and bath upstairs, and it offers as much perhaps for a small amount of money as any plan which could be devised. It combines space, many features of a larger house and an attractive and somewhat unusual appearing building.

The steep roof and the twin bay-windows give the front a quaint English cottage effect. A hall in the center opens on the right into a long living room lighted on three sides and a fine fireplace on the middle of the inside wall. On the opposite side the hall opens into a charming dining room, with a single swinging door on the inside corner leading into the kitchen which is directly back of the front hall. The kitchen is provided with cupboards and lockers and is designed primarily for step-saving work. The rear entrance and cellar steps lead from the kitchen, with the back-door at grade.

Up-stairs are two fine bedrooms lighted on two sides, both having good closet room. There is a cozy bath-room and a fine storage space. There is absolutely no waste space in the house.

This house has been designed for the use of concrete block covered with Portland cement stucco, which is one of the most enduring and attractive materials in use at the present time. The inside walls are furred, lathed and plastered, giving maximum insulation from heat and cold, and as the flues are all in the center of the house, the coal consumption for heating purposes will be small.

This house would make a comfortable home for a family of three or four. It is a good investment that will not depreciate with age and can be readily sold at any time.

### He "Wanted Out".

*E. J. Samuels*

Editor,—

Here is a little actual occurrence of long ago on Chicago-Twin Cities No. 4, quite exciting at the time, and amusing ever since. It was in 1882 No. 4 was changing engines and crews at LaCrosse. "Bob" McKittrick, conductor and "Bob" Grace, engineer, east of LaCrosse. It was a long train with full passenger list; there were two baggage cars with capacity loads and during the changing of crews the relief baggageman was checking up contents of one of the baggage cars, when a startling call "Let me out" issued from the opposite end of the car. The call was repeated emphatically "Let me out". The man began an investigation and saw a long box, presumably containing a casket. He immediately ran for help and in a few minutes men came with the necessary equipment to open the box and casket. The train crew also arrived and all went to work removing the baggage and packages from around the box, as fast as possible, when presently the shrill voice ejaculated "Hell", and it emanated from a parrot in a cage stowed away behind the box. Then McKittrick called "All Aboard".

### THE PROTECTION OF OIL SIDINGS FROM DANGER DUE TO STRAY CURRENTS

There have been several accidents recently in the handling of inflammable liquids, caused by electric sparks from stray currents. The two following examples reported by the Bureau of Explosives are typical of this kind of accident.

"On December 30, 1919, at Gainesville, Ga., a tank car of gasoline was being unloaded on a spur track of the Southern Railway. This track has a direct connection with the trolley line of the Georgia Railway & Power Company. The overhead trolley wire of the trolley company ended 150 feet from where the car stood, but the spur track was not insulated from the live trolley track. A freight trolley car was being used to move a car of coal nearby and two men from the switching crew went to the tank car to remove the unloading pipe from the dome. Just as this was being done, the trolley pole was placed on the trolley wire which charged the rails of the spur track and the tank car with the return circuit. The unloading pipe in the hands of one of the men was bumped against the side of the dome causing a spark and ignition of vapor. The man escaped injury by jumping away, but the fire burned from the dome an hour and a half, and caused the loss of \$500 before being extinguished by the fire department.

"On July 31, 1920, at Cumberland, Md., on the Cumberland & Pennsylvania R. R., leakage from the outlet valve of a tank car of gasoline accompanied the operation of attaching the unloading connection. Ignition of the vapor from the leaking gasoline occurred from a spark when the two sections of the unloading connection were brought together. Investigation developed that the consignee's pipe line was charged with electricity through the damp soil from a trolley car system about 200 feet distant. A test following the accident showed that there was a stray current of 25 volts."

When inflammable liquids are loaded or unloaded from tank cars, steamers or barges, where there is any possibility of stray electric currents or where there are railroad signal track circuits; it is important to prevent flow of current and thus the possibility of a spark when contact is made or broken. This may be done by maintaining at all times an equal electrical potential at either side of the pipe connections or by inserting a non-conducting hose connection between the car and the pipe system.

If the oil connection is metallic positive electrical bonding should be established between the cars, steamers or barges and the pipe system before the operation of loading or unloading is started.

This may be accomplished in two ways, either of which is open to certain objections, and for that reason, both should be employed where possible.

1. Permanent connection from the rail to the unloading rack or pipes by means of copper bonds, which should be in service at all times.

2. A flexible copper bond from the oil pipe system to be clamped to the car tank or steamer or barge before the pipe connections are made.

The tracks of sidings and yards should be thoroughly bonded, electrically with all the pipes, structural steel, etc., of the oil system and grounded with an approved form of permanent electrical ground. In cases where

oil is handled to and from steamers or barges to tank cars, the same provisions should apply, and in addition a permanent connection made to the salt water. It is probable that it would be desirable in general to install rail bonds in the siding rails; two electrical connections to the oil pipes should then be made, one at each end of the siding tracks. If rail bonds are not installed an electrical connection should be made from the nearest rail to the oil pipe at each outlet.

In the operation of electrically connecting a tank to the pipe, the connection should be made **before** the dome cover is removed and the connection should not be broken until **after** the dome cover had been replaced and the car is ready to be moved.

It is of especial importance that the rails of sidings and yard leads be electrically isolated from the main line by means of insulating joints in the rails.

The problem of protection in electrified territory where there is a trolley or third rail serving the track where oil is handled presents some features not experienced in the case of non-electrified tracks, in that it is necessary to provide for the negative power return. If it is essential that the siding be equipped with an energized trolley or third rail for electric operation, insulating track joints should be installed as in non-electrified territory, but provision should be made for short-circuiting these joints by means of a switch interlocked with the positive power switch. The trolley wire or third rail should normally be dead and grounded and the negative return circuit open.

No structures to which insulators are fastened should be bonded to the siding rails in such a manner that in the event of an insulator failure the siding rails would be energized.

As an alternative to the use of metallic oil connections, as above outlined a flexible non-metallic hose may be used, of sufficient length to prevent possibility of any metallic contact between the track rails and the oil pipe system. This method possesses some advantages, especially where there is possibility of electrolytic trouble developing from inter-connecting the tracks and pipe structures. Experience appears to indicate that there is no danger from static sparks under these conditions.

Your committee presents for consideration the following recommendations to cover protection from danger due to stray currents of tracks which are used for the handling of inflammable liquids in non-electrified or electrified territory.

#### Recommended Rules

On sidetracks or yards where inflammable liquids having flash point of 30 degrees Fahrenheit or below are loaded or unloaded from cars, steamers or barges, the following precautions are recommended.

The rails of such sidetracks or yards should be electrically separated from all

other track rails by the installation of "insulating rail joints of approved type."

Permanent electrical connection of not less than No. 0 copper should be made between the rails and unloading racks and electric conduit, water, steam, soil, oil and other piping systems and all metallic structures used in connection with the handling of the inflammable liquid; for the purpose of preventing electric sparks between the pipes themselves or between the pipes and track rails. The entire system so electrically interconnected should be grounded by means of an approved form of permanent electrical ground. The rails may be bonded with standard signal type bonds and the No. 0 bonding connection made to the pipes at each end of the track section. If the rails are not bonded, bonding connections should be made at each oil connection, or car location. Where inflammable liquids are handled to and from steamers or barges a permanent connection should also be made to the salt water.

In addition to the above-mentioned permanent electrical connections, a temporary electrical connection should be made by means of No. 0 flexible copper strand from each oil pipe outlet to each car tank, steamer or barge. These temporary connections should be brazed or spot-welded (not clamped) to the pipes, but may be clamped to the car tank, steamer or barge. It is important that the connection be made **before** unloading or loading is started and it should not be removed until **after** loading or unloading is completed. Connections should not be made between the tank cars, racks and oil pipe outlets when a car or locomotive is standing over and bridging the insulated rail joints of the siding and cars standing on tracks within the insulated joints should be separated from adjacent cars standing outside the section.

It is important that all bond connections be carefully inspected to insure that they are in proper condition at all times.

If it is necessary that tracks in electrified territory be equipped with trolley or third rail there should be insulating track joints installed, as in non-electrified tracks. In this case, provision is necessary for short-circuiting the insulating joints through a switch which should be positively interlocked with the switch controlling the supply of power. The trolley or third rail should normally be dead and grounded and the negative return switch open.

No structures to which insulators are fastened should be electrically connected to the siding rails in such a manner that in the event of an insulator failure or ground, the siding rails would be energized.

As an alternative to the metallic connections mentioned above, the use of a length of non-metallic hose is permitted, the hose to extend from the tank car to the pipe system, and to be of such length that there is no possibility of any metallic contact between the tracks or car and the oil system.

## Ned Meets One of the Old Timers

O. T. Olson

On my way from Madison to Janesville on the early train one morning recently, and after enjoying my morning's smoke, and chatting with several convivial "drummers" in the smoking car, I sauntered back through the coaches to see if I could find any of my many acquaintances, but not being successful in that, I was on my way back to the smoker when I noticed a man well beyond his teens, and then some, apparently looking for some one to "chin" with, and by his invitation for me to share the seat with him I sat down and had a nice visit. This man proved to be quite an old timer in the railroad service, dating back from 1878, and on my querying him I learned that he, with others of the seventies, and many years following, were kept right on the job, with both feet, especially at one man stations, one of which he had, and with no limit to hours of labor.

I will now "tie loose" this Old Timer, and let him tell his own experience as he told it to me.

"Those early days—and nights—of my railroading I always look back to with the keenest of pleasure, mingled with sad and tender memories of the many of our boys who have been called before the Omnipotent Superintendent, where, we hope they have received a perfect clearance, with a final O. K.—"Thou hast been faithful to thy trust."

"As you wish to know something about older times I will, first of all tell you about our great snow of 1881. We sure had some snow on this Prairie du Chien division early that spring. It began snowing on February 27th and continued for three days and nights, so that by March 1st, when the supply of snow from above was exhausted, the entire division was completely blocked. Then the next motion before the house was to open the road, which, truly, was an immensely aggravating proposition. After two days of strenuous work the entire line was nicely opened, but after a few hours of very high winds the division was blocked again worse than ever, and that's the way it saw-sawed for nearly a week—open again, winds again, blocked again. During the first week in March not a wheel was turning on this division except the engines that were bucking snow. Usually three engines were used, two headed for bucking and the third to pull them out of the drifts after the shovelers had dug them loose. In some cuts the snow was from 10 to 20 feet deep, and packed quite solid. S. J. Collins, good old soul, was our superintendent at the time, and he certainly kept things on the hum whenever possible to make the work count. Fred Mitchell, agent at Whitewater at the time, supervised a large gang of shovelers east of Milton, and rushed things as fast as the weather conditions permitted. It was bright sunshine nearly all this time except when it snowed), and as a consequence nearly

every man on the big job got snowblind, and tanned to the color of Indians, and it was a wonder that their own folks knew them when they got home after a week's "roughing it," in the full sense of the word. But, finally, the entire division was all clear for business, and the wheels of commerce began their usual grind after a week's standstill. A few days before the end of the month all agents on this division received instructions from the ticket additor to divide the ticket sales of the month so the week would not show blank on the reports and books.

"I mentioned Fred Mitchell, agent at Milwaukee. I worked for him a few months when he first came to Whitewater, 1880, and he surely was a prince of a good fellow, and a business getter of first quality. I had a most enjoyable visit with him three years ago, and he told me about a few stunts of his business getting, during the eighties, both passenger and freight. He drove a pair of ponies and a light buggy, and scoured the country for eight or ten miles, to within a mile or two from a competing road's shipping point. The best stunt was, when he secured a shipment of two solid trains of sheep from within two miles of the competing station, for a ranch in one of the Dakotas. A man of wealth owned a farm eight or ten miles from Whitewater, and about two miles from the competing station in question. The farmer had bought a lot of sheep—enough for two trainloads, which he was going to ship out onto his ranch in one of the Dakotas. He was ready to make the shipment, and, of course, both Mitchell and the competing agent were anxious to get it. The farmer, however, through the manipulation of shrewdness on the part of one of the interested parties, thought he might as well defer the shipment for a week or two, or longer, as by that time conditions might be better; and on the strength of that the competing agent went to sleep and enjoyed pleasant dreams about Mary's little lamb, more lambs, and mothers and fathers of the lambs flying through space, westward bound, with every sheep decorated with beautiful C. & N. W. streamers. Several days later, he woke from his pleasant dreams, with a smile, and after getting the cobwebs dug out of his eyes he moseyed out to take a look at his prospective shipment—when, lo and behold, he beheld nothing. The farmer had vanished, the sheep had vanished, and everything a blank. Then, figuratively speaking, the vanquished agent tore his hair, if he had any, and wept and moaned: 'O Absalom! Absalom, why hast thou chucked me into the discard?' While he was thus moaning, the two trains of sheep were bowling their way over the good old 'Milwaukee,' crossing the Minnesota prairies for their final destination, on extra fast time. Thus endeth the lesson, with a friendly admonition to all concerned to be up and doing, keeping wide awake for the welfare of the Chicago, Milwaukee and St. Paul railroad.

"Mitchell was obliged to leave Wisconsin about in the early nineties, on account of hay fever, with which he was greatly afflicted every year. He certainly would be pleased to hear from his old friends. His address is: J. F. Mitchell, 114 Chattanooga St., San Francisco, California.

"Say, mister! I am truly the limit! Here I have been telling you all this, and no doubt you haven't cared a bit to hear it. I don't even know your name?" I told him he might call me Ned. "Ned is all right," he said, "you may call me Daddy, for the reason that I take a fatherly interest in everybody who is younger than I am. As we are now nearing Janesville, your destination, please allow me to thank you most cordially for your kindness in sharing the seat with me. Kindly greet Agent Zimmerman for me.

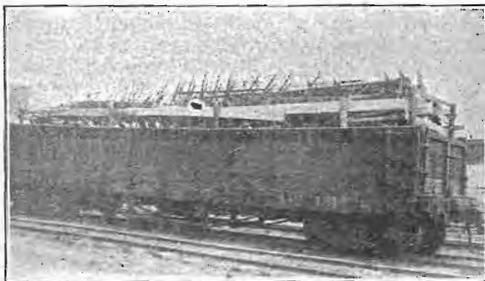
"Here we are, Janesville. I hope to meet you again."

—Good-bye, Daddy; be careful with yourself in Chicago. Good bye!



**A Roof Saw at Work**

Above is shown a roof saw which was designed and made up at Galewood Yard No. 1 Repair Track. The machine is run by air and trims a roof in ten minutes, which work, when done by hand, consumes, on an average, two hours' time.



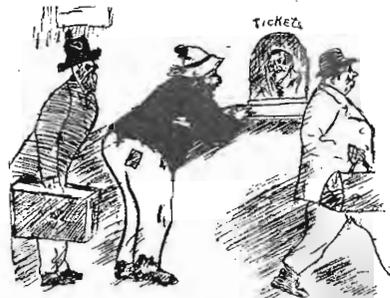
**A Car of Grading Machinery**

The above car of grading machinery was loaded from a large industry located on our tracks at Minneapolis. This is one of the many cars of freight which is secured by co-operative solicitation among employes in the Twin City Terminals. The employes of that Terminal are doing excellent work in soliciting business, there being many carloads and much revenue already to their credit on the company's roster.

### Germany Declared War on Bulgaria

*Contributed by an employe at Stewart.*

A short time ago, a dirty, hungry, unshaven Bulgarian, walked into the depot at Stewart and rolled in for a little hay, he was boosted out of the waiting room and camped in a box car. This was December weather, too. He was given an overcoat by some kind old soul and a big feed by Otto Kietzmann, the section boss. Shortly after dinner, while 91 was unloading merchandise from a way car, this queer bird stole over to a pile of merchandise and walked away with some crackers or cheese or something or other and Otto didn't like that, so told our foreign friend to set it down. The Bo not wanting to comply with Otto's request, started an argument which soon came to blows. It is said the battle lasted several minutes and never did Otto lose his head until this Bo had him flat on his back and went down south for his jack knife when up jumps Otto and slugs the Bulgarian over the head three times with a 2 by 4 and never phased him. These three blows, however, stopped the fight. Otto being made the champion. This little incident shows Otto is a man who is always ready to protect the Company's property. Our foreign friend was ordered out of town and headed east. Last reports show he stopped at Glencoe for water and intended to roll in in the Glencoe waiting room but after taking a good look at Little Robt. decided to hit 'er east. Otto says, "Dammerwetter, he was breddy tuff."



Ticket Agent: "Well, what do you want? Don't keep the other people waiting."  
Weary: "I merely wish er know, sir, if the north-bound t'rough freight is on time."

### Veterans Meeting Postponed

Because of the unsettled conditions due to the railroad strike, and the uncertainty of many of the veterans being able to attend The Executive Committee of the Veteran Employes Association wishes to announce that the 1922 Annual Meeting has been indefinitely postponed.

## At Home

Hazel M. Merrill, Editor



Carlton, Jr., Son of Division Accountant Carlton E. Ring, Mason City. Eighteen Months Old and Wants to be a Railroad Man

### Early Fashion Suggestions

With the coming of August, we have the first intimation of early fall, and while, of course, it is pretty soon for Dame Fashion to make any final decisions, she is still predicting ankle-length skirts for all occasions, excepting possibly sports. Many three-piece suits, consisting of coat and dress, are promised. Materials will be rich looking with a high luster; velvet, broadcloth, many satin-finished fabrics; and satin cloly and matelasse, having a quilted effect, are two of the new silks which promise to become popular. There is a revival of silk alpaca under way, in black and white, and dark blue. This fabric is also used for hats. There will be many two-toned frocks of black and white, brown and beige, brown and red, blue and brick red, new greens, brown, etc., and a new very vivid blue, brighter and lighter than a royal blue, used for hats, jackets, and trimmings. The new garnet red is not so brilliant as the reds have been, but soft and rich, and very beautiful in a wool-velvet.

A stunning coat has appeared on the scene of brown quilted cloly satin, combined with plain satin, and with Kolinsky fur collar and cuffs. The upper part of the coat is of the quilted satin, with large, loose-fitting, kimona-like sleeves, and a wide girdle, giving the long-waisted effect; skirt of coat is of the plain satin and ankle length.

Hats remain large and probably will all season, excepting, of course, for the close-fitting hat for business or street wear.

The felt being used is velvety, more like snede or duvetyrn. Trimming consists of

plumage flowers, feather roses, bright ribbons, and bright colored quills, sometimes formed into wreaths.

Of course, the vacation season is here, and sports clothes remain highly popular. Hand-knitted sweaters are very attractive. Dame Fashion has to but whisper and we all follow eagerly, which accounts for the many, many frocks of white in silks, crepes and organdies, particularly for evening. White has just about displaced one of the brightest, most colorful seasons we have known for years.

### Going Away to School?

How exciting and interesting it must be for all concerned to plan a whole new wardrobe, clothes to last till Christmas, to take away to school. The nearest to planning a bride's trousseau we can imagine. How fortunate are girls going away to school this year, with such a variety of pretty, chic, sports clothes. It is generally customary to wear light clothes on the school ground until cool weather demands a change; good-looking white skirts, with simple blouses and slip-on sweaters; in cooler weather, these ever popular sweaters may still be worn with tweed skirts. If the blouses are of silk, they will stay clean and fresh-looking longer, and are easily laundered for the girl away from home. The outfit should also include at least one one-piece wool dress; a top-coat of chinchilla or English mixture; sports hat; low-heeled shoes, woolen stockings; scarf, umbrella, rain-coat, etc.; a warm bathrobe is almost an essential, and one or two pretty silk kimonas would not come amiss. It occasionally happens that girls going away to school think only of their wardrobe, as girls of that age are wont to do, but they must remember that furniture is about all they will find in their room, and to make it attractive and home-like, besides the joy of fixing it up, they must take curtains, couch cover, pillows, blankets, pictures, etc. If they desire and can have a very elaborately furnished room, they may add bridge-lamp, folding tea-table, luncheon-cloth, napkins, tea-set, tea-kettle, chafing dish, etc. These little extras make it possible to give a great deal of pleasure and have occasional "teas" when the boxes of goodies arrive from home. For those desiring to give gifts to some friend leaving for school, we might suggest a good looking, neat alarm clock, chafing dish, good bath towels, dresser scarfs, desk set, tea set, floor lamp, book-ends, fitted week-end case, etc.

### Take Care of Strawberry Patch

After heavy rains, it does not take long for strawberry plants to mat the rows with runners. From now until vines stop grow-



ing this fall, the runners should be kept cut back. Do not allow the plants to crowd. Cutting the runners back increases the old crowns and makes stronger plants next year. Runners should be trimmed back so that row will not be more than six or eight inches wide. The vines should be cut back instead of being drawn back into the rows. It is also advisable to change the position of the rows, where the plants have borne fruit two seasons or more. This gives the plants a new start, and they do much better in fresh soil. This may be done by allowing the runners to set and take root between the old rows, and care should be exercised to keep the rows straight.

#### Catalogue Notice

Send 12c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1922-1923 CATALOGUE, showing color plates and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. For Patterns and Catalogue Address: Miss Hazel Merrill, 1247 Railway Exchange Bldg., Chicago, Ill.

#### The Patterns

4055. Junior Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14 year size requires 4 yards of 32 inch material. The width of the skirt at the foot is 2½ yards. Price 10 cents.
4050. Ladies' Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 5½ yards of 32 inch material. The width of the skirt at the foot is 2¾ yards. Price 10 cents.
4053. Misses' Dress.—Cut in 3 sizes: 16, 18, and 20 years. An 18 year size requires 5½ yards of 32 inch material. If collars and cuffs are made of contrasting material ¾ yard of 40 inch material will be required. The width of the skirt at the foot is 2½ yards. Price 10 cents.
4052. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5 yards of 40 inch material. The width at the foot with plaits extended is a little more than two yards. Price 10 cents.
4042. Child's Play Suit.—Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 3½ yards of 32 inch material. To trim as illustrated requires ½ yard of contrasting material 32 inches wide. Price 10 cents.
4054. Ladies' House Frock.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 6½ yards of 32 inch material. Collar of contrasting material requires ¼ yard. The width at the foot is 2½ yards, with plaits extended. Price 10 cents.
4063. Boys' Suit.—Cut in 4 sizes: 4, 6, 8, and 10 years. It will require 3½ yards of 27 inch material for a 6 year size. Price 10 cents.
4057. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 4 yards of 32 inch material. Price 10 cents.
4058. Ladies' Apron.—Cut in 4 sizes. Small, 34-36; Medium, 38-40; Large, 42-44; and Extra Large, 46-48 inches bust measure. A Medium size requires 4½ yards of 27 inch material. Price 10 cents.
4043. Child's Dress.—Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 2½ yards of 36 inch material. Price 10 cents.
4056. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 yards of 40 inch material. Price 10 cents.
4045. Ladies' Negligee and Cap.—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2½ yards of 32 inch material. The cap alone requires ½ yard. Price 10 cents.

#### Good Things to Eat.

**Four-Egg Sponge Cake.** Four eggs, four tablespoons of water, one cup of sugar, measured after sifting; one cup of flour sifted several times with one level teaspoon of baking powder; one half teaspoon of salt and half teaspoon of almond or lemon flavoring. Beat yolks with the cold water until stiff and lemon colored, add three fourths cup sugar. Beat whites of two eggs; add one fourth cup of sugar and fold into beaten yolks. Fold in flour and last, fold the other two eggs with a pinch of salt. Bake in medium oven.

**Easy Boiled Frosting.** One cup sugar, three tablespoons of cold water and unbeaten white of one egg. Place in double boiler with water in lower part of boiler, boiling hard. Beat for

eight minutes with egg beater and flavor to taste. This is about the consistency of whipped cream and makes good filling. It does not crystallize and is much more easily made than the ordinary boiled frosting.—Pere Marquette Magazine.

**Candied Apple.** Wash and cut up without paring, fine red skin eating apples of firm flesh. Remove core. Pack pieces carefully on a flat bottomed kettle, and use, for one apple, one half cup of water. The water should cover the apple slices, if kettle is of right size. Cook gently until the slices are transparent and the skin tender enough to be pierced with a tooth-pick. When the pieces are tender take them up with care, measure the liquid and add to it an equal quantity of sugar, stir and cook to a sirup; add the apples gently and cook until almost all the sugar has been absorbed.

#### Dishes for the Invalid

**Barley Soup.** Remove the fat and bones from one pound of the neck of mutton. Cut the meat into dice and add to it one tablespoon of well-washed barley and one pint of cold water. Heat slowly and simmer for two hours. Put the bones into one cup of cold water and boil gently one half hour. Then, strain into the meat and barley. Season with salt. Let it stand until cold and skim off all fat. Heat and serve with whole-wheat or gluten wafers.

**Chicken Panada.** One cup of cold roasted or boiled chicken pounded to a paste. Add half a cup of stale bread crumbs and enough boiling chicken liquor to make a thick gruel. Salt to taste. Boil one minute and serve hot. When the chicken has been roasted, boil the bones to obtain the liquor.

**Crackers and Orange Marmalade.** Toast three crackers slightly. Dip them quickly into boiling water. Spread with a little butter and put a layer of orange marmalade or any other jelly or preserve between them. Set them in the oven a few minutes before serving.

A refreshing drink is made by stirring one tablespoonful of any acid fruit jelly or syrup into a tumbler of ice water.

#### Household Hints

When jelly refuses to thicken, put a grated carrot into a clean piece of cheesecloth and strain a few drops into jelly pan. Then boil just a few seconds longer.

To prevent cakes from burning in the oven, place water in a tin on lower shelf.

The fat of neck or loin of mutton makes a far lighter and much richer steamed pudding than suet.

Vinegar placed in a pot of dried-up glue will moisten and make it liquid again.

If mustard for the table is mixed with salad oil, it is greatly improved.

When making your supply of jelly in season, fill a few small glasses and store them away on the preserve shelf. At Christmas time, several of these small glasses of different flavors, placed in a prettily trimmed basket or box, will make a nice gift for an invalid friend.

Apple peelings and cores should be boiled down and used for flavoring. Boil until quite tender with little sugar and two or three cloves; strain and bottle the liquor. Will keep for some time in cool, dry place.

When cutting caramel or hard candy, butter the knife to prevent it from slipping.

Procure a tin funnel; place on hook high on the wall. Place a ball of wrapping twine in funnel and let string down through small part of funnel. Put a tin cover over top to keep ball secure and free from dust. Twine is always handy when kept in this way.

#### The Switchman's Story

Author Unknown. Contributed by Ralph K. Walker, Fireman Dis. Morris Division

Do you want me to tell you a story?

A story of life on the rail?

Well, foremost in past recollections

Is this sad and singular tale;

Away down in Lehigh Valley,

Just back of a bottomless ditch,

I lived alone in my cabin

And attended a railway switch.

Half a mile or more on the level  
The rails lie as straight as a die,  
Beyond that a cut in the mountain  
Hid the flying train from my eye;  
And there just in front of my cabin  
Is a siding for way trains to wait  
Allowing the through and express trains  
To pass by those laden with freight.

One morning as day light was breaking  
And the sun just climbing the hill,  
A horrible sound from the mountain  
Came over my soul like a chill:  
The freight had just entered the siding,  
Two-thirds of its length on the main,  
And a rush and a roar in the tunnel  
Foretold of an oncoming train.

I thought I was surely mistaken  
No train at that hour was due.  
But just at that moment of thinking  
The Eastern Express came in view.  
My heart seemed to stop in its beating,  
My blood in its veins ceased to course;  
I realized all of the danger,  
And had but one feeble resource.

I rushed to the door of my cabin  
And caught up my little red flag,  
And ran with my heart in the running,  
But Oh! how my legs seemed to lag,  
Yet on I went faster and faster  
With the flag waving high o'er my head  
And over the bushes and boulders  
With the speed of a stag-bound I sped.

Yet on came the fiery monster  
With terrible stride o'er the rail,  
Its speed never slackened a moment  
And I knew my signal would fail.  
It passed me with speed unabated,  
And I shuddered and held my breath,  
As it rushed along like a whirlwind  
And finished its mission of death.

I stood there aghast for a moment,  
Then fell in a heap on the ground  
And stopped up my ears with my fingers  
To shut out the horrible sound  
Of the cries and the moans of the dying,  
The groans of the mangled and maimed,  
And averted the awful disaster  
I wondered—who was to be blamed.

Then I hurried back to the siding,  
And I sought for that engineer  
Who gazed at my signal of danger  
With his eyes in a stony stare,  
And I found him under the engine,  
And gave him what aid I could;  
His skull and his shoulder were shattered,  
And 'twas certain he could not live.

We carried him into my cabin  
And laid him on pillows and bed,  
While a surgeon bandaged his shoulder  
And bound up the wound in his head,  
A long while he laid there unconscious  
And whispered some words very low;  
I listened with closest attention

But all I could make out was "Jo."  
He muttered "Jo" over and over,  
And said it again and again,  
Till I thought it must be his sweetheart,  
The fellow was calling in vain;  
At last toward noon he recovered  
His senses sufficient to say,  
"Put the blame of it all on me, boys,  
But I wasn't myself today."

We told him the worst was all over,  
That no one was hurt, and all that,  
He shook his head mournful and queerlike  
And asked us to give him his hat,  
Then took from the lining a picture  
Of a beautiful baby girl  
And with it all wrapped up in paper  
Was a bit of a golden curl.

Then looked at them sad like and tender,  
Till the water sprang to his eyes,  
And the heart of each man at that moment  
Seemed to swell to double its size.  
"Boys, that's Jo, blue-eyed little darling,  
'Twas trying to see you again  
That caused this awful disaster  
And ended in wrecking a train."

"I saw her last yesterday evening,  
Lying ill on her mother's arm;  
And now while I lie here a cripple  
May God shield my baby from harm.  
When leaving my home for my engine  
The doctor looked grave as he said,  
'The crisis will come in the morning,  
By five she'll be better, or dead.'"

"I tenderly lifted my darling,  
And kissed and tried not to cry,  
As she clung round my neck and whispered  
'Papa, don't go and leave Josie to die.'  
It was breaking my heart-strings to leave her  
But go then I knew that I must;  
So I turned from my wife and my baby,  
And meant to be true to my trust."

"I felt half bereft of my reason  
To think I was going away,  
Away from my home and my darling,  
And Oh! how my heart longed to stay!  
At last come the end of my journey,  
My engine was headed for home,  
I flew along through the darkness,  
And prayed for the daylight to come."

"We sped along through the darkness,  
And I gave her all the steam  
It was safe for an engine to carry,  
And I felt like a man in a dream.  
Then I thought I saw little Josie  
Ill at home and calling me back,  
And I pulled the throttle wide open  
We fairly flew over the track.

"We raced by meadows and stations,  
And my engine seemed almost alive;  
We were not due home until seven  
But I wanted to be there at five.  
We entered and dashed through the tunnel,  
And I never thought of the freight  
'Till I saw the signal of danger,  
And jumped to the throttle, too late."

He had risen and leaned on his elbow,  
As he neared the end of his tale,  
At this point he fell backward exhausted;  
His breath seemed to shorten and fail.  
"Yes, I did it, I did it, I did it,  
See—there's Josie, she's calling," he smiled;  
Whispered, "Josie, I'm coming, I'm coming,"  
And the father had gone to his child.



Three Little Maids from Sioux Falls Freight  
Office: Misses Hildred Kenna, Maris  
Hansen and Ethel Jacobs

### Meeting of Pioneer's Club Postponed

Because of the shopmen's strike and the unsettled situation resulting therefrom, the 1922 meeting of the Puget Sound Pioneers' Club which was to have been held in Spokane July 12th and 13th, was indefinitely postponed. It is unlikely that any future date will be set this season; but the place of meeting and the plans laid for this year's meeting will probably carry over to next year.

#### Call So, Cle Elum

Hello, Avery! That was a good one about your Underwood. Now I want to tell you about my Remington.—Ban.

My wonderful Remington  
Is not a new machine;  
But she's a speedy "bird."  
And regal as a queen.

"To shorten time is to lengthen life,"  
Stamped plainly in bright red,  
Is not a mere slogan.  
But means just what is said!

The carriage is wrapped with paper  
To keep from "slipping by,"  
As over the page the letters  
Accurately and swiftly fly.

The self-starter spring is broken;  
But a rubber is just as good.  
And she starts without a whimper,  
And her work is very good.

The back-spacer works fine, I'm sure,  
But it isn't used by me,  
As I keep her going FORAWRD  
And make no mistakes, you see!

(Well, I made one then, that's true—  
But that's the first one in my life,  
And was intended just for YOU.)

She needs a little oil perhaps;  
But that's no fault to find.  
As she asks no "favors" of anyone,  
But performs the daily grind.

She's not so nice to look at,  
As a little dust here and there  
Conceals the gloss and beauty,  
But gives her that "munch used" air.

When she gets started going,  
She roars like a hydroplane,  
And tears across the paper,  
Like a Milwaukee passenger train.

She's a "hammer." I can tell you;  
But I've got her up for sale,  
And I'll swap her for your Underwood  
Without a speck of "kale."

She's not from the president's office,  
But she's going there some day;  
And if you stick to her, PERHAPS  
You'll get a raise in pay.

I hate to part with this old machine,  
But if you want to trade,  
Just call L. B. at South Cle Elum  
And the swap is already made.

#### May I Ask—

Who carry to market the fruits, lumber and other products of the country?

The Railroads.

Who pay the heaviest transportation tax?

The Railroads.

Who build up the community they enter?

The Railroads.

Who take a chance with their money on going into undeveloped country?

The Railroads.

Who by leaving a community would have a disastrous effect on your business and property?

The Railroads.

Who built the highways?

The People.

Who repairs the highways?

The People.

Who are wearing out the highways?

The Motor Trucks and Stages.

Who pay very little toward the upkeep of highways, although they do commercialize them?

The Motor Trucks and Stages.

Who should be made to pay for the damage to highways by heavier taxation?

The Motor Trucks and Stages.

Who build and maintain their own right of way?

The Railroads.

Who then is entitled to your business?

The Railroads.

Because they build their own way, market your produce, build up your community and are an asset to any community.

—Southern Pacific Magazine.

#### I. & D. Division

##### R. S. F.

Irene McLaughlin, stenographer at the Mason City freight house is taking an extended trip through the west. She expects to remain a short time at Colorado Springs.

Agent Bolger and wife are making a trip through the East visiting New York, Boston and New Haven.

The G. L. A. of the B. of L. E. held a picnic at Mason City's east park July 14. Approximately 75 members of the brotherhood and their wives attended, which resulted in a successful and pleasant time for all.

Paul Welland, section foreman at Murdo, South Dakota, while unloading engine wood sustained a scratch upon his arm, which resulted into blood poisoning. We are glad however that his condition has improved.

Mrs. Stacia Harding, stenographer in the master mechanics office, accompanied her husband on an auto trip through the Dells of Wisconsin, stopping at Kilbourn, Wis., to visit friends. Mr. Harding drew the lucky number at the Legion carnival, at Nora Springs for which he received a rattling good Ford.

Morgan Nyberg, assistant to Division Engineer Crow, was recently married at Minneapolis. We haven't seen the bride yet, so won't offer any advice.

Harold J. Johnson, passenger brakeman has returned from a honeymoon trip to Seattle. Mrs. Johnson was formerly Miss O'Connor of Mason City. We wish the happiness, good luck and all that old "Bunk" you know.

Tracy Delahooke has returned from his school work at Ames for the summer vacation and is acting as agent at Benlah while his father H. A. Delahooke is absent on his annual vacation.

Max Wolff, second operator at Ossian, is on a leave of absence to acquire himself a better half. We did not learn the name of the lucky lady.

Operator C. C. Longley of Charles City took a leave of absence lately to try out that new Chevrolet sedan. He says it is all to the good.

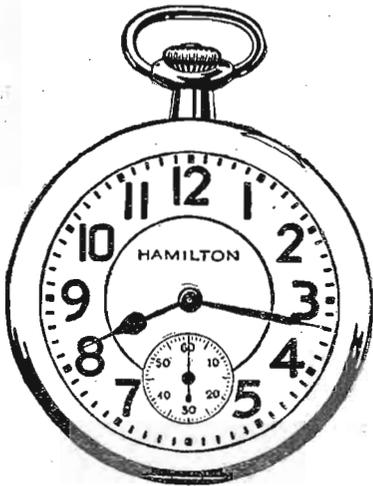
L. A. Elson, agent at Hutchins is on a leave of absence taking an auto trip from Cleveland, Ohio to Britt, Ia.

L. L. Long, agent at Parker, S. D., is acting relief dispatcher at Mitchell during the annual vacation period.

The Mason City O. R. T. club held their annual picnic at Clear Lake July 16 with a large attendance, from all along the line. Everybody reports a large time.

Robert Quandahl, ticket agent at Mason City, and his new wife returned July 10 from a honeymoon trip spent in Montana and other western points and will soon be at home to all their friends in the house Bob purchased on 19th street. Anyone wishing their address please inquire at the Mason City ticket office. Mrs. Quandahl was formerly Miss Bertha Weeks, of Northfield, Minn.

Vada Farmer, B. & V. clerk in the superintendent's office has returned from a sightseeing trip to Buffalo, N. Y. and Niagara Falls. She also visited friends in Michigan City, Chicago and Milwaukee.



Hamilton Watches range in price from \$40 to \$200; movements alone, \$20 (in Canada, \$23) and up. Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



## A Mile-a-Minute Schedule on Hamilton Time

**C**ONDUCTOR Nicholas Laycock of the Philadelphia and Reading Railway "Rocket" to Atlantic City times his fast train with a HAMILTON WATCH. This train regularly travels the fifty-six and a half miles between Camden and Atlantic City in fifty-five minutes, equaling the record of the "Boardwalk Flyer," which is known as the fastest regularly scheduled train in the world. When Conductor Laycock chose a watch that would time his train with consistent accuracy, his choice was naturally the HAMILTON—"The Railroad Timekeeper of America."

**It will pay you to own a watch  
with a service record**

The Hamilton Watch is the choice of most American Railroad men—a highly significant fact, for Railroad men **MUST** have accurate timepieces. A great many of them choose the Hamilton 21 Jewel, No. 992—and if you want true time all the time follow Conductor Laycock's example and purchase a watch with a real record for service, where service counts.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"

# Special Commendation

The following named have received special commendation for meritorious acts performed while in the conduct of their regular duties:

Operator A. E. Jerde for securing passenger from Dawson, Minn., to Seattle.

Operator Kulfgren, Minnesota Falls, while looking over a train passing his station, discovered brake rigging down on one of cars in the train and notified the crew as the caboose came along. Train was stopped and defective brakes adjusted. Operator Kulfgren is pretty much on the job at all times, especially while trains are passing his station.

Section Foreman L. Gustlich, Wadsworth, Ill., discovered a broken wheel on car in east bound freight train, July 13, and got the train stopped thus preventing a serious derailment.

Agent M. F. Emerson, Martelle, Iowa, discovered a broken flange on a car wheel as train was taking siding at his station, and notified the train crew, thus saving a probable derailment. This makes Mr. Emerson eligible for membership in the "wide-awake club".

Chief Clerk J. P. Franz, Marion, Iowa, discovered a broken brake beam on east bound train passing Marion and got notice to crew in time to stop and repair car.

Iowa Division Train Dispatcher A. J. Krohnke, Perry office, solicited two passengers for Chicago. Passengers had planned to go to Des Moines and take the Rock Island rather than transfer in Chicago, but Mr. Krohnke explained that transfer could be arranged for with their tickets at our depot, and so secured the business, as the people were going to an Indiana point. The Perry office sold them tickets through to destination.

Operator A. Felder, Guttenberg, Iowa, noticed brake beam down as No. 72 was passing the station July 5 and signaled the conductor to stop. The beam was removed without further damage.

H. & D. Division Brakeman Walter Johnson, on Extra East 8001 discovered six inches broken rail on west bound track west of Marvin. Ex. 8001 on east-bound track had stopped to inspect their train and upon finishing the inspection, Brakeman Johnson discovered the broken rail.

Eugene Krum, employed on H. & D. division, weed-burner, while at Britton, S. D. during a severe thunder storm, climbed to the roof of the grain elevator which had caught fire from a stroke of lightning, and with an extinguisher put out the fire which if it had gained headway would have destroyed the elevator and probably the station building, as the two buildings are close together. Mr. Krum certainly showed good pluck in climbing up into the smoke filled elevator.

Switchman Louis J. Mitchell, Chicago terminals solicited three whole and three half tickets, Chicago to Seattle, and secured the business which was destined, Portland, Ore.

R. Shope, foreman and E. VanZandt, switchman, Western avenue, Chicago, having a car loaded with a steam shovel made investigations to see whether the car would clear Lake street viaduct, and found it would not; and their forethought in not attempting to take the car under the viaduct prevented serious damage, which is much appreciated.

Theodore Gardner, crossing flagman, Wausau, Wis., solicited and secured three tickets and shipment of household goods from Wausau to Pasadena, Calif.

**Finds Milwaukee Service Careful and Courteous**  
The following letter from an engineer of the Baldwin Locomotive Works is a gratifying tribute to Milwaukee service:

C. M. & St. P. Ry. Co. June 3, 1922.  
Gentlemen: In traveling over your road with locomotive in transit from Chicago to Hoquiam, Washington, I want to thank you for the courtesy shown me and the good movement and careful handling of locomotive. I never was treated better or handled better in traveling over the

many roads in the thirty-five states I have traveled. Yours truly,

(signed) Stephen T. Adams,  
B. L. W. Engineer,  
Philadelphia, Pa.

## From a Deaf and Dumb Patron

On June 22, there arrived in Tacoma, on No. 15 of that date, a passenger who could neither speak nor hear; but that he had faculties keenly alive to good service and good treatment was indicated by the following pencilled memo, which he handed the dining car steward, in lieu of the usual thanks and spoken compliments of satisfied patrons: "This is my first trip on the C. M. & St. P. in ten years. I've traveled a lot on other roads, tho', but the dining car service on this road is the best I have ever met with".

## Two Letters of Appreciation

The following from a representative of the Shaw & Borden Co., Printers & Engravers of Spokane; and from Mr. W. K. Stewart, member of a party from the Toledo Advertising Club are glowing tributes to the excellence of Milwaukee service:

Spokane, Washington,  
June 21, 1922

Mr. G. B. Hayes, General Passenger Agent,  
Chicago, Ill.

Dear Sir:

I have just returned to Spokane after a four weeks' trip through the Missouri and Mississippi valleys on an industrial proposition which has to do with bringing skilled mechanics into this district. I wish to say that the treatment received on this trip from your officials and operating employes has been very pleasing to me.

During 1921, I covered a large part of the country, especially through the Milwaukee system which kept me on the road for nine or ten weeks and I thought at that time your service was excellent, but the experience I have just passed through has been, if it could be, even better than that of last year. I want to especially commend Mr. Bock and Mr. Critchfield in Omaha and Mr. E. G. Woodward of Kansas City, Mr. Morken and Mr. Lewis of Minneapolis, who went out of their way to make matters pleasant and convenient for me in routing my men to Spokane with ease and directness, relieving me of considerable worry and also saving me quite a bit of time.

On the trip home, during which I was accompanied by three of my men, we were treated with the utmost courtesy of your sleeping car conductor, Mr. Allen, and the good steward, Mr. Little. Mr. Miller, sleeping car conductor and Mr. Meehan, brakeman, between Miles City and Harlowton certainly are most courteous employes.

I feel these are things we cannot afford to overlook and in fact, feel that a traveler should do as he would be done by. I thank you for your very great courtesy and wish to convey my thanks to Mr. W. F. Warner, Mr. Carson, and his staff, of Spokane.

Cordially yours,  
(Signed) Edson E. Walden.

Toledo, O.  
June 21, 1922.

Mr. F. E. Clark, Gen. Ag't.,  
Cleveland, Ohio.

Dear Mr. Clark:

I want to take advantage of the opportunity this afternoon to drop you a few lines, relative to the experience of The Toledo Advertising Club delegates over your line, Chicago to Milwaukee.

In the first place, we received very courteous attention and consideration from Mr. J. D. Schaeffer, your Traveling Passenger Agent. He was most patient and attentive in making clear to the writer, who was in charge of the transportation for the delegation, all the fine points in connection with the trip. Everything worked out exactly as he promised.

We were checked thru by way of the New York Central Lines to Chicago and when our train reached LaSalle on the morning of the 11th Mr. J. W. Voight, your Passenger Agent at Chicago, got aboard our train, looked up the writer and stayed right with us until we were landed in the parlor car of your train enroute for Milwaukee. He was most courteous and painstaking, and everyone in the party remarked about his kindness.

Then when we got to your dining car we found the service excellent, meals good and the attendance most courteous.

Everybody in the party seconded the motion that a letter complimentary to your line be sent to you upon our return, so that, Mr. Clark, is the reason for this letter. It would please me, as it would the rest of our delegates, to know that Mr. Schaeffer and Mr. Voight receive some notice, thru you, that their efforts were appreciated by us.

Very truly yours,  
(Signed) W. K. Stewart.

#### A Trifling Act of Courtesy.

On a recent occasion, W. R. Snodgrass, manager of the Fidelity National Bank & Trust Company of Kansas City, one of the largest banking institutions in the state of Missouri, with several members of his family were about to take a train at Western avenue, Chicago. The party were well up on the station platform and the station baggageman, knowing that they were sleeping car passengers took the trouble to go over where they were standing and tell Mr. Snodgrass that the sleeping cars would stop further back on the platform. This man, who is an old timer on the Milwaukee performed this little act of courtesy without ostentation and by it, made friends for himself and his employers. Commenting upon the letter which Mr. Snodgrass wrote to President Byram acknowledging the polite attention of the baggageman, General Manager Gillick said: "It is surely these acts of courtesy and interest in the comfort of the patrons of this company that do

make the wheels go, and keep them going, however insignificant or unnecessary such incidents may appear to another employe. The employe in this case has made a friend for himself and for the railway, and an impression upon the people whom it serves, of the training given and the service expected from employes to patrons of this company. I would like that the lesson that we get from this incident be passed along to others in the service who come in contact with the public, that all may have the benefit of this experience for the purpose of leading to uniform interest in the welfare of our patrons, and particularly the profit and comfort derived from 'courtesy always'".

#### OBITUARY

The Fullerton avenue offices mourn the loss of Frank Mortimer Cook, of the auditor of station accounts office, who after fifty years of faithful service with C. M. & St. P. Ry. Co.,—all but a short part of which was spent in the general offices, died at Chicago on June 14, 1922, in the seventy-second year of his age.

He was a man of strong personality, with exceptional qualities of mind and heart, conscientiously tenacious of what he believed to be right, intensely loyal at all times and under all circumstances to the company he served so long, and with an eye single to honestly advancing and protecting its best interests.

Chris Andersen, a veteran employe of the car department at Council Bluffs, passed away June 19 after a short illness. In the passing of Mr. Andersen the Milwaukee Railway lost one of its true and tried servants who at all times be it off duty or on duty had the interest of his employer at heart. We all extend to his family our hearty sympathy.

## Stifel's Indigo Cloth

Standard for over 75 years



### "Safety-Valve Steve" Says:

"I've been railroading for forty years—or thereabouts—and want to tell you fellows right now that the *right* Work Clothes are made out of Stifel's Indigo Cloth.

All the big Overall and Jumper makers are wise to it—and make their clothes out of it.—If you want a real "go-ahead signal" when buying Work Clothes—just turn up the cuff of the pants.

There it is—big as a semaphore—but shaped like a boot—see:



Look for that trade mark—it'll pay you—well, good luck."

Garments sold by dealers everywhere — We are makers of the cloth only.

J. L. STIFEL & SONS  
Indigo Dyers and Printers

New York

Wheeling, W. Va.

Baltimore



## On the Steel Trail



Says, Northern Division Conductor Jed Taylor, "Oh, you Little Fishes Swimming in the Brook, Won't You Please Do Me the Favor, Just to Bite My Hook?"

### Missoula Misgivings

"Hank" and Mrs. Barclay are pleased to announce the arrival of a girl baby, and Hank is running around doing the proud father stunt. We can't blame him much.

C. B. Brown (you know, Brownie) has given up the local hikes and is now doing the "long turn" up in Butte. In this connection we will state that the neck-tie cleaners in Spokane are not doing so well, since, either.

Frank Opie says there will be no steam jets from the roundhouse this month on account of no steam. Opie just returned from Niagara Falls, and he says the old place is still running.

"Hank" Wilder went fishin' t'other day and did six miles each way and never caught a gosh darned fish. Wonder if somebody could have sat on the bait.

E. L. Hopkins is holding down the second trick in the telegraph office while Operator Spencer enjoys his vacation in the wilds of Nova Scotia.

Hank Kugal has just returned from a quiet two weeks spent down on the farmstead near St. Maries.

C. W. Lee, roadmaster's clerk, is taking in the sights of Los Angeles, and nobody seems to know the why or wherefore. If the son-of-a-gun was spoofing us before he left, he can expect a hot shot from the boys when he gets back.

Joe Germaine is on leave, visiting in Snoqualmie.

### Save It for the Minstrels.

Pete: Say, George, what's a conclusion?  
George: Conclusion means end.

Pete: Would it be proper to say "I once jumped for the conclusion of a ferry boat, and was darn glad I could swim"?

Storekeeper Frank is rapidly getting the store room equipped with standard equipment, new trays and fresh cards, and looks fine.

Every once in a while Johnny Haurahan gets a toothache or some similar excuse so as to get to Spokaue. Come clean, Johnny, what's the attraction?

Carman Adams and family are leaving Avery to make their home in Spokane. They take with them the best wishes of their many friends from here.

### Milwaukee Terminals Notes

We wish to announce that our genial and fat night ticket agent, Fred Opperman, known familiarly as "Fatty" broke away from the ranks of bachelors and made the plunge into the sea of matrimony on the 24th of June when he and Miss Dorothy Felsing of Germantown, Wis., were married. The residents along the concrete highway between Milwaukee and Slinger, I am

told, are preparing to hold a big celebration as soon as they can get the ruts and wornout places in the road in shape; for they do say Fatty's flivver had a track worn almost through the concrete, going and coming from Germantown and Slinger. The road never got cold, they say. Well, Success and happiness to Fatty and the Missus, is the wish of all the Fatty's friends in the terminal. They will reside in Milwaukee.

When No. 46 pulled into Milwaukee depot, from Madisou, July 17, it carried as a passenger, "Bob" LaFollette, well known Wisconsin senator. A movie-man was on hand with his camera, and you should have seen the depot switchman pose.

Superintendent and Mrs. C. I. Whiting accompanied Assistant General Freight Agent and Mrs. J. M. Davis and party to Byron, Illinois to attend the wedding of Mr. Davis' son, John Blackwell Davis, to Miss Mildred Iona Lytle, which took place at Byron on the evening of August 2nd.

### S. M. West

Ray H. Hoffman

Edw. Erickson, switch foreman at Austin, passed through Madison recently on his way back from Lake Preston, South Dakota. Ed comes out every summer and we are always pleased to have him tell us all the news from the S. M. East.

I. J. Seward, night expense clerk at the Madison freight house, left for Wirock, Minnesota, during the early part of June, where he will relieve Agent C. J. Leiser for a month. Ben Bast, our regular baggageman at Madison, takes Mr. Seward's place while he is away and Lawrence Palmer is taking care of the baggage for the present. Glad to see you with us, Lawrence.

John Santer's, our genial pump repairer on the S. M. West, spent Sunday at Flandreau, recently. When asked what the attraction was John replied the "ball game." We did not dispute his word, but we have our doubts.

"Cy" Johnson, from the chief dispatcher's office at Austin, is with us again at Madison, after a number of months' work at Austin. "Cy" will act as relief dispatcher while here at Madison for the dispatchers at the Madison office, while they are taking their annual well earned vacations.

Felix Vidal, passenger engineer on No. 211 and 216, on the Madison and Bristol line, had his mustache shaved off on the evening before the last safety first meeting at Madison. It sure was a surprise to the "boys", for no one knew him except Superintendent E. A. Meyer, who addressed him by name. Felix looks like a young man of 25 years with his mustache off and we wish to congratulate him on the event. Now if Roadmaster Thos. McGee would also have his mustache removed for the summer months, he would also be in line for congratulations. Come on Tom, we dare you to do it.

An unsuccessful attempt was made to rob our Chandler depot on the evening of June 3. Joe Ashenbrucker, our lineman, spent about three hours repairing wires, which the would be robbers had cut in a number of places.

Should you look at the Magazine for the month of April, 1922, you notice that I predicted that Walter B. Damm, our local storekeeper at Madison, intended buying a car this spring. Well, I wish to say that my prediction came true, as Walter is sporting a dandy new Ford coupe.

Louis Stenson, section foreman at Edgerton, Minnesota, paid the roadmasters' office a pleasant call a few days ago, while on a leave of absence. Glad to meet you, Louis.

Mr. and Mrs. H. E. Putney have left for White Salmon, Washington, where they will visit their son, Dr. H. K. Putney, for a month or so, before returning to their home at Jackson, Minnesota. Mr. Putney is our regular passenger conductor on No. 1 and 8 between Jackson and Wess Springs, South Dakota. Conductor Norman Tuttle is relieving Mr. Putney while he is away.

John Jones, formerly passenger brakeman out

of La Crosse, is now on the regular run between Jackson, Minnesota and Wess Spring, South Dakota. It has been about three years since Mr. Jones worked on the S. M. West and we are pleased to have him with us again.

On June 12 the extra freight from Sioux City, Iowa, to Madison, arrived with a train of 22 stock cars and 38 grain cars, a total of 60 cars for the S. M. West. It sure looks like a big business for this part of the country when trains of this caliber start over the rails again. We agree with H. B. Olson of the Sioux City and Dakota division that "Patience and tolerance through long suffering, are the virtues of a giant." for the big S. C. & D. engines certainly carry their heavy load to the end of the run, with colors flying. Yes, business is good on the good old "S. M. West."

On Tuesday evening, June 6, a "Safety First Meeting" was held in the passenger depot at Madison, So. Dakota. Some very interesting items of "Safety First" matters were brought up at the meeting. A very instructive talk was given by Safety Inspector J. L. Bauer, who asked all employes who could possibly spare the time to attend these meetings as it was the employe who received the benefit from these meetings, and it was only by attending them that he could derive the full benefit. Chairman Superintendent E. A. Meyer asked the older men in the service to do all they could to help the new man get used to his work and to show him how to protect himself while performing his work. The little story told by E. A. Meyer in connection with this was enjoyed by all. The next meeting will be held at Madison during the early part of August. Let's go.

On Saturday, June 3, with banners flying the breeze and whistles blowing their loudest, the "Sioux City Booster Special" of twelve steel coaches, arrived at Madison, South Dakota, en route from Wess Springs to Flandreau, South Dakota. About 200 boosters from Sioux City were on the train, and getting their big military band lined up for parade, they marched on the streets of Madison. Balloons, candy and pennies were given away by the armfuls to the little boys and girls on the streets. Oh, yes, the grown-ups had their share of the spoils. The train was pulled by two G-4 engines and all the boosters remarked about the good time that was made on the trip over the S. M. West, in fact, they said we gave them the best run they had and they had been traveling for a week. All credit is due to the train crew and other men who had charge of the operation of the train. This just makes another feather in the hat of the S. M. West.

When it comes to baseball I guess the Milwaukee employes are there with bells on. "Dud" Simpson, cashier at the Madison freight house, recently pitched a six-hit game against Flandreau and struck out ten batsmen. Madison won the game handily 8 to 5. Jimmy Rewalt, cashier at the Flandreau station, played second base on the Flandreau team and made a good showing. Since this game Flandreau has defeated Madison at Flandreau, so Jimmy is well pleased with results so far.

W. H. Chapman, section foreman at Erwin, South Dakota has taken a leave of absence and will spend a few weeks with his son Harry Chapman, at Polson, Mont.

Sven Peterson, section foreman at Fulda, Minn., has taken a leave of absence and has left for Tacoma, Wash., accompanied by his wife. They will visit their children at Tacoma.

Engineer John Klein and wife of Madison, South Dakota have gone to Nebraska and Missouri, where they will visit their relatives.

Faye Crabbs, ticket agent at Madison has left for Ft. Meade in the Black Hills, where he will put in two weeks of army life. Faye is a sergeant in the local company of engineers. Merle George is relieving him while he is away.

While on a trip over the S. M. west and S. M. east, recently we scribe made the acquaintance of Section Foreman, Hans J. Hanke of Hatfield, Sven Peterson of Fulda, Fred Peterson of Iona Lake and P. F. Malone of Jackson, also the clerk at the Fairmont station and the roadmaster clerk at Wells. Pleased to meet you.

Section Foreman Chas. Timmons of Ramona spent the 4th at Madison.

#### Notes From C. V. & Wabasha Divisions M. M.

Did anybody miss the news from the Wabasha & C. V. divisions last month? Plenty of news but the reporter must have taken a vacation.

Anybody desiring to secure a supply of cabbage for their sauer kraut this fall will kindly place their orders with Switch Engineer Wm. Brandecker as he has gone into the raising of cabbage quite extensively. Place your orders early for prompt delivery.

Freight Transfer Foreman, Wm. Feddern and wife took an auto trip through the western part of the state. Sorry Bill didn't get the rules in regard to speeding in the various western towns before he left and it would have avoided all his trouble.

Geo. Poeschel, second trick operator, has been seen around the garage where Ford coupes are sold. Do not know whether he is to take the agency or whether he is contemplating on buying a Coupe.

Warren Waterbury, signal maintainer, recently made an auto trip through Wisconsin. We did not hear about the trip but his wife said they would have had a lovely trip only.

Presume that the price of fish will be reasonable around here now as all the mechanics from the roundhouse who have taken a vacation since July 1st have gone fishing as there has been a great demand for fishing tackle. Round House Foreman Fleming says he doesn't mind the reduction in the price of fish but he would rather not have the mechanics all lay off at one time.

On the return trip from St. Paul and Minneapolis Guy Rowe, manager of the Interstate Cafe, experienced a serious delay at Camp Lakeview, Lake City. Mr. Rowe was under the impression that there was a filling station at Camp Lakeview but on his arrival there found that they had discontinued it. This made it very unpleasant for Guy as he needed gas and needed it *Immediately*.

Trainmaster J. E. Hills has taken up his residence at this point since the beginning of the strike. Mr. Hills has been untiring in his efforts in repairing cars and engines. The amount of work that Mr. Hills has done both in the mechanical and car departments is incalculable.

John Ostrum, chief carpenter, another volunteer during the strike has won fame as a boilerwasher and a blacksmith. He has become very apt at these trades, although he has lost a little due to not being familiar with the tools but he certainly deserves credit for the work that he has accomplished.



Trainmaster Hills and "Assistants" at Wabasha

#### P. D. C. & M. P. Division Notes G. R. S.

The first two items in our column this month will be of much interest to some of the older men in service with this company.

Joe Opie, roundhouse foreman at Austin, Minn., who was engineer on the old Mineral Point Railroad 50 years ago and Arthur Temple, auditor of passenger accounts, C. R. & P. Ry., who was clerk in the depot at Mineral Point about 50 years ago, met in Mineral Point recently, looking

up old acquaintances and friends. Fifty to fifty-five years in the railroad service is some record.

James Martin Fox, well known train dispatcher on the Mineral Point division for years, celebrated his fiftieth anniversary with this company on June 18. Mr. Fox's slogan is "Better to wear out than rust out." He is a very active worker in the superintendent's office today, and we are all very glad to have him with us.

Miss Shirley Goelz, the popular stenographer and clerk at Mineral Point has just returned from a two week's vacation, making a trip to Milwaukee, Chicago, Buffalo and Niagara Falls. No, she was not alone. Veda Farmer from the superintendent's office, Mason City, made the trip the same time. Lester Evans, who is envied account of his dimples and wonderful curly hair, was the chief attraction in the Mineral Point office during the absence of Miss Goelz.

I wonder what the attraction is at Dill. To hear No. 163's crew tell it, there is a new eating house at Dill and if reports are true "Blake" and "Jim" are the star boarders. Joe Bates was so pleased with the meals he wanted to engage rooms also. It takes the station agent's wife to furnish the good things to eat, but we are afraid she won't get rich if she urges the boys to a fifth cup of coffee and a second helping of angel food cake.

John M. Siskhart is now thoroughly located in Mineral Point. He is not only an expert telegrapher but can raise potatoes, ice cars, and pick gooseberries as well.

Fred Murray, Agent at Calamine, had a great sorrow come into his home June 8 by the death of his wife. She leaves to mourn her loss, her husband, one son and one daughter. Employees extend sympathy to the sorrowing family.

Forest Holcomb, the dashing young brakeman from Janesville relieved William Evans on the M. P. & N. Ry., for a couple of weeks.

Gilbert Schuler at Orfordville is busily engaged raising real live decoy ducks which he is going to train to assist him in getting the wild ones this fall. Be sure they don't turn into "Pigeons" Gilbert.

Jim Gyles, section foreman at Mineral Point, made his semi-monthly trip to Milwaukee. I wonder what the attraction is? Surely not the movies.

Moonlight canoe trips are mighty pleasant. If you don't believe it, ask Ralph Conway, the right-hand man at Albany.

The rich they may ride in chaises but the poor will have to walk by jaspers. So saying Agent J. Lawless of Waukesha, invests in a new Paige. Whiskaway has nothing on J. L. now in the way of speed.

F. A. Spillard, third trick operator, Waukesha, received a good luck chain letter some time ago. After complying with the instructions he assumed an air of contentment and waited for good fortune to smile upon him. Three days later he was notified by the landlord that the house he occupied had been sold and since then he has been making a canvass of the city for a suitable place without success. Otherwise he says he is a lucky guy.

J. V. Derivan, Waukesha, after buying all the available liberty bonds purchased a Liberty roadster. Give me Liberty or Give me Death, saith Jawn.

August Kasner who had leased C. A. Mix house at Waukesha for a year vacated the first of July and Cashier Mix and family returned to their old home. Carl had to spring the old gag that the first of July was the last of August.

#### Pebbles from the Musselshell

4-11-44

Miss Mary Rawlings who some time ago was employed in the freight office at Miles City has departed for her home at Powderville.

Joe Caine former ticket agent at Miles City but now city passenger agent at Butte was a recent Miles City visitor.

The Miles City refinery which is located on our track and which has been in the process of erection the last six months has started refining oil. The first week of operation they received four cars of Cat Creek crude which after re-

fining will be shipped out to various stations in this vicinity.

This vicinity has been fortunate in having plenty of rains this season and crops are in very fine condition so we anticipate having considerable tonnage this fall from this division, the wool movement has been very good and several car-loads are stored in wool houses at Miles City, Terry and Baker.

The Miles City roundup this year was a big success, it was a three day affair and every moment was complete with either doings of the tournament or with Indian dances, quite a number of the employes along the Musselshell division took the opportunity to pay Miles City a visit.

A boy by the name of Alvin Bankston of Marmarth fell while trying to "hop" a freight pulling into the Marmarth yard with the result that both legs were crushed below the hips. A special train was started for Miles City making the run in three hours and seven minutes, the lad was placed in the hospital and is getting along nicely.

Chas. Long formerly live stock superintendent but now located at Miles City has placed his name up for nomination as sheriff on the democratic side of the fence.

Frank M. Wolfe, lineman, is the proud father of a son born July 6.

F. C. Kagle of the shops and family are visiting relatives in Minnesota and the Twin Cities.

Miss Verna Lester, daughter of A. M. Lester has returned from college in Seattle and expects to spend her vacation at home.

W. J. Esslinger of Harlowton was a recent Miles City visitor.

H. A. Bishop and wife recently returned from a month's visit in Canada and Wisconsin.

F. W. Schultz and wife left the latter part of June for a visit in Los Angeles and other California points, they expect to be gone for some length of time.

Over 600 cars of oil were shipped from the Cat Creek field during the month of June, and there is quite a pronounced activity in the field due to bringing in of several new wells also the striking of the second heavy oil sands which are proving to be of a larger flow than the first sands.

J. B. Wyman, baggageman returned from attending the Shrine convention in San Francisco, he reports having a big time.

Mrs. D. B. Rivers and son, wife of Storekeeper "D. B. R." have gone for an extended visit to Reno, Nevada and points in California.

#### Kansas City Division

Superintendent Hoehn and division officials have partially completed a very thorough inspection of stations and each station has been given a rating. Several agents got 100 per cent.

Stanley Yates and Shanty Hampton have returned from college and have taken over their positions in the yard office at Ottumwa.

B. F. Hoehn, superintendent of the local division of the Chicago, Milwaukee and St. Paul Railway, was honored last night at a banquet at the Hotel Ottumwa given him by his staff. Covers were laid for thirty-six in the private dining room and a delicious four course dinner was served. During the dinner a four piece orchestra with Miss Hee Sowder at the piano, Lawrence Delano, violin, Francis Martin, clarinet and Clifford Bottenfield, cornet, rendered a pleasing programme. The song, "That's Where My Money Goes", by Clifford Bottenfield, brought rutherfordous applause and three encores were demanded.

Every department of the railroad was represented by one or more employes—the operating, mechanical, maintenance of way, store, police and the bureau of safety and fire prevention, and it was, in every sense of the word a "get together" meeting.

Our very congenial and affable Trainmaster, Mr. F. H. Allard, made an excellent toastmaster and he was quite proficient in his quips and puns and the anecdotes he related about many of those present. He called on the various heads of departments for short talks and each, in responding, rather than boosting his own department or particular branch of work, laid stress upon the importance of co-operation. Co-operation seemed to

be the principal topic for discussion and it was shown that the enviable record this division has held among the many other divisions on the Milwaukee Railway System for the past two years was built up and is being maintained by no other means than the whole-hearted co-operation of one department with the other.

As everyone knows, the transportation of freight is the chief means of livelihood of any railroad and it was brought out that the freight business in and out of Ottumwa alone has increased, in the past year, more than 85 per cent. Passenger business on the division has increased correspondingly. These satisfying results have been realized chiefly by the co-operation, untiring efforts and loyal support of every employe on the division, thus enabling the Milwaukee to give what everyone, whether passenger or shipper, requires—Service.

Mr. Hoehn, in closing his remarks, said that he was proud of the record the division had made and thanked every employe for his help in keeping it at the top of the "Efficiency Report" and that it was not the efforts of any one man but the united efforts of all that made for success and reminded his listeners that "when the sun shone, it shone on all, not on just one."

Officials from out of town were District Safety First Inspector Crooker, Chicago; Roadmaster Cunningham, Chillicothe, Mo.; Roadmaster Hemberger, Washington, Ia.; and Yardmaster Park, Nahant, Ia.

**West I. & D. Inklings**  
*Dott*

Mrs. Rex Williams and children left June 16 for Sioux Falls, S. D., where she is spending a few weeks visiting with her parents, who reside there. Mr. Williams went down in his car to spend the 4th with his folks and was accompanied by his friend, Howard Brandes.

Al Guthrie Jr., was absent from his place as night machinist on the 5th and 6th on account of sickness.

The weed burner went through Murdo on June 3, and worked west toward Rapid City for a few days.

Mrs. C. C. Fisher, wife of Boilermaker Fisher, spent a week the former part of this month visiting her mother in Wisconsin.

The Sioux City boosters train came to Murdo the 6th and after being greeted by the townspeople for an hour or two, turned and went back to Mitchell. The employes who assisted in any way toward making the run a successful one, received letters of commendation from the secretary of the Sioux Falls Chamber of Commerce. This was a way of showing appreciation, which impressed itself upon the men and will cause them to do even better next time.

Engineer Forrest, who lost a foot as a result of an injury sustained at Reliance last month, is recovering nicely and has returned to his home at Mitchell. We are glad to hear this and hope it will not be many weeks before Charlie can take up his work on the road.

Mr. and Mrs. Arthur Kerns went overland into the hills country and spent a week enjoying the out-of-doors, during the middle part of the month.



**You Can Make More Money**

*Put Your Spare Time to Profit*

The Wright line is the most complete line of its kind in the world. Everything that men wear—made-to-measure suits—hats—shoes—underwear—work clothing—and a full showing of boys' suits. A complete retail clothing store in a sample case. Prices that are 25 per cent to 30 per cent less than the same quality can be bought for elsewhere.

**Think What This Means to You**

Turn your spare time into profit—add \$25 a week to your income. Every man you know needs some goods in our line. Easy to sell. Profits large. No capital is required. You do not invest one penny. We furnish you with complete outfit—we carry the stock—we deliver and collect. You get your profit when you make the sale. You follow the methods of men now making \$5,000 to \$7,000 a year. Write for full particulars.

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This wonderful needle will produce, without question, the most beautiful work in the entire needle-work field, broad as it is. It produces work far more beautiful than the ordinary kind of needle work. Anyone can soon learn to make chain, lay down and other beautiful work. We send full directions with each needle.

**FREE OFFER** We will send one of these marvelous needles, together with instructions, for only two yearly subscriptions at 25c each. Subscriptions may be new, renewal or extension. Satisfaction guaranteed.

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**25c brings big Telescope 3 ft. long**

View objects miles away just like they were close. Watch persons at a distance on land and sea. See the Sun, Moon and Stars as you never saw them before. The Wonder Telescope opens out over 3 ft. long; closed measures 12 in. Brass bound, fitted with powerful lenses. Can be used as a microscope.

**Special Offer**

our Wonder Telescope. Telescopes of this size have sold for \$8.00 to \$10.00—



because of a fortunate purchase of a large European manufacturer we can give you a big bargain. Supply limited—order today. Send only 25c with order, and we will ship telescope complete by parcel post, on arrival deposit \$1.70 with the postman. Satisfaction guaranteed or your money returned in full. If you prefer send \$1.25 with order in full payment.

**Useful and Entertaining**

"Trained Wonder Telescope on buttes 28 miles away, they looked to be 2 to 3 miles instead."—C. A. Storey, Ft. Robinson, Neb. "I count windows in houses 10 miles away!"—Henry Conner, Manor, Tex. "Can see children playing in school yard 6 miles away!"—P. H. Hennington, Inc. Dade, Tex. "Can tell exact minute on Court House clock 2 miles away!"—Jennie Beers, Columbus, Ind. "Don't know anything we ever enjoyed so much!"—Chas. Hunter, Neenah, Wis. "Wouldn't take \$10 for it!"—W. A. Eskridge, Armond, Ky. "Can read numbers on freight cars a mile away!"—A. C. Palmer, Indianapolis, Ind.

**FERRY & CO., 6832 East End Ave., Dept. 22 Chicago, Ill.**

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"36 ACCOUNTING Problems Solved by C. P. A." Cloth bound, loose leaf, new, original, up-to-date, valuable. Prepaid, \$1.00. Walhamore Company, Lafayette Bldg., Philadelphia, Pa.

Engineer Fred Deihl is enjoying a vacation and is spending it on his farm in Eli, Nebr., with his wife and children.

Joe Patton is on a soft food diet now-a-days having had his teeth removed, and while waiting for his new set.

Ed Kirch is again around and improving, we are told. Ed was knocked into the Missouri River when the 2409 went in, taking with it 9 cars of gravel. Though Ed is not a resident out this way he is known by all the railroad people and we were somewhat worried for a while about his recovery and are glad to hear it is so speedy.

Things were running along pretty good on the West I. & D. until Stickey Yount came back down here and as usual everything got all mixed up as soon as he appeared on the scene.

Mr. and Mrs. M. A. Hribut visited in Calmar, Ia., for a week during the latter part of the month, with the former's parents and old friends.

Engineer Bowers of the S. C. & D. has been making his son, Depot Agent Wm. Bowers, of Murdo, a visit the latter part of the month.

Roadmaster J. A. Farrell has had some gravel loaded at the Oacoma pit and spread over the B. H. Division. This is a move along the right line. Let the good work go on Jim.

Engineer "Merry" Johnson has returned from his trip to San Francisco to the Shrine convention, and has taken up his run on 103 between Murdo and Rapid City. We missed Merry and his cheerful smile—(no, grin) while he was away and hope he never leaves us again.

Jesse J. Rodgers is back on the job also, after having moved his family to Rapid City. Only this time he has taken another run—one No. 191 between here and Rapid City. Jess was gone quite a while and, as he expressed it, he thought he'd better get back on the job before they quit running trains entirely, on his account.

It would be a great pleasure to be at the depot when Mr. Abbott receives his copy of the magazine. He's so sure there'll be something awful about him that just to disappoint him we're not going to say a thing except this—"no one ever found a Sears and Roebuck catalogue in OUR desk anyway"—just that, nothing more.

Brakeman and Mrs. Hugh Jensen are the happy parents of a fine new boy, born July 3, 1922.

#### Wisconsin Valley Division Notes Lillian

Friends of Floyd Sullivan, son of Mr. and Mrs. J. W. Sullivan, of Wausau, who has been attending Georgetown University at Washington, D. C., will be interested to know that he has received a scholarship to the University of Mexico, for the three months' summer session, and sailed Thursday, June 22 from New York City for Mexico where he will enroll for work. Mr. Sullivan received the highest standings of any member of his class, for which he was awarded the scholarship. He will return to Washington, D. C., in September where he will resume his studies at the Georgetown University.

Ted Shrake, passenger brakeman, and Miss Alice Bradley, were united in marriage on June



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11. It seemed difficult for some people to accept this fact, nevertheless congratulations and best wishes for a long and happy wedded life are extended to the young couple.

H. O. Wheelock, Eric Gehrke and families motored to Prescott, Wis., to spend the fourth. They report a fine trip without any mishaps.

Lawrence, Edward and Edwin McCarthy are spending their summer vacation at Sturgeon Bay. The boys plan to return to Wausau with pockets full of money, as well as having a good time picking cherries and camping.

D. F. Gorman, gateman, expired suddenly at his home on June 13. The sad news came to all of his friends as a shock and sympathy is extended to Mrs. Gorman and family.

M. E. Dorovan is driving a new Studebaker—it is said that he passes up some of his friends—or enemies?

Miss Lucille and Esther Lehrbas are spending their summer vacation at the home of their parents, Mr. and Mrs. Fred Lehrbas.

F. Voeltzke, Henry Petric, Paul Bernhard, Clarence Chagnow, freight house force, spent Sunday fishing at Heafford Junction. They saw fish as large as 25 pounds, but were satisfied to return with about 35 medium sized. The largest captured weighed 8 pounds which was caught by Frank Voeltzke.

Mrs. Herman Redlich spent a week outing at Clear Lake, Mr. Redlich joining the party over the week end.

Mrs. Jos. Conrad, of Sioux City, Iowa, is visiting with her parents at Wausau. She was accompanied by her daughter Marcella. They expect to make part of the return trip by motor. Tom Callahan will return with them expecting to remain at Sioux City for about two weeks.

Mrs. R. W. Billington and daughter, Betty Jane, are visiting at St. Paul and Minneapolis with friends and relatives. Mr. Billington will spend Saturday and Sunday with them.

Robert Shrake called at the office recently. He has been attending Wisconsin University at Madison and expects to spend his vacation out to the coast, leaving for points in the west about the middle of July.

Dale Robert, born to Mr. and Mrs. Leslie Staeger on June 26. There is double rejoicing this being the first born and the first grandchild in either family. Grandma Staeger has been wearing a smile and feels very proud over the new arrival.

Claude Butler has been appointed traveling engineer on the W. V. division.

B. Enckhausen has a new Willis-Knight Sedan and made a trip to Wausau giving his friends a spin.

In conclusion—my same old plea—news will be cheerfully accepted.

**West End Scraps**  
*James T. Ritch*

Having read in the clever little column "East Wind" that Roy Dougherty, has fallen prey to the lures of Hymen (Yes, we read it, Mary) permit us in the name of his many Seattle friends to tender our felicitations. We will take the cigar, the next time you are in Seattle, Roy.

Jimmie Gilman, Roy Hays, R. H. Jones and Sam Greengard being exponents of the theory that a man must start at the bottom and work up, spent some little time last month learning the intricacies of icing passenger trains at the Spokane union station.

Becoming palled by the monotony of the real estate and tax agent's office, Jim Cumming forsook his duties there to study the gentle and uplifting trade of boilermaking, his seat of operation being Miles City, Mont.

Bill Nelson, Paul Foster, Tod Patten, Pete Plinck, Vic Garvey, Russel White and Phil Warrack (quite a bunch, eh Mary) visited the thriving city of Marmarth, early in July, and were accorded a hearty welcome by the townsmen thereof, who even went the limit of hospitality, sending, we understand, a delegation to meet the visitors, with the keys of the city.

Harry Gordon spent a brief vacation last month at Drexel substation.

Jack Telford spent a couple of weeks in Deer Lodge last month, and it is reported he had a very pleasurable time during his sojourn there.

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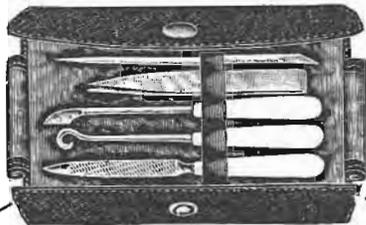


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The miracle has happened, or the miracle has ceased to happen. (which ever you prefer) for Lucille has joined the sisters of the goldencircle and is now Mrs. Elliott, residing at Portland Oregon. We wish her all the happiness and luck in the world.

Miss Almquist and other "beauteous gals" of the general offices have been complaining lately of lonesomeness. The fact is, all the male population have been seeking greener fields of endeavor along the line.

W. C. Ennis, Arch Campbell and Harry Wurzbacher vacationed at Marmarth during July, and as we understand it, A good time was had by all.

We read in "East Wind", some time ago, a little slam at our beloved climate, and Mary, we were sorely tempted to reciprocate with some kind of a fabricated story, but in the interim visited Miles City on a little "Vacation" visit, and drank deeply of its 100-in-the-shade atmosphere. It took the kick out of us, Mary, and we are willing to consider a truce. Take a little trip out that way and you will appreciate our feeling, and our respective climates.

In passing we might coyly comment on Miss Cummings' bobbed hair. Were it not good looking and "be-Cunning" (note the pun, Mary) our causticism would know no bounds, but the fact is, the "hair cut" looks good. So be it.

Charlie Winters, so the girls tell us, is becoming very discriminating in his dress. "Churchy le fomme" (or whatever the French call it)!

Ed Stablien, the eminent psychologist, has been having a little trouble with his Goatee lately, that is, in the chewing gum line, but at the same time, Elsie Erickson and Esther Schwind have been taking their vacations.

The foregoing line of ozone, may be neither pleasing or interesting to our host of pseudo-readers and pseudo-admirers, but we beg off on grounds of being too far from the scenes of our boyhood at the writing of this (Miles City). If anyone feels they have been kidded too much, consider the source and be a little forbearing, (especially you, M. M.)

### Illinois Division Mabel Johnson

Miss Eunice Stevens, superintendent's stenographer, and Miss Betty Cole, roadmaster's clerk, left today for Denver, Colo., to spend their vacation. Betty, don't let Eunice get near any fortune tellers!

Miss Mary Ellen Craig, stenographer in D. M. M. office, Savanna, and Miss Nellie Nolan, clerk in freight house, will leave in a few days for New York, Boston and other eastern cities. May we use your car while you are gone, Mary Ellen?

July 13 was Jerry's birthday and "Mrs. tSeve" at the Interstate baked a "large" cake with candles. Got all the candles on too (26).

Joe Cassell, timekeeper in superintendent's office, returned from his vacation, which he spent traveling around in his "Ford".

Mrs. Irvin Tyler, wife of Irvin Tyler, chief timekeeper superintendent's office, is feeling somewhat improved, having gone to LaCrosse, Wis., hospital some time ago for treatment.

Miss Mary Murphy, chief clerk in General Car Foreman Lenihan's office, is taking a three months' leave of absence, and her place is being filled by Miss Gladys Hall.

Miss Jewel McGrail, chief caller Savanna yard office, is in hospital at Aurora, Ill., where she had an operation for appendicitis and at this writing is feeling better.

Roadmaster O'Connor would like to know just who has the "nerve" to take his Joyce Jack Calendars!

Yvonne had us all in a flurry when she came to the office with the old sparkler in a new box setting on her left hand. "I wonder if Yvonne is spoofing us," was the slogan for a few days.

Conductor R. L. Piper is off duty taking his vacation. Mrs. R. L. Piper and daughter visited relatives and friends in Savanna for a few days, going to Bellevue, Iowa, where they will meet Conductor Piper and son Lewis, who have been camping at that place.

Mrs. Wm. Schmiegl, wife of Brakeman Schmiegl, and mother-in-law Mrs. Anna Schmiegl, of Sa-

## New Types of Small Electric Shovels

By BEN JACOBY, Chief Engineer,  
Marion Steam Shovel Co., Marion, Ohio

The successful operation of electric shovels up to 12 tons capacity having established the practicability of electric drive for this class of machines, the Marion Steam Shovel Company has recently developed three new types of small revolving electric shovels, with capacities of  $\frac{3}{4}$ , 1, and  $1\frac{1}{2}$  cubic yard capacities, respectively. They were designed to meet the demand for a small electric shovel for work on street or road construction, in quarries, open mines, lumber reclamation work, and other places where the steam shovel is either impractical or undesirable. The electric generators, motors and control equipments are of the General Electric Company type. Ordinarily the shovels are equipped with the Marion "crawling traction," but they may be supplied with wide traction, or standard railway wheels instead, if desired.

The new shovels carry their own generating plant, of which there are two varieties, gasoline engine driven electric, or straight electric. The two smaller types may be equipped with either class of power plant, but the  $1\frac{1}{2}$  yard ones always have the straight electric. The gasoline-electric plant for the smallest shovel consists of a 53 H. P. (S. A. E.) four cylinder, four cycle, heavy duty, Matthews gas engine directly connected to a 250 volt, compound wound D. C. generator. That for the larger, or 1 yard type is of the same design, but of greater capacity.

The electric power plants also vary in horse power for the different capacities of shovels, although the general layout is the same in all cases. They consist of an induction motor of 40, 50 or 75 H. P., as the case may be, driving a 250 volt shunt wound generator. The primary current is usually 440 volts, 60 cycles, and is brought to the shovel by means of a specially wound and insulated cable. Since the shovels are revolving, a slip ring arrangement, shown in Fig. 1 is used to transmit the current to the body of the shovel.

The motor-generator set for straight electric power is inter-changeable with the gas engine generator set on the two smaller types, so that it is possible to change any shovel from one type to another if conditions necessitate it. The floor arrangement is the same for each, but the bases are specifically arranged to accommodate the respective sets, providing an absolutely rigid support for them.

The salient feature in the design of these shovels is the use of separate motors for each

motion, which constitutes a great improvement over former types. Hitherto, the small electric or gasoline shovel has been of the friction type, using a single motor or engine, as the case may be, and transmitting the power to the various points of application by means of a series of friction clutches. This caused considerable loss of power through friction in gearing, clutches and brakes, and wastage due to turning the machinery over while running idle. In addition, the complication of gears, etc., caused endless maintenance and annoyance. With the new independent drive, these losses are eliminated and there is no wastage from running idle. The construction as well as the performance characteristics are maintained as nearly as possible to those of standard steam shovels.

The motors used on the various motions, swing, hoist, and crowd, are all series wound, mill type, 230 volt, D. C., varying in horse power according to the size of the shovel. The hoist and swing motors are mounted on rigid bases in the body of the shovel, and the crowd motor on the boom. They are all located so as not to interfere with the use of standard drums, bearings or shafts, so much so that the motors and generating set can be dispensed with, and the outfit converted into a standard steam machine if necessary. Being series motors, they have high speed at light loads, and slow speed at heavy ones, characteristics that are also found in steam shovels, and have much to do with their success.

A motor driven air compressor which furnishes air for the hoisting clutch and crowding brake is located at the front of the frame opposite the control levers. The compressor is started and stopped automatically by means of a pressure governor.

The control equipment in all cases consists of reversible drum controllers with vertical handles and suitable resistors. The latter are of a new and improved type specially designed to withstand the severe vibration encountered in this class of service. In addition the hoist and crowd circuits are protected by a contactor and a relay which cuts a large block of resistance into the circuit in case a stalling load is encountered.

This protective relay panel is a special feature of the control equipment. It is designed to protect both the motor and the generator from damage when a heavy rock or other obstruction that overloads the motor is met with. Instead of merely breaking the circuit as is the case with most overload protective devices, it inserts enough resistance in the circuit to limit the current to a safe stalling value. To automatically reset it, the controller is turned back to the second point.

The three operating handles of the drum controllers are located on the left side of the front of the shovel, close to the boom so that the operator has a clear view of the dipper. Each controller has five operating points in each direction, and is designed to work with a minimum amount of effort on the part of the operator. The starting, plugging, and protective resistors have been designed for minimum space requirements, but with ample capacity for the severest working conditions. They are mounted beneath and inside the shovel at the most convenient points compatible with a simple and accessible wiring scheme.

vanna, went to Freeport where they visited relatives and friends.

Conductor Fred Greve, who was operated upon at the Washington Blvd. hospital a couple of weeks ago, is getting along nicely and expected home soon.

Congratulations are extended to Mr. and Mrs. Chas. Kleeman on the arrival of a daughter at their home June 20. Mr. Kleeman is assistant accountant in the superintendent's office at Savanna, and Mrs. Kleeman was formerly Mary Schunder, dispatcher's stenographer.

Engineer and Mrs. S. W. Alden, children and mother, Mrs. A. Alden, have returned after attending the annual reunion and picnic given by the Alden Kindred of America, July 4, on the grounds of the Col. S. F. Stewart residence, Evanston, Col. Stewart being a veteran of the civil war. The guests began to arrive at 11 A. M. and were received by Col. Stewart and his daughters, Mrs. Helen Claussen of Tallahassee, Fla., and Miss Lucy Stewart, and assisted by Mrs. Frederic E. White of the social committee, there were about 175 present. The grounds and residence were decorated with flags and Japanese lanterns. At 12:30 P. M. the guests formed in line and marched singing "America the Beautiful" to the rear of the house where they found the contents of their baskets arranged on tables. Cream chicken a la Stewart, coffee and ice cream were served as the contribution of the host and hostesses. The speakers of the day were David G. Robertson, Col. Stewart, Frank A. Alden, president of the Midwest Chapter of the Alden Kindred of America, and Caroline A. Huling, founder of the Midwest Alden Kindred. They all had a good time and looking forward to the next big meeting and banquet to be held in Chicago in December. The next reunion and picnic is to be held on the same grounds next July 4.

#### Freight Claim Department

Say have you noticed our esteemed friend Bill Euthof's new outfit, only thing missing is the old skull cap. Heard he wears it only at night when parading up and down 12th street which has been his home since May 1.

Howard Robison has gone to Hazelhurst after the big ones. Here's hoping he don't tell us the same old story that the big one got away.

Three cheers for our own Charlie Piepho, who has been rewarded by being placed among the chosen few of the Veterans Association and recognition of his 25 years of continuous and faithful service in the employ of the Milwaukee family.

J. C. (Admiral) Beatty leaves for London shortly to give away his niece in marriage.

According to the terms of the accident policy taken out by Julius Frey, he must carry his fingers straight up permanently.

#### Minneapolis Shop Happenings

*James Nellius*

After a very entertaining and successful season of holding religious services in these shops during the past year, the services have been discontinued during the summer months and will again be resumed in September. The services were conducted by the Young Men's Christian Association and they were untiring in their efforts in procuring good clergymen and singers among the best talent in the city. Mr. Booth, the Y. M. C. A. industrial secretary, had general charge of the meetings and he certainly treated the shop men to something very different and refreshing from the ordinary routine of shop life. It will seem nice when the services are resumed in September.

Farewell to our Gang Foreman William French. Our Billy has gone to Bedford, Ind., to act as general foreman at that place and it seems lonesome in the shops where William was a most live wire, in fact a regular dynamo. He always did his business smilingly and we would say to our friends on the new line that he is a good man to tie up with, and time will surely demonstrate this.

Reclamation Departmentman S. J. O'Gar, was a business caller here recently, conducting his business in his usual way with the customary smile, indicating a good digestion and a clear conscience.

The veterans of the older school here were all grieved on receipt of the news of death of their venerable associate, John C. Fox. It would seem that this good man was a friend of every last employe of this road from Chicago to the Pacific coast and such very old timers as Chas. M. Jones, David Burk, Kenneth Ferguson, John B. Johnson and others who were with the company before it attained its present title, were reminiscing over the days of the fifties and sixties.

Death has again come into the ranks of old timers at the shops, Mr. Wm. A. Thorne passing away on June 16, after a long illness which incapacitated him from performing any kind of services. He was a popular man with his old partners in joy and misery and all unite in extending condolence to his widow.

Shop men are also extending sympathy and condolence to veteran Daniel A. Studebaker, car department, account death of his wife which occurred on June 21, which is a sad bereavement for Mr. Studebaker and he has the heartfelt sympathy of all his fellow shopmen.

The baseball games are still holding the younger fellows, and just a few of the older ones, such as Albert Dustin and Uncle David Bevan, who are inclined favorably to this sport and the games are still attractive to the shops forces and the noon day lunches are hurried along and the forces all march toward Thistle foot ball park. Here again is where Mr. Booth of the Young Men's Christian Association is making a success of installing life and good fellowship into our shop men, and this gentleman is on the grounds with the men every day which demonstrates that his friendship for us is genuine.

When Charles Brandt, car department, went to his home to dinner recently, he was shocked to find his wife on the floor dead, she having been in usual health when Mr. Brandt left his home to come to work in the morning. Mr. Brandt is a splendid fellow man and all his friends are expressing sorrow over this unusual sad affair.

General Storekeeper Curtis was a business caller here on June 28th, transacting business and shaking hands with Storekeeper J. T. Kelley and others about the place.

One of the season's attractions here was a base ball game between the lady employes of these shops and the ladies of the neighboring industry, The Minneapolis Steel-Machinery Company, the game being played on our ball grounds June 15, our ladies winning the game, score 4 to 1. However our young ladies had to work for their victory and if it were not for the splendid control of the ball by our pitcher, Captain Edythe Olson and the catching of Miss Murphy, the score might have been different. Also the pitcher for the Steel Company, while doing effective work at the beginning of the game, lost control of the ball toward the end while our pitcher held out strong until the end. There was also a return game played on the diamond of the Steel Company June 21, batteries, Miss Edythe Olson, pitcher, and Miss Marie Fagin catcher, for our side, and Miss Ethel Peterson and Blanche Dahlberg for the Steel people, our side again being the victors. Features of this game were Miss Fagin being hit in the mouth by a swiftly pitched ball, for Miss Olson surely buried them over, and also Miss Louise Heitzman and Miss Lila Nelson having knees injured in making desperate slides in base running. Miss Amelia Anderson certainly gathered in the fly balls that came her way and the base running of Misses Kelley, Heitzman and Lila Nelson were features of the games, and the injured players kept right on until the quitting signal was given.

That is an interesting write up, "His Recollection of the 'Storm,'" by E. N. Leiby of Eldendale, N. D., during the winter of 1882-83, but where did Mr. Leiby get that engine number 3852. It was engine 146 that was shut out of the rest of the world that winter and Fred Keller was engineer and Walter Whittemore was fireman and they telegraphed in their time daily. But they stuck it out and came in with their engine in the late spring of 1883, a small barrel for a smoke stack and considerable the worse for wear. Fred Keller is still in service on the Iowa and Minnesota division but Walter Whittemore

was killed in accident on March 11, 1893, near Otranto on the Iowa and Minnesota division.

Surprises in the round house. That talented young lady clerk Miss Margaret Allen and H. & D. Division Engineer Knight Cosner were united in marriage on the evening of July 7, Friday mind you, but that does not stand in the way of the young people who are determined. Well Miss Allen has shown herself to be a most talented and agreeable young co-worker and while regret is expressed over her liability of leaving us, yet all her friends express the wish that she and her engineer husband have a life of prosperity and contentment. Mr. Cosner is one of our young engineers and very popular with his fellow workers. Congratulations.

The next surprise was that of Shift Foreman Wayne M. Henderson taking to himself a wife, this happy occasion taking place on July 5. Mr. Henderson is among the most popular and well liked men about the big shops and round house and the fortunate young lady is to be congratulated with such a life companion, and such a man as our young friend Wayne can be relied on to know who he takes for a life partner. They are showered with congratulations by all their friends and best wishes for a life of happiness.

**Iowa Division**  
*Ruby Eckman*

Mrs. C. L. Kinner has been spending a few weeks visiting with relatives in Colorado Springs and other Colorado points. Charles, who is now assigned to third trick at Coon Rapids has been working nights in the dispatcher's office while Ralph Wright has been used as a train dispatcher.

Operator D. J. Crowe, of the Perry dispatcher's office force and La Verne McLaughlin, second trick caller at Perry spent a few days around the Fourth of July visiting with Dan's brother and sisters in Chicago. La Verne went on to Madison, Wisconsin to visit his friends the Maxwell family.

Leo Burch and wife are the parents of a son, born about the middle of July.

Mrs. Fred Apple, wife of Conductor, left July 11th for Long Beach and other California points where she will visit for the next few weeks. Fred went as far as Omaha with her.

Conductor A. J. Fuller was on the motor car run between Perry and Manilla for a week the first of July, relieving A. C. Hanu who was laying off. He later took C. R. Cornelius' run on 4 and 3 for a month.

E. O. Kinser, one of the oldest Iowa division agents has been quite sick at his home in Coon Rapids. G. E. Hastings 2nd trick operator acting as agent at Coon Rapids and C. E. Madsen sent from the east division to relieve Hastings.

Mrs. H. R. Meyers and daughter arrived from Seattle the middle of June and will make their home in Perry. Mr. Meyers is the division store-keeper at Perry and his wife and daughter have been staying in the west until the school year closed.

L. F. Rogers agent at Bouton has been sick for a while and unable to work. Relief agent G. I. Harrington has been taking care of the station at Bouton during his absence.

Gene Miller, first trick operator at Perry yard enjoyed his vacation the fore part of July. Operator G. I. Harrington relieving him.

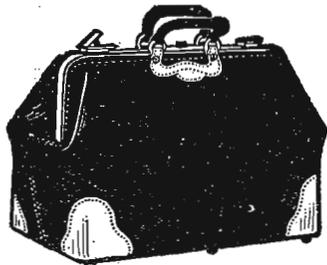
Conductor H. W. Lee and family and Conductor H. J. Fuller and family spent the first two weeks of July at Lake Okoboji in northern Iowa. Conductor Earl Keenan and family spent their vacation at Cedar Lake.

A fire in a big public garage at Perry the latter part of June destroyed a number of cars belonging to Perry railroad men. Jack Losey lost a Studebaker, Harley Wicheal a Maxwell, D. Young a Ford Sedan, Frank Hass a Nash.

Frances Stapleton, the little daughter of Engineer Frank Stapleton who was sick for a number of months, is recovering nicely now and is able to be up and play about the yard. The little girl was taken sick December 5 and had a long hard seige.

Miss Minnie Heck of Milwaukee spent a month in Perry with Train Master Bowen's family.

Mrs. W. N. Foster and daughter were out



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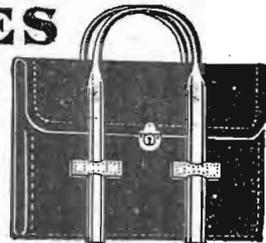
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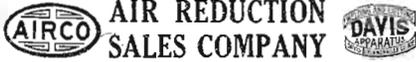
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will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our "Paramount" Accident and Health Policies from the C. M. & St. P. Employes

All of our representatives are making a good income selling our "Paramount" Policies. If you are a "salesman" you can do the same.

General Offices

**Accident and Health Department  
Saginaw, Michigan**

from Marion the fore part of July to visit relatives.

Conductor Frank Burnham of the Middle division was off duty about a month with an injured hand and Conductor Ed. Oehler was off about the same length of time with an injured shoulder.

Master Thomas Fitzpatrick of Chicago spent the month of July in Perry at the home of Engineer Clate Kerlin.

Miss Margurete Yerkey of Minneapolis spent a couple of weeks in Perry at the home of Boilermaker Charles Bradley. Miss Yerkey's father formerly worked in the Perry office as train dispatcher.

Train dispatcher J. J. Kindig was up to South Dakota in June during his annual vacation.

Agent Wm. Uptegrove who is acting agent at Dunbar while G. L. Bucknam is at Weston, was used as relief agent at Ferguson the fore part of July, while M. A. De Voe worked a trick in Perry dispatcher's office. Mrs. Uptegrove had charge of Dunbar station. This was the first railroad job she has handled since her marriage. Previous to that time she held an operator's trick.

The new train sheets and time slips recently approved by the I. C. C., were put into use on the Iowa division on July 1. The train and engine men had about as hard a time getting used to the time slips as the train dispatcher had in locating data on the train sheets and of course the time checkers who used the train sheets and the slips got a double dose of trouble till all concerned got started right.

The arrival of a boy at the home of Mr. and Mrs. Perry Johnson in Des Moines the first of July was the occasion of a visit of S. C. Tucker and his mother to the city, the baby's mother being a sister of S. C. Lee and Earl Tucker of the Milwaukee forces at Perry.

J. N. Hutchins of Spragueville was in Perry July 12 to attend to business matters and visit relatives.

Mrs. J. Q. Hull, widow of a passenger brakeman for many years in service on the Iowa division, plans to leave soon to spend the next few months in Tacoma.

Mrs. Thos. Deland expects to leave Perry in a short time for a visit with her daughter at Mineola, Long Island.

Switchman Henry Hall and family of Perry spent their vacation in July in Plover, Iowa.

E. A. Needler of the freight office force at Perry has recently purchased a new home a couple blocks from the freight office.

Engineer Wm. Thompson and family moved the latter part of July into a fine new home which they recently built in Perry.

Brakeman Wm. Hunt who spent several weeks with relatives in Missouri has returned to Perry and resumed work.

An extra brakeman was used on A. J. Gregg's car for several weeks to relieve Wm. Agnew who was laying off.

Miss Lula Chamberlain of Mondamin, Iowa spent her vacation in Perry visiting with her great uncle, E. Collings the chief carpenter.

Charles Dollison an electrical engineer who works for a New York firm was in Perry in June for a visit with his brother, Conductor A. J. Dollison. Charles work has taken him pretty much all over North and South America and the visit the brothers had was the first they had enjoyed in about twenty years.

N. J. Buckles, wrecking foreman, has been in Washington Boulevard hospital for treatment for an injured leg.

Switchman E. B. Brooks fell from a car while switching in Perry yard in June and fractured his wrist.

Yard clerk Marlow Stotts' family have been visiting relatives in Ada, Ohio for a few weeks.

Engineer Douglas Jones received word June 20 of the death of his son's wife at Brooklyn following the amputation of a foot which was necessary to check a case of blood poisoning. Owing to the condition of Mrs. Jones' health neither Doug nor his wife could attend the funeral.

### Kicks From the White Mule "Ban"

Girls, quit flirting with Conductor Herman Tschirley. He's married now. One of those poisonless darts from the bow of Dan Cupid struck him somewhere in the chest suddenly, and he promptly robbed the beaniery of its only attraction apparently. Everyone wishes you happiness, Mr. and Mrs. Tschirley—but the Yan Noy is sure losing money on the transaction.

That same arrow that hit Herman in such a vital spot, obviously glanced off and struck another one of our railroad boys—popular Rox Hall. We notice that Rox hurries home every night now, and doesn't put in any overtime at the warehouse. When you give his little wifie the "once over," you won't blame him, either!

We expect to hear about John Atchinson, Alexander Collinge, Jimmie Marre and the rest of the "hard crusted" bachelors pulling off something to surprise the community one of these days. I know it doesn't seem possible; but you never can tell! They all get that way at some time—and when Love hits them, they're never to old to get foolish!

The many friends of Everett Moore substation operator, regret to learn of his decision to move to Hyak (the top o' the world). We are consoled, however by the addition to our midst of Operator Taylor.

Ask Chester Giles to tell you all the details about his recent trip to Spokane!

Keep your eyes on this page for the formal announcement of Bill Crone's marriage. It is noted that a very beautiful young lady has taken complete possession of Bill's car—and we know that Bill's heart is in that old buss, so the conclusion is logical if not authentic!

Have you noted that Jimmie Cook is getting to look more like "Hawkshaw" every day? He is stepping pretty heavily on the accelerator of that Buick, however, for an example to law-abiding citizens!

Somebody said that the daggone mule got going agen and kicked Bert Osburn's new Oakland on the front fender. Better get a good bumper, Bert! You can't tantalize that old donkey and get away with it unharmed!

Grafton Parker is the proud owner of a new Studebaker light six touring car.

Bert Osborne has blossomed out with a new Oakland touring car. Bert says that the only thing he wants you to understand is that he's "sittin' perty" on eighty miles an hour—at least that's what the speedometer will register. Don't be surprised if you hear of Bert being hauled into court for breaking all the speed limits!

Trolley Foreman R. Wende (better known as Dick) told the writer that he purchased a new Hup, with disc wheels n' everything, but that he didn't want a write-up in the magazine. All right, Dick. I'm just going to say one thing more—I don't believe you can climb Ballard Hill on high. Assistant Superintendent Cleveland has boasted that he is going to drive his new Hup out some day and show us how to take Ballard Hill on high. We notice, however, that he always takes the train and leaves the Hup when he comes to Cle Elum.

Anyone acquainted with Traveling Engineer Geo. Spaulding, please ask him about the Higrade advertising sent him recently.

The many friends of Brakeman Herman Tschirley were grieved to hear about the serious accident that recently befell him. Life is just one thing after another, Herman!

We now have with us Signal Inspector Seeburger, whose official duties seem to have multiplied recently.

Here's a good one: We had a circus in town the other day. Prices were not printed on the bills, but upon applying for tickets, patrons were informed that the price was 75c for adults and 40c for children—unusually high. The wife of a Cle Elum conductor registered a kick at the exorbitant admission charge. "Well, mam," replied the show man, "we can't help it. The prices are regulated by the wage board!" What could the wife of a conductor retort to a statement like that?

Mrs. H. J. McMahon, wife of Superintendent Dow's chief clerk, stopped off in Cle Elum between trains recently to renew old acquaintance.

## FALK Castings

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Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

My age is .....

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NAME.....

ADDRESS .....

## Is Your Tongue Lazy?

Does it work every time it has a chance to make some money for you, Mr. Ticket Agent? Does it broach the subject of Travelers Accident Tickets to every ticket-buyer who comes to your window? Or does it ask only a part of them? Make your tongue work for you. It won't wear out. Make it use more of its energy in the interests of your pocket-book and less on politics and gossip. Sell Travelers Accident Tickets every day!

**THE TRAVELERS  
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## Locomotive Maintenance

ONE of the most important items in railway operation is locomotive maintenance. Power held in the back-shop awaiting repair parts, means financial loss until such parts are secured.

We have exceptionally complete facilities for furnishing and delivering duplicate and repair parts, and also for overhauling and rebuilding locomotives in our own shops.

This service is at the command of all railways.

The  
**Baldwin Locomotive Works**  
Philadelphia

(Obituary of our departed friend, Everett Moore.)  
"QUOTH THE RAVEN, 'EVERETT MOORE!'"

Never more, Everett Moore  
Will the scenery adore  
In South Cle Elum!  
Forever more, Skinny Moore  
Will stand on the floor  
At Hyak and tell 'em!  
Never more, Indian Moore

Will stroll on the shore  
Of the Yakima River.  
Never more, Indian Moore  
Will stay nude out-door  
And never shiver!

Never more, Everett Moore  
Will push the mower  
On the Cle Elum grass.  
Never more, Dreamy Moore  
Will stand in the door  
And watch 16 pass.

Never more, Everett Moore  
Will in Snider's store  
Crack his jokes.  
Never more, Poet Moore  
Will produce a roar  
From the Cle Elum blokes.

Never more, Indian Moore  
Will Mt. Peoh explore  
On his dandy skis.  
Never more, Indian Moore  
Will want to go slower  
As he splits the breeze.

Never more, Everett Moore  
With Hill will soar  
Along the stream.  
Never more, Sporty Moore  
Will get so sore  
Buying Kennedy cream.

Never more, Everett Moore  
Will do any chore  
Around Cle Elum substation.  
Never more, Poet Moore  
Will old friends bore  
By poetic occupation.

Never more, Everett Moore  
Will the scenery adore  
In South Cle Elum.  
Forever more, Skinny Moore  
Will stand on the floor  
At Hyak and tell 'em!

Forever more, Moore and Moore  
Will sing more and more  
Of the Moore relation;  
But nevermore will either Moore  
Sing more and more  
Without due provocation!

"Quote the Raven, 'Never more.'"

### The C&M. Way Freight *J. M. Calligan.*

Listen to me a moment, and a story I'll relate. About the C&M. way freight, that always gets in late. The crew is called for 6:15, they are always on the jump. From the time they leave Milwaukee, until they pass the hump.

Doc. Berry is conductor, and I'll tell you he is there. From early morn till evening, he's as lively as a bear. And when he gets excited his arms fly thru the air. But the boys pay no attention, just as if he wasn't there.

Jewell follows the engine, and Calligan works the swing. While Harold flags the rear end, and does other little things. Now you may think it's funny, but I'll tell you it's no joke. The reason that they hold this run, is because they're always broke.

Wepfer is the engineer who takes us over the road. Schultz fires the engine, and he loves a heavy load. There's one thing I must say about this man that keeps up steam. He bets on all the horses, and I think that he gets cleaned.

The crew you are acquainted with, we will now go down the line. And meet the Agents one and all, who are polite and kind. Old Hutch at Lake you all know him, he's there without a doubt. He blocks more trains each day he works, than you and I can count.

At Oakwood we find Mitchell, who is always on the job. He hustles in the way freight, and he's faster than a gob. And when we finally leave his town, and the train is under way. You will hear him holler loudly, "I am short a bale of hay."

Now Kemper at Caledonia you will be surprised to know. Awaits us on the platform, with these words, "There's one to go." We always stop at this man's town to let a train go by. And follow them to Franksville, where we meet the one great guy.

He sees the way freight approach the town, and for the mail he goes. And he does not return again, until the way freight blows. I don't know where he learned this trick, this worthy brother Bill. But before he came to Franksville he worked at Solon Mill.

At Corliss we meet Simmons, a man of great renown. Who has his force all lined up when the way freight comes to town. We step into the office, and in the box we look. The conductor takes a message down, which hung upon the hook.

The message is from GTC, and is very short and sweet. It tells us all about the cars, that we get for the east. It also states that we must make the terminal on time. And do the work assigned to us, and do it up real fine.

Now Fredricks I must mention him, for he is some fast man. He rides his bike around the wye, and then rides back again. This bird he is a wonder on the dispatchers pipe line phone. He keeps the town cleaned out of cars, and does it all alone.

At Somers we meet Thompson, the oldest on the line. He's been in the game a long, long time I think since 49. And when the way freight comes to town, he's standing at the door. And judging by his actions he'll be there for forty more.

Please don't forget this Somers man, for he is wondrous wise. His glasses rest upon his brow, and not before his eyes. Now you may think I'm fooling, or you may think I lie. But if you ever get to Somers, you will see the same as I.

At Truesdell we have Vincent, who is good and kind and true. The only trains he likes to see are the ones that go right thru. He stands against the depot like a man that's in a trance. And all the money that he earns goes right down in his pants.

Ranney next we do not stop, but we'll look out and see this Op. He's tall and thin and wears puttees, I think he was a green rookie. His name is Oskins my dear pard, and he is very, very hard. And when the way freight comes to town, he's busy checking up his yard.

At Russell we meet Carnahan, where we eat our noon day meal. Now this young man is very spry, and as slippery as an eel. They tell me when there's ladies 'round, that he is quite a vamp. But to look at him, you'd think he had a stomach full of cramps.

Now at our Wadsworth station, which is half way down the line. We meet with Agent Lucas, who is very fat and fine. He's there from early morn, and he stays for number nine. He heads trains in going east and west, and saves a lot of time.

Now at Gurnee we have him, will you listen to my tale. If he's not around the depot, he is over with the mail. And this is agent Appleyard, the man you are to meet. If you look into his depot you will find it very neat.

Now at Wilson we still do our jar, as we always did before. And Mr. Carroll watches us, as he did in days of yore. He used to be the Agent, now he is not any more. But he's always in the depot. I think he does the chores.

At Rondout which is next in line, and Agent Spoor is very fine. He bandles cars for east and west, and also for the Jamesville line. There's one thing more that I must say, before we go upon our way. When in this town you can not stall, you always have to hit the ball.

At Everett we will have to stop, if you care

## First Railroad in South America Built by Chile

The electrification of the first zone of the Chilean State Railways, comprising 144 route miles, by the Westinghouse Electric & Manufacturing Company, is in keeping with the keen interest Chile has always taken in her rail lines as a means of developing her natural resources.

Chile initiated her railroad construction program in 1842 when studies were made covering the Caldera-Copiapo and the Valparaiso-Santiago lines. The work on the former of these was begun in 1850 and is understood to be the first railroad to be constructed and operated in South America. The Valparaiso-Santiago line was begun in 1852 and completed in 1863 to Santiago. When this pioneer railroad work is considered, the present forward step in modernizing the transportation system by electrification is not surprising.

Rail transportation is an absolute necessity in the development of the resources of Chile. The lines in the central and southern section serve the rich valleys between the Andes and the Coast Range, while branch lines link the main line with the coast ports and towus farther inland.

The railroads are Chile's main artery of communication and the nation realizes that this system must be kept up to the most modern standards in order to serve the country adequately and efficiently. Chile expects to accomplish this by her electrification program, and at the same time conserve her fuel resources by utilizing the unlimited supply of water power originating in the Andes to generate the power for the electrified district.

## Up and Coming

Summer heat and big work to accomplish--Where shall you get the energy? Medicines won't give it to you. Only foods can supply you with glowing vigor.

## Fleischmann's Yeast

is the perfect, corrective food. Increases your appetite--nourishes in itself--aids your digestion of other foods.

**The Fleischmann Company**



George Gordon of our warehouse force is temporarily holding down a job with this line at Cedar Falls, we hear. Good luck to George.

**Iowa (East) Division and Calmar Line**  
*J. T. Raymond*

Fiske Marshall of the Dubuque Division dispatching force spent a good share of his vacation visiting at the home of his parents Superintendent and Mrs. C. H. Marshall.

Operator Leon A. Huffman of Oxford junction is taking an indefinite leave of absence on account of ill health. A. C. Bartel is relieving.

Deep sympathy is felt by the employees on the division for Conductor and Mrs. W. D. Shank in the bereavement through the loss of their only child, Mrs. Helen Sommers, who passed away at a Cedar Rapids hospital July 3 following an operation. An infant son was born on the day of the mother's death and is quite healthy. The funeral and burial was held at Marion, a number of friends attending from a distance.

Engineer N. R. Beall and wife are visiting with their daughter Mrs. E. C. Newlin. They expect to go to South Bend, Ind., to reside with another daughter.

The death of Mrs. Howard Lindsay occurred June 27 at Cherokee, Iowa. Mrs. Lindsay was a train dispatcher at Marion.

Carl Woodcox and family of Chicago visited his parents, Mr. and Mrs. G. B. Woodcox at Marion. Carl is switching for the Milwaukee at Chicago.

Mr. and Mrs. L. R. Curtis are now near Denver, Colorado, spending the summer in a cabin in the mountains. Mr. Curtis is improving but will probably return to Phoenix, Arizona for the winter.

Agent Joseph N. Elsner of Hale sustained an injury while soldiering over in Russia during the late unpleasantness. It has been giving him more or less trouble with one of his shoulders for some time. On July 12 he went to Cedar Rapids for an official examination by one of the government physicians. It was the last opportunity to gain consideration for a claim.

Ticket Agent Roy Blackledge and wife spent several days at Mason City attending the I.O.O.F. Grand Lodge.

Joseph Brown, mechanist who was operated on for appendicitis is recovering rapidly.

Chief Clerk J. L. Franz and family visited a week at Clear Lake with relatives.

Geo. W. Carver is enjoying an extended trip to points on the coast extension.

Dispatcher J. J. Brown, of Montivedo, Minn., was a very welcome visitor at the Marion office July 12. Jess used to "pound brass" at Marion a number of years ago.

Mr. and Mrs. S. C. Lawson were away two weeks visiting relatives in Tennessee.

Ira Seeger was away for several weeks vacation. James McGuire working third trick job, Mississippi River bridge during his absence.

Section Foreman Joe Zimmer of Atkins, was quite badly hurt June 24 trying to get his motor car out of the way of No. 20. He was taken to a hospital at Cedar Rapids and is improving slowly.

The funeral of Chas. Gill was held Monday, July 16. Mr. Gill was employed by the Milwaukee

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**T**HE Merchants Loan Monthly Statement Savings Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient business-like basis.

This plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.



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Progress Since 1857."*

Capital and Surplus - \$15,000,000

112 W. Adams St., Chicago

## SPOKANE & EASTERN TRUST COMPANY

SPOKANE, WASH.

CAPITAL & SURPLUS \$1,250,000.00

*The Banking Home of Railroad Employees*

Checking and Savings Accounts  
Deposits may be made by mail.

## The First Bill Paid

out of each pay check should  
be your Savings Account.  
You owe it to yourself.



FIRST NATIONAL BANK  
MILES CITY MONTANA

Co. at Deer Lodge. His death was caused by injuries received from being struck by an automobile. His son Don Gill had a few days previously been electrocuted while at his work as motorman on one of the Puget Sound electric motors. We extend deepest sympathy to the bereaved family who formerly resided at Marion and have many friends here.

Conductor J. S. Williams has been off duty for some time account of illness.

Mrs. Jennie Vandercook is erecting a bungalow at Marion where she expects to reside.

W. K. Lotbian, wife and mother, Mrs. C. E. Mitchell left today for Spirit Lake to spend their vacation. They will be located at Templar Hotel, Templar Park.

Geo. Van Tassel is laying off indefinitely. With his wife they expect to motor to Dayton, Ohio, thence on east to New York and the New England States; P. Pazour relieving.

Thos. Freeman is laying off indefinitely; spending his time working on the farm in South Dakota.

Brakeman W. E. Webster was off about three weeks during June and July looking after his interests around Bemidji, Minn.

W. R. Pollard, passenger brakeman is laying off indefinitely. He expects to visit his son in Texas.

Conductor C. R. Cornelius is laying off during month of July; Conductor A. J. Fuller relieving.

Brakeman L. G. Fitzsimmons is nursing an injured "mitt" and a badly burned limb as a result of July 4, 1922. We understand he is not familiar with the workings of a cannon.

### Superintendent's Office—Coast Division *Muit and Jeff*

Our second annual picnic was held at the home of Henry Hatch on July 9. To use the expression of H. J. M. "Words fail me. It was grand" best describes the event. With a succession of events such as ball games, dancing, boating and a delightful swim in Lake Steilacoom, located at the front door of Mr. Hatch's home, the crowd was kept busy. Annette Kellerman would turn green with envy could she but have witnessed some of our young mermaids cavorting in the water, and especially Ann Johnson, whose daring feats held everyone spellbound. Needless to say it was a perfect picnic and we all join in expressing to Mr. and Mrs. Hatch our appreciation for the royal time afforded us.

And though we may not all be here when picnic times comes round next year, we won't forget the one that's passed.

Though many years our lives may last.

M. L. Penn, assistant baggageman, has returned from a two weeks vacation spent in Portland.

Alice Furro has returned to work after a months visit with friends and relatives (mostly friend) in Long Beach, Cal.

Bob Hallberg, car stenographer, is a busy man these days. However, we hope to have more details for the next issue.

Clara Carrotte and daughter Catherine have taken a cottage at Ridondo Beach for a weeks outing.

Mr. and Mrs. Heinie Allgood left on July 10 for a "Fliver" through the Vancouver B. C. country.

Mr. and Mrs. Marcus L. Larson are the proud parents of a baby girl, Shirley Ellen, who arrived on June 10. Mrs. Larson will be remembered as Clare Morfitt, formerly timekeeper in our office.

The only missing link in our otherwise perfect picnic was Dick Wende, who was marooned in the Cascades shooting trouble.

Margaret D. entertained an out of town visitor over the Fourth. Nuff ced.

### So. Minnesota (East) *I. McCarthy*

Mary Dutcher of the store department is enjoying a vacation from her duties. She is spending a part of the time with her sister in Racine, Wisconsin.

On June 21, Traveling Engineer Austin discovered a broken arch bar on lead truck to A.R.T. car No. 13395. He notified the train crew and agent. The contents of the car were transferred at Albert Lea. Alertness of this kind often prevents serious accidents.

Dwight Kneeskern has been appointed assistant baggageman in place of Mr. Scott who has been transferred to the ticket office.

Miss Nellie Satterloff of the superintendent's office left July 12 for western points. At Seattle she will be joined by an old friend from LaCrosse and they will take in the sights together.

Monday June 19, Conductor Killoren and his daughter Helen returned from Minneapolis on I. & M. No. 6. Mike must have been quite tired for he flopped on the couch immediately after his arrival home intending to rest peacefully, but his rest was interrupted about 8:00 p. m., when he heard a BUMP on the front door step. Investigation displayed an army of women filing through the open door. For Mike there was no escape through the back door as a string of men were blocking passage there. The occasion for the attack on the Killoren household was the conductor's birthday. Every one present reported a wonderful time. However, there was one disappointment—the absence of the fiddler. The only BUMP present was the one on the front door step.

Ed. Horrigan, chief clerk of the store department spent his vacation at his home in Milwaukee. Judging from his appearance he had a good time and good eats. While there he attended the wedding of a friend.

Daniel Engleman, seven months old babe, son of Mr. and Mrs. Engleman was the victim of careless automobile driving, when the buggy in which he was riding with his parents was forced from the road by a passing automobile and toppled into the ditch, killing the little fellow almost instantly. The driver of the car, which struck the buggy apparently ignored the accident and didn't take the trouble to stop and see what damage his car had done. The license number of the car was not secured and no method of identification was left to trace the driver. Mr. Engleman, father of the child is employed as freight handler.

Mrs. F. M. Valentine and children have returned from the Lakes near Madison, Wis., where they went to spend the summer. Their cottage took fire and was burned to the ground.

Signalman Jones discovered a broken truck on Milwaukee car No. 89326 on No. 91's train at Lanesboro. He at once notified the conductor, F. A. Monty, who set the car out and by so doing, most likely avoided an accident.

One more of our office bunch, Miss Ethel Mady has launched her boat on the great sea of matrimony. A game for women, in which the unmarried half are trying to find a husband and the married half trying to be found out by one. Both halves are evidently successful. Wonder who will be next? Nellie says the moon has been very bright the past few nights—presume its beams keep it from falling.

The boys seemed to enjoy the smokes which Roadmaster Larson passed around on his new daughter born the latter part of June.

Fireman John McCarthy has returned to work after a three months' vacation spent at his home in Lanesboro.

Operator Olson of Spring Valley is enjoying a vacation. Operator Staley is relieving him.

Record of the average S. M. station agent.

"Horace Snapp is dead," related old Riley Rezzidew. "He was railway station agent here. He left no friends and no money worth mentioning, but instead an enviable record of thirty-nine years of faithful attention to his duties of telling the traveling public and all other anxious inquirers, 'Don't know' in a surly tone of voice."

#### Chicago Terminals

Guy E. Sampson

Some one asked what become of Nora B.

We are informed that Engineer Ed. Notter is contemplating joining the married men's club in the near future, or as soon as he is eligible.

## The Capital City

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Suppose it will sound natural to hear "wife" say "Hello, Hello."

Overhear on a Thursday noon hour in the B. & B. office:

Pat Kent; "Say folks, which would be proper to say 'Tomorrow is Sunday or tomorrow will be Sunday.'"

Bartel—"Is Sunday."

Currie—"Will be Sunday."

Hilbert—"I will answer that by asking which is correct to say, 5 and 6 is 13 or 5 and 6 are 13." At that all saw the joke and Pat rushed out the door.

We recently were called on to visit the B. & B. department and there met Miss Bartel who by the way used to be one of our best correspondents. She still remembers when a certain operator at Portage picked her hat up and laid it away so no one else could steal it.

We also met S. A. Gobat former correspondent from Dubuque who also remembers the M. N. G. meeting at Chicago in 1916.

Switchman David Rands spent the Fourth of July with his parents at Sioux City, Iowa.

Understand E. E. Johnson and O. O'Neal both cancelled their vacation trips and stayed in Chicago as they both decided they could enjoy themselves better later in the fall when the weather gets cooler.

The girls in the roundhouse office enjoyed wedding candy, compliments of Mr. and Mrs. L. Sampson. Congratulations and lots of good luck.

Roundhouse Foreman H. Abraham returned to his duties after spending two weeks vacation in Canada.

Have you seen Pat Carey lately? Well you won't know him, he is wearing a Cragin Panama, says he wants a good complexion when he goes riding in his Ford.

Yes, Art Tegtmeier is becoming corpulent, claims he is getting good meals in a restaurant at Bensenville. For further information see Art. Oh my, and how Art does enjoy their pie.

R. H. F. Fred LaRue is a very busy man nowadays, all his spare time is occupied picking cherries, yes Fred is very generous, just ask Emma and Eleonora.

Howard Keys reports having a very nice vacation, the Copper's caught him twice but it wasn't his fault when the car just would not run.

Machinist Peck who was seriously ill at the Boulevard hospital is recuperating at his country home in Bensenville.

Switchman Mathison is the proud father of a 9½ pound boy. Congratulations Elmer and remember we like candy.

Albert Richter has accepted the position as stationary engineer at Bensenville power house. Welcome Albert, hope you like us all.

Congratulations to Mr. and Mrs. Frank Fitzpatrick, engineer on the Illinois division. What did you name the little girl, Frank?

Frank Miller, one of our machinist helpers has just returned from a vacation spent out East, certainly pleased to hear that you enjoyed yourself.

Henry Schmidt, engineer in the terminals is now a married man, well Henry we certainly wish you the best of luck. Henry and his bride spent their honeymoon in New York.

Earl Ber, was injured while riding his motorcycle down in Joliet. Earl tried to avoid this accident but the auto would not get out of his way. Hope to see you back to work soon Earl.

Michael Constantine, B. & B. carpenter, has moved up Ravenswood way in the "Silk Stocking Neighborhood." We understand Mike slips in the back way at night so the neighbors won't see him until he is all dolled up.

It seems that one of our B. & B. foremen has to go all the way to California to find a housekeeper for himself. He tried it last year but did not succeed in getting her to come back with him. Better luck this time, Don. We'll all be waiting at the train when you come in.

We are all glad to see that Catherine Bartel is back again at her old job in the signal department after a month's sojourn in St. Mary's hospital. She reports having a splendid time.

June 24 was a big day in the Western Avenue carpenter shop. Old Nels Nelson celebrated his 80th birthday, working away as usual. Congratulations, Nels.

If you are looking for a little sport at noon just pay a visit to the Western Avenue carpenter shop. Barnyard golf is now the rage. We don't believe there is a better set of horseshoe players anywhere on the system than Pat and Dom of the B. & B., Frank and Elmer of the store department and Hilbert of the engineering department. Reserved seats 25 cents. They are ready to challenge anyone on the system.

Ralph Whitacre, maintainer at Bensenville, has transferred the center of his affections from Milwaukee and after a honeymoon in the west is now permanently located at Bensenville, where we understand everyone is welcome. Congratulations, Ralph.

Otto Wegener is now located in his new home at 1415 North Linder Avenue, and we understand invitations are being printed for a real house warming. Wonder what he means by real.

June 15, fire destroyed the signal maintainer's material and tool cars at Franklin Park, also Maintainer Bush's motor car. Frank now has to go to and from work on his own power.

Lewellyn D. Flack and wife while on a visit to LaCrosse were very agreeably surprised when the stork paid them a visit and before he departed presented them with a baby girl. Understand her name is Gladys.

#### Sioux City and Dakota Division

H. B. Olsen

It is gratifying to learn E. F. Rummell, superintendent, is rapidly recovering from a month's illness and we trust he will soon be with us again.

A bad cyclone struck Lake Andes on July 8 and destroyed every summer cottage on the lake and injuring several people. The town of Lake Andes barely missed the storm by a close margin.

Crops over the entire division are in excellent condition and promise an abundant yield. Showers of late have been plentiful with normal temperatures.

Trainmaster W. F. Ingraham recently accompanied the "big hook" down to Smith's siding to pick up a derailed car, the work consumed just fifteen minutes which was just one of Mr. Ingraham's many record-breaking quick jobs.

Roundhouse Foreman, Pete Forestburg and wife are on the Pacific Coast with headquarters at San Pedro, Calif., where their two sons are permanently located.

Conductor Webber has resumed work after a week at Big Stone lake with the funny tribe.

Miss Laura Selvert, expense clerk at Sioux Falls, is spending her vacation in the Black Hills and will later visit her parents in Mountain Lake, Minn.

M. J. Larson, special investigator of Chicago, spent a couple of days in Sioux City.

Operator Jordan of Yankton, spent a few days in Vermillion on his vacation.

We learn Brakeman Jim Henshaw hope to win the big prize in the big base ball score before the season is over.

Conductor Frank F. Weed has just returned from Des Moines where he was a delegate to the Spanish-American War Veterans.

On June 15, Brakeman George Murphy and Miss Gladys Reeves were quietly married. We find in looking over the records at the court house, they both gave their ages as "27." George, you may look it, but Gladys—? Here's hearty congratulations, kids.

Conductor Walter Anderson is on a forced vacation on account of a broken toe. Moral—it does not pay to kick too hard, Walter.

Miss Hildred Kenna, car clerk Sioux Falls, has just returned from a trip to the Pacific northwest and Hildred says, "Oh why do we live in such a country as this." She was relieved by Mrs. Larson who is filling the vacancies during the vacation period.

O. T. Fagg, chief clerk Sioux Falls, and mother, are in New York City where they will remain for two or three weeks visiting with relatives.

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Mrs. H. Shoemaker, wife of Agent Shoemaker, Elk Point, spent the week end in Sioux City last week.

Mrs. C. M. Belknap, Jr. and children are visiting Conductor Belknap at Canton.

Miss Julia McNamara, clerk in superintendent's office, spent the week end at Hawarden. Why don't he come to Sioux City, Julia?

Arden Pollock and son, Iver, clerk Sioux City, visited over Sunday at Akron, Ia., last week.

Misses Leila, Leona and Raymond Moss, children of Conductor Moss of the H. & D., have just returned to Milbank, S. D., after spending a portion of their school vacation in various parts of Iowa.

C. G. Vollmar, superintendent B. & B., has gone to Salt Lake City in hopes of further benefiting his health. Mr. Vollmar, after returning from the Springs, showed considerable improvement and we trust he will soon be able to resume work again.

Engineer Glen Payne, wife and son Bobbie, have just returned from a motor trip to Waterloo, Ia. This was Glen's first trip with his new car and he got along nicely except for one bridge which disputed the right-of-way and little damage resulted.

Conductor Wm. Lane and wife returned from a ten days' visit in Minneapolis with relatives. Conductor Lane relieved on 13-13S by Conductor Medin.

Mrs. T. P. Cavanaugh and son Mike, wife of Operator Cavanaugh, Sioux Falls, is visiting her parents in Minneapolis and Tom says this "batching business is fierce."

Brakeman Arthur Mullen is somewhat of a poet as evidenced by the following which should be sung to the tune of Adeline:

Mil-waukee line, you leave on time  
Far down the line,  
Your head-lights shine  
Your whistle blew  
Away you flew  
Your the fastest of them all,  
Mil-wau-kee line.

Ye scribe and family motored to Sheldon last week, but on the mud, showers are so numerous these days it's hard to plan on any sunshine.

Miss Ethel Jacobs, assistant cashier Sioux Falls, visited at her parental home in Rock Valley the Fourth. Miss Marie Hanson, typist, Cashier Norman Capwell and wife visited at Dell Rapids on Independence Day.

Engineer Henry Kruck and family are now touring the west coast and a card from Henry says they are having a most wonderful trip. They will visit Engineer Fred Thomas and family who are looking after their orchard in Washington.

Conductor Alexander drew runs 13-13S between Canton and Egan on bulletin. Conductor Pete Smith drew runs 401-40S on the Runningwater branch. Conductor Alexander is now in the process of moving his household effects to Canton.

#### East Wind

##### "Mile a Minute"

Miss Mable Smith has just returned from a thrilling vacation spent at Niagara Falls, Rawchester and Buffalo, New York.

Joe Paddy Burke, super-sheik of the oriental freight department, met with a very unfortunate accident recently. In his anxiety to reach the office one morning he made a misstep and fell the entire length of the "L" steps, landing on the pavement below with all his weight concentrated on his face. He informs us that his first thought was that he had bitten off several chunks of the sidewalk, but further investigation developed that "twas only four of his best front teeth." A beautiful set of "store teeth" had molded him into a speaking (and eating) likeness of Rodolf himself. To the first twelve aspiring young ladies requesting same, Mr. Burke will furnish an autographed photograph of himself taken during a wild revel at Paradise. No kidding now, he certainly looks snappy.

Employees of the oriental freight department and friends enjoyed a truck basket picnic at the Forest Preserves (No. Johnny, that's not a brand of jam) on Saturday, June 24. The feature of the day was the classical dancing of

R. T. McSweeney, who was awarded first prize in the Irish jig contest, also the flower dance, in face of a field of heavy competition, combined with mud. "Grandpa" Schulkins, who in late years was regarded as one of the most expert "bog trotters" finished a poor fifth. It seems that old age is beginning to have its effect.

Miss Mae McCann, general freight department, has just returned from a vacation spent at the Oakland House, Channel Lake, Antioch, Illinois, and reports one glorious time.

Miss Bernice Kelly suffered a badly bruised finger as the result of being squeezed (the finger) when the schooner in which she was riding attempted to make a landing at one of the piers at Lake Marie, Twin Lakes, Wisconsin. The horrible accident occurred Sunday, July 2, 1922, but a certain young fellow reports she is doing nicely—able to sit up and take nourishment. For further particulars call Local 183.

Terrence Kelley recently was presented with a beautiful leather suit case by friends at Parkside, Illinois, in honor of his twentieth birthday, and same will probably be a useful article in his many journeys to Blue Island, which is the home of Mrs. Kelley to be. A recent trip to that pulsating center of commerce was caperoned by Billie Pagan, who is very much impressed with the fiancée of Terrence.

For accurate and reliable information relative to movement of passenger trains, baseball or theatrical dope, kindly telephone Lester Cornish, Local 100, as this young man is exceedingly well versed on all such subjects.

Ding—Dong—Bell! Sweet and melodious rang out the peals of wedding bells and floated through the office of the treasurer. On June 21 Miss Rose Gagliardi became the bride of Frank Kennedy. After a honeymoon motoring through Wisconsin they will reside in Libertyville.

Also, on June 28 Rube Johnson was married to Miss Florence Simmons.

Our heartiest felicitations are extended, and we wish you every joy and success in your new world.

California has returned to us Miss Grace Doyle of the treasurer's office, where she was sojourning during her two weeks of leisure. Judging from the pictures we have seen, the only thing wrong with the trip was that it came to an end.

Miss Bessie Gregg of 1233 advises her vacation—spent in the vicinity of Browns Lake, Wisconsin—was most enjoyable. But our anxious queries are still answered by the same dubious "No."

Miss Winters has resigned her position as sten in Mr. Greer's office, Alice Hahn stepping up the ladder to the vacancy. Miss Hahn's position has been filled by Evelyn Iler, a new arrival in the Railway X, and we're all going to do our best to please her.

Patrick D. Quinn (wonder if the initials mean anything) is now secretary to Mr. O'Toole of the general manager's office; and Billy Grill is now no more so far as the big white building is concerned, he having resigned his position as official envelope paster and mail chauffeur to take up more responsible duties as inspector of sleeping car equipment at the Western avenue coach yards. Donald McAlpine now holds court at that neat little desk just inside the door of 1215.

George Moeller, we understand, is to be chief clerk to E. B. Finnegan.

Dan Cupid smiles gleefully and prepares to put another notch in his record of achievements, waiting for August 12 to roll around. Lillian Melchior is to give up single independence on that day.

Miss Carlson has everything planned and laid out for that vacation at Long Lake, even to the shade of pink tea that's to be brewed. Here's hoping everything turns out even better than you can expect, Edith.

Fashion hints and nudges—Lavendar appears to be the poplar color for summer wear, judging from the delicate colorings on display in 1214.

Mr. Flood, chief clerk to Mr. Gillick, has been put under the stethoscope of Doc. Lounsbury, and it is expected they'll amputate his appetite, for a few days at least.

Natural History tells us that the camel is the only living creature that lays in a supply of

water for a week, but Kathleen O'Neil now goes him one better and is living on lake water for eight days. She postcarded everyone from Duluth, and at last reports was stepping along in high on Pleasure road.

Bob McSweeney spent the week-end of July 22 in the vicinity of Minocqua experimenting on his new high speed hydroplane. As yet he has been unable to get the machine to function, but he still maintains it was a rare bargain.

Miss Burke recently visited Tia Juana and points west, and maintains some people are so dumb there that they think the Mexican border pays rent.

Ringling Bros. and Barnum & Bailey combined circus have pitched their tents on our front lawn, and the wear and tear on the clerk's clothes in the region of the abdomen from leaning out of windows is appalling. The steeple jacks and trick window washers had better keep an eye on their jobs, with all the talent displayed by said clerks going to waist.

And to cap the climax, Granger Smith's wife fished for him from the marts of State Street a brand new, scintillating chapeau. Sniffic, we'll say so.

#### Milwaukee Shops

H. W. G.

The obituary page of our late Mr. Jno. C. Fox starts off the July issue of the Magazine in a most fitting manner to our departed Nestor of employes.

"To Puget Sound Electrified" is the new slogan to be added to the old familiar emblem of the Milwaukee Road, the oblong red and white slanting trade mark on monogram.

There has been some talk of starting a lunch room on the plant for the benefit of the noon meal for the shop men, and should one prove a success, another may be started.

The overhauling of the many cars in the repair yards has kept the kodak man busy making snap shots for records.

Mr. Vauclain is coming this way and will make a trip over the Milwaukee Road to the coast.

There has been quite a demand lately for photos and titles of the old historical equipment of railroads, and for the Milwaukee Road in particular.

The recent damaging storms up state came close to Milwaukee July 10.

J. J. Hennessey called in the other day from his summer home at Okauchee Lake where he and Mrs. Hennessey are spending a brief vacation.

The item in the July magazine mentioning the projection light at the tool foremen's convention might have added that the lecturer was secured on short notice giving but little time to tryout in advance, as far as connecting up is concerned.

Miss Zona Gale, noted writer, appreciates good service and is not backward telling the Company about it. Please note her good letter to Superintendent Getty in the July magazine. Miss Gale, by the way, is quite an amateur astronomer also.

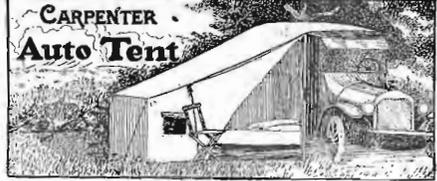
Good for you J. A. Anderson for calling attention that Veteran Machinist W. H. Davis was the man who brought out the light tool idea for the frame planer.

Veteran James Dunn, who has been on the sick list for a month and part time in the hospital, is slowly getting around again.

#### M. C. B. Gossip "Lee"

At last the much looked for vacations have started. Arlie Buetow was the first to start them, and he set a good example by staying at home and resting. Then Bert O'Neill and Herman Klatt went home to Terre Haute for a week. They said they slept most of the time because it was too cold to swim. What's the matter with Terre Haute, boys that this is all you could find to do there?

Emma Wagner spent her vacation at Oriska, N. D., where she had a wonderful time. She must have been treated royally for she came back with her eyes shining and looking happier than ever, her only regret being that she could not stay longer.



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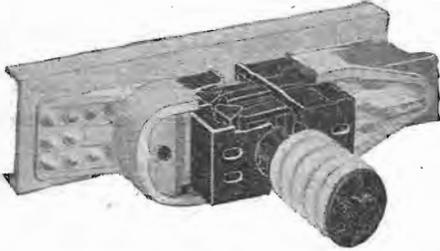
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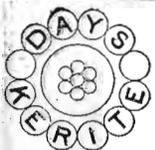
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I understand Emil is to be married on or about September 5, and I am therefore making a special announcement so that all can congratulate him when he returns from his vacation. I received six different notes on this item, and they all specially request that you do not forget the candy and cigars, Emil.

Lorene Oelke went home to Markesan over the Fourth, as she believes a few hours with home and mother are better than none at all.

Julia Weins went to Lincoln, Nebraska, over the Fourth and reported having an extremely pleasant visit. On the way back, she missed her train Tuesday morning, but made her bad luck her good fortune and spent the morning seeing Council Bluffs and Lake Manawa and the afternoon at Omaha.

One rainy morning Arthur Rehberger was seen carrying an umbrella. A little wind came along and then—well Arthur was walking in the rain.

Eddie Geise was chief cook and bottle washer for about two weeks while his wife and baby went away on a visit. But he is all smiles again now that they have come back.

Mrs. Gregory has been gone for several days now on account of suffering with a severe cold. We hope she will soon be well again for we certainly miss her, as you never see her without a smile.

An Incident of the Strike.

Gerry and Jerry on the way to work were seen. The pickets stopped Jerry but let in Geraldine. Still this little incident did not stop these twain.

They just go to the depot and come out on the train.

One Sunday afternoon Linda Sell went to Kosciusko Park. She said the park was beautiful but the boys were too rough. O now Horace!

Have you heard Martin and Frank give one of their concerts? They are willing to convince anyone of their vocal ability. Just start them on "O, How I Hate to Come Home Alone."

Have you met our new members? Emmet McCoy is the new stenographer, and Francis X. Ouzia the new assistant mail clerk.

Most of the office force seem to consider Milwaukee a good place to get away from on Sunday. Martin made a motor trip through Pewaukee and Cedar Lake. Freddie Koehn was at Lake Amy Belle. Lillian Skobis spent the week end at Okauchee, while Gertrude Haas and a well-known Milwaukee doctor were seen at Cedar Lake.

Did you see Edna Bremser's ear-rings? They certainly are the very latest thing in sparklers. I wonder if a certain young man with a moustache is the cause of their purchase. How about it, Edna?

July 9 seemed to be Pewaukee Sunday for a good many were found out there. Among those present were Jack Poesch, Norman Fuller, Eugene Kleinert, Steve Filur, Donald Cleary, and Frank Burick. Upon interviewing the several guests I find the chief item of interest was that they had veal loaf for dinner. There is some mystery connected with it, but if you can solve it, you will do more than I was able to do.

Prairie Waves I. & D. Division

"Joyce"

Vacation times are sure here. It at least looks that way at the roundhouses along the divisions. We all hope we will soon see the old familiar faces in all the different shops.

Stashia Harding, stenographer in the master mechanic's office is on a week's vacation. Be careful and don't fall in the river.

The best of friends must part and the best of the men pass on to higher positions. So it is with Roundhouse Foreman Harry Stewart at Mitchell who is leaving us for Chicago. We know how we will miss him and then we think how they will greet him.

Pearl Lobsiger, timekeeper at Mitchell is on a vacation.

We have not heard anything of Ed. Wright going fishing. How are they Ed? How's chances of telling us where you catch them?

C. E. Mutchler, chief clerk, has returned from a vacation in the north. Judging from the coat of tan, he must have done a lot of fishing.

Talking about good luck, did you ever see the like. Mr. Harding, painter helper at Mason City roundhouse took a trip to Nora Springs and came back with a Ford. And got it for a dollar at that. Can you beat that?

Marian McGuire, so we hear, is building a garage. We think it is necessary as the last time she tried to drive her car into a garage uptown, she accidentally missed the door.

Boys be careful! Otto Secory, maintenance clerk in the division superintendent's office returned from his vacation with an addition on his face. A cootie garage. It sure is a beaner.

We understand that Engineer Ed. Kirsch is on the gain after his fall into the Missouri. His many friends hope for his speedy recovery.

The other day H. S. F. was coming to work with a comptometer in his arms, and someone mistook him for a Salvation Army member and dropped him a dime.

Wm. Peterson, agent at Mt. Vernon had the misfortune to drop a steel pole on his foot. We hope it is not serious.

Miss Lucile Elson, station agent at Hutchins, is on a trip to Cleveland to renew old acquaintances. She intends to travel by auto.

Grace Moran has been to the barber. How many more? She has had her tresses shorn, and how many more are thinking of doing the same.

#### Terre Haute Division R. C.

Miss Inez Hudson of the stores department has just returned from a delightful vacation in Indianapolis.

Miss Edna Pfeiffer, stenographer to the chief clerk to the superintendent and Miss Catherine Pfeiffer, car department payroll clerk, leave tomorrow on a vacation trip to Chicago, Cleveland and Cincinnati.

The strike situation on our division is similar to that on other lines, as yet effecting only the shop crafts and car department employees.

Effective July 1, we took over the six contract gangs, who are doing extensive track repair work while traffic is light, and as a result, the time draft clerk is having one grand and glorious time.

Lewis Allen, assistant division, accountant, who leaves tomorrow on a vacation trip, will spend part of his time in the west and the balance at his summer home on the Wabash near Lafayette, Indiana.

By the way, is James Nellins, who writes the Minneapolis Shop happenings, trying to kid me or show me a good time.

I stepped from the round house this P. M.

The clock was striking two.

I thought I heard the working of

An unusually busy crew;

My attention then

Was called up high

Upon a telegraph pole

T'was a woodpecker who was making the

noise

He had started to dig his hole.

He had no plans,

No prints to read;

His work was done the same,

This can be said,

That this wonderful job

He did by working his head.

—F. G. Kubeck, *Man, Faithorn*

Ira. C. Jordan of the Locomotive Stoker Company visited the Terre Haute division on June 24, on which date a fuel conservation meeting was held. Mr. Jordan favored us with a very interesting talk in the way of fuel conservation on stoker fired engines.

We are all anxiously awaiting the arrival of Trainmaster N. A. Ryan's new limousine, and looking forward to the long promised ride.

Aaron Wright of the store department visited Milwaukee recently and we have every reason to believe that he found the secret of that which makes Milwaukee famous.

M. M. Dick, district general car foreman, who underwent a serious operation at Mayo's, has recuperated sufficiently to return to his office. It is gratifying to see him again on the job.

On June 16, we have the report that Richard M. Combs, engineer and Miss Edna L. Smith of



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NUTS**

Easiest to Apply. Lowest  
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Save Time, Labor and  
Bolt Threads.

Write it  
*Right!*  
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CHICAGO, U.S.A.**

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Manufacturers of Steel Castings, Coil Springs,  
Spring Plates, Elliptic Springs, Journal Box  
Lids, Kensington Journal Box  
(ALL STEEL)

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leather. Will be pleased to for-  
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**THE PANTASOTE CO.**

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NEW YORK

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SAN FRANCISCO

Joliet, were married. Mr. Combs denies the charge.

We now have at Faithorn H. H. Hood, engine painter, who is making our engines shine.

On June 17, John Gambill, locomotive fireman, took unto himself a bride. (Sympathy)

Huston Mann, locomotive fireman, has returned from a visit with his sister in Missouri. He claims that they had lots to eat there and from his appearance he must have been well fed.

We are all wondering what the attraction is at Trinity Springs for Joe McMaun of the store department.

Mrs. Roberta Carmichael, clerk to road master, is trying to slip something over on the employes, which she has failed to do. We all know about the purchase of a certain modern cottage on S. 8th street with all the beautiful furnishings. The wedding bells will ring within the next few days.

Joe T. Dettle of signal department was married in June and has taken his bride on a trip to the coast. We did not learn the name of the young lady.

Alma Switzer is spending the week end visiting relatives and friends in Mason City.

Hannah Loken of engineering department had the misfortune recently to fall and sprain her wrist, and immediately took advantage of this to take her two weeks vacation visiting her parents in Hudson, Wis.

Nell Sullivan is spending a month on her homestead in Montana. Was in rather a hurry to get there as she heard grasshoppers were contesting her claim.

Jimmie Tobin has returned from two weeks visit with relatives in Lewistown, Montana.

R. A. Whiteford has joined the engineering department force as instrument man, vice Paul Gunstad, resigned.

### Twin City Terminals

*Molly O*

Time--Saturday evening July 8. Train 16 will arrive at 5: a. m. boys, so be on hand with the ice and water. Suggest a trip to Lake Minnetonka to while away the hours. One Ford roadster. Destination "Masnotin". Arrived OK. Return trip, lights failed. Lost the way. Change tire. Muddy road. Arrived Minneapolis eventually. Clothes sent to dry cleaner. Division accountant has new vocabulary. What is it all about? Oh, just a little evening's diversion for Division Accountant Farley, Chief Clerk Quirk, and Chief Clerk Ryan. Further details cannot be secured. Oh, yes, it might be added that the trio shined at 7: a.M. with the ice and water in time for the train.

William Potter of baggage department has gone to England on three months leave of absence. Warren Noles as taken his place and is putting forth great efforts to maintain Bill's record for efficiency.

Ben Webster is now milk and cream checker and finds it necessary to neglect his baseball practice. As a consequence the team is slumping badly.

Frank Detmeyer is wondering how long that liquid diet is to continue?

Carl Johnson is once more a member of the baggage department force after an absence of nearly two years.

On his way home one day recently Bob Ramstead purchased a sack of lemons, but was surprised on opening the sack to find he had been given spuds. Says he didn't pay for Irish lemons.

Harry Gee is wearing the "Smile that won't come off" all owing to the arrival of a baby boy at his house.

### Rail Rumbings From St. Paul

*"Allen"*

A certain young man in this office had arranged for a picnic for the freight office employes.

To make a long story short the evening of the picnic was at hand and what do you think. All the young ladies brought their tennis racquets down to work that morning but not a single lunch basket to be seen. Now who ever heard of a foodless picnic? The male attendance was very poor, there being but two cake eaters who no doubt enjoyed themselves carrying the tennis

racquets to and from. Girls; don't you know the war is over?

J. W. Dehmer has returned from the hot sands of the Shriners convention as sun burnt as an Arab.

It is reported that C. H. Fielder is constructing a building all himself which when completed will compare favorably with the Woolworth building in N. Y. City.

Another one of our fishermen has returned with nothing more than a fish story. It's Arthur Peterson this time.

Tom Carney reports a bountiful crop of potatoes not mentioning anything about the crop of bugs. Leave that to us, we saw them.

J. J. Hickey would like to know who always cuts out a clipping from his Minneapolis paper. How about this Mr. Sheehan?

That's all. Thank you.

Allen goes for a vacation fishing trip. It is reported that every time the fish hear a train they stick their heads up to see if Allen has arrived (with Apologies to Andy Gump).

### R. & S. W. Items

*M. J. Carey*

Engineer Jack Liddle is using all his spare moments looking after his new cottage at Delavan Lake.

June 8 was Conductor Jake Myer's 77th birthday. Jake is the oldest conductor on the division and right on the job all the time. We hope to have him with us many years to come.

Fireman Carl Degman says "You can have no fun unless you have a machine." Therefore Carl bought a Ford.

Firemen Richard Hart and Joe Hayes spent a week's vacation around the middle of June at Minocqua.

Engineer Jack Schultz spent two days at Delavan June 19th purchasing a swimming suit and sweater making ready for his trip to Lake Wisconsin.

Heine Funk is on vacation at his old home at Crookston, Minn.

A bunch of merry picnickers enjoyed a lovely outing at Delavan Lake afternoon of June 17th. The party consisted of Mrs. A. B. Batty, who kept a watchful eye on the youngsters from the superintendent's and train master's office namely: Clara Langtry, Mary Howard, Francis McGinn, Beryl Rossman, Mary McDonald, Ruth Hall, Rena Westrick and Helen Felon.

Dolly and Lillian "caught" several rock bass at Delavan Lake June 17th.

Conductor Joe Larkin resumed work middle of June after returning from a trip to Kathan Lake. Joe is interested in a summer resort there called Kathan Lake Inn which is located in Northern Wisconsin's farming lake region. Six miles southwest of Eagle River.

No. 62, carrier, Conductor Stelling, engineer, caused great excitement for the boys Sunday noon, July 9 by piling up 10 cars in cut one mile west of Delavan. Dragging equipment was given as cause of the derailment. The cars were loaded with merchandise, cement, feed and lumber.

Conductor Horny arrived with the steam derrick from Milwaukee shops about 8:30 p.m.—"Big Jim" Reidy said, "Come on boys," then the fun began.

Superintendent Devlin, Train Master Connors and Road Master Haley were on the job all night and had traffic moving at 9 a.m., which was considered very good by everyone on account of the heavy rain which fell all night and hampered the work. Superintendent Devlin, and Road Master Haley returned to Beloit Monday p.m. very tired. Train Master Connors and Road Master Zimmerman sticking until evening.

The two gentlemen also tired out, got as far as Bardwell on No. 23 homeward bound only to be called back to Delavan on account No. 71. Conductor Lynch, Engineer Wissing in pulling out of passing track de-railed a dead engine and four loads. A. Hermes, conductor and Corbett, engineer on a work train took up the job re-railing the cars with Train Master Connors acting as wrecking foreman. The derailed cars were replaced in two and one half hours.

On account main line blocked July 9 the Milwaukee Beloit Special was detoured at Bardwell.

## KLAUER - BAXTER

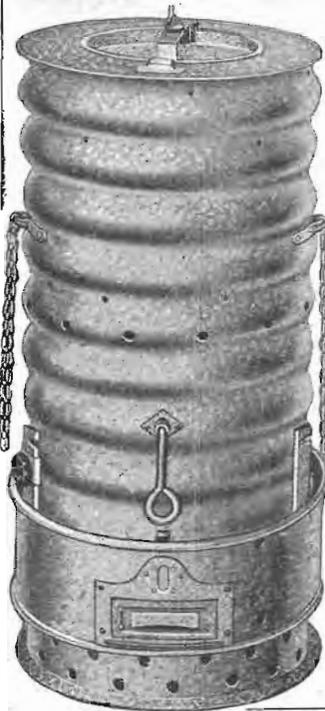
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Welding rods, fluxes, regulators and goggles. Complete stock carried for immediate shipment.

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and sent to Milwaukee via P. D. & C. Division. The Eagle Branch equipment was used to handle passengers Delavan east.

Sir Kipling sat in the Racine Stubb train—  
 And an old-time rhyme ran through his brain.  
 It bothered him, and he wondered why—  
 Till Conductor Horton met his eye.  
 His "uni" was spotted and needed pressing—  
 And the buttons sadly needed dressing.  
 His shanks were so thin they wouldn't be—  
 have—

And his chin was long past due for a shave.  
 Sir Kipling said, as he smothered a swear—  
 "A rag, a bone and a hank of hair."

**R. & S. Line**  
*S. R. Collier*

We are all glad to see Brakeman E. P. Smith back on his old job on the "cement run" out of Granville. "E. P." has been unable to work for a long while owing to injuries received at Oglesby.

Conductor E. J. Mason who has been working at Camp Grant helping to tear down things has returned to Ladd to work.

Conductor I. L. Batten is trying out the hard roads in his new "Cleveland" says they are "O. K."

Car Foreman J. C. Wetherell is doing the same in his new "Velie."

Also George Lunn in his "Overland."

On June 7 word was received here that Gertrude Ziel, the 15 year old daughter of Conductor Walter Ziel was badly injured by a fall from their auto at Deer Park where a number of the girls were camping. She was rushed to the hospital at LaSalle where she died within fifteen minutes. Funeral took place Saturday at Peru. The sympathy of the entire division is extended to Mr. and Mrs. Ziel in their loss.

Operator Harry Boatman went fishing a few days ago and came home with—! (some one suggest a cure for poison ivy.)

Clerk P. J. Rioto is sure hitting the big spots in his Ford now selling "Fuller" brushes—the only thing that bothers him is that he runs out of order blanks.

Former Conductor Harry Hill who is now Yardmaster at Dubuque and his family were calling on friends and relatives here first part of July.

Preston Hill is spending the summer at Ladd with his sons, Conductor A. and Brakeman J. B. Hill and families.

Round House Foreman G. J. Messer is in New York being called there on account of the death of his father. He has our sympathy in his loss.

F. J. Fletcher is relieving Agent W. G. Tinkham at Granville for a few days, he also promises to buy Operator Lipp a cigar the next time he goes up town, and a "10 center" at that.

Things very quiet around Ladd at present owing to miners and railroad strikes.

Car Repairer Mike Grivetti, who was laid off on account reduction of force some time ago and took a job on C. B. & Q. with Dave McKane was pretty badly hurt on July 14 when a motor car on which they were riding jumped the track. He is at Spring Valley hospital where we hope he soon recovers, two other men in the gang were slightly hurt also.

Engineer Ingram is relieving Engineer Hughes on the Granville patrol for a few days.

Mrs. T. E. Wheatley, wife of Conductor Tom Wheatley and two sons are spending a few days with home folks up around Janesville, Wis.

Yard Foreman, Joe Learmouth is now out on the road with a very snappy set of Aluminum kitchen ware and its going like "hot cakes." Call him up any time, day or night and he will convince you that you need a set.

Quite a few of the boys are helping to wreck Camp Grand during the period of slow work. Understand Conductor W. A. Baxter and Brakeman Hal Spier have already been put in charge of gangs.

Operator F. F. Fox is holding down a trick at Kitteridge now.

Superintendent F. E. Devlin spent a day with us on the "South Line" the first part of July.

W. J. Hughes, D. M. M. is staying at Ladd until R. H. P. Messer returns.

Switchman "Jack" Chioni who is now working

at Camp Grant sent each of the operators in the yard office a very nice train order stylus.—“Thank you” John, they are dandy.

From the looks of all the cement moving there will sure be some fine auto roads in this country before long.

Car Foreman, J. C. Wethered was in Granville between trains on 14th. “Looking for work?”

#### La Crosse Division

C. W. Veiser

The most important event of the June weddings on the division was that of Miss Gladys Zamzow when she became the bride of brakeman Jess Pike. Good luck to the newly weds.

Special mention was given Mississippi River Dispatcher H. J. Bullock in the way he held his post at the B. K. office recently when a crazed man from Austin, Minn., made two vicious attacks on him. Mr. Bullock had just given a fast train a clearance and stepped out to look after the switches when a man intercepted him and tackled him on the right of way near an embankment. The men clinched and a battle royal followed in which the maniac was overpowered and held until help arrived.

Our deep sympathy is with the bereaved family of John Rogowski, for many years crossing tender at Avon St., No. LaCrosse. Mr. Rogowski passed away in Milwaukee after a very brief illness on June 27. He has been in the Milwaukee service for the past 35 years.

Passenger Brakeman Merritt Shaw has moved to the beautiful suburb of Pewaukee, believing that the lakeside city offers greater sport in the way of fishing and speeding on his motorcycle. Keep your eye on the game warden and the speed cop H. B.

Conductor J. T. Carry is now back on the day pusher at Sparta after being off for a few weeks. While Conductor Ray Long is still at Dresbach catching all the fish in the Mississippi. Do they ever catch any bottle bass up there, Ray.

Brakeman Henry L. Hansen had the misfortune of having his leg dislocated at the hip socket while at work on No. 33 on July 7 and has been confined to the Milwaukee hospital for the past few weeks.

Mrs. Hy. Bartram and son Warren, wife of our train baggageman, have been visiting at Mauston for the past few weeks with their daughter. Suppose Hy and H. B. Shaw put on some regular parties during their absence.

Superintendent O. H. Frick had the misfortune of losing part of his index finger while applying an engine truck spring at the Portage roundhouse.

Tom Kileen and Bob Moran now have all the appearances of regular passenger conductors in their new uniforms. This pleases the young freight conductors, especially East end men like Roscoe Arris, who now has the pleasure of running the train instead of running after switches.

Atlantic City has had the honor of having Claude Welsh, the most popular brakeman on the Milwaukee System, as their guest. Mr. Welsh, who is very prominent in the Milwaukee Lodge of Elks, is attending their convention.

Fireman Oscar Hellmann, on the fast mail No. 57, has been spending a few weeks resting up at Briggsville. What's the matter, Oscar, can't you stand the “gaff” since Sam Cadman took the run?

Yard Conductor Red Coughlin, of the La Crosse terminal, has a new Durant car with which he has been showing the brakemen the high spots about town. That's right Red, step on her.

We have been wondering what has happened to Miss Helen Laisher of the Tomah shops. Why don't you write us once in a while?

Mrs. T. P. Horton and two sons are spending a month in California.

J. C. Buckley, maintenance clerk in the division offices at Portage, recently returned from Northern Wisconsin where he spent two weeks, presumably on a “fishing” trip.

Train Dispatcher J. C. Brown and Mrs. Brown are spending a few weeks in the northern lakes region.

Mr. and Mrs. Sam Hunter have returned from a two weeks' trip to Superior and Duluth.

The division offices at Portage look rather deserted since the trainmaster, chief clerk and div-

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**Chippers**  
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**Welders**  
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COLD DRAWN SEAMLESS STEEL  
BOILER TUBES AND SAFE ENDS  
ARCH PIPES  
SUPERHEATER TUBING  
STEEL BUSHINGS

**MILLS—Milwaukee, Wis.**

ision accountant have joined the car forces. These officials present a very fetching appearance in their khaki coveralls.

### Kansas City Terminals

S. M. C.

James Wagner drove under Independence Avenue viaduct at too high a rate of speed. Result—one broken rear wheel on his Buick.

The biggest problem among the girls at the local office is, "How can six girls ride in a Ford coupe." Well our advice is, pick out the light weights, and that would be a hard thing to do as we sure have some bunch of heavies among our fair sex and don't overlook the chauffeur.

We are glad to report that Engineer Henry Anderson returned to work June 21, after being absent from work since May 31, account of an injury received by falling from an engine.

Yes the girls in the local office let June slip by and they are still on the job. They are now figuring out when will leap year arrive. Well girls you are leading in other lines, why not lead those fellows to the altar?

Another member of the Milwaukee family has the "bug." Clyde Zane recently bought a Ford.

Alex Schutte, our switching clerk, spent his vacation in the Ozarks and he reports a wonderful time. We can't say how many fish he caught as we are wise to those fish stories, but anyway Alex says he likes the mountains and scenery.

Guy Graves, revising clerk at Coburg, left June 21 for Oklahoma. His place is being filled by Harold Austin while he is away.

Harry Vail, chief clerk at the local office, and family have returned from a trip to Arizona. Harry reports that the country out there is fine for fishing and scenery. We'll agree on the scenery part. Glad to see you back again Harry.

We are sorry to report that Switchmen Kellogg and White are off duty account of sickness.

Switchman H. C. Swartz has purchased and moved into a new home on Barratt Ave. There is nothing like being your own landlord.

Claud Bradbrook reports that the stork left twin girls at his home June 17. Congratulations.

Mr. Overstreet, the revising clerk at the local office, is back on the job again and it sure was a relief for his assistant. Earl says looking after two jobs and a girl is too much for him. Well you know the old saying: "If business interferes with pleasure cut out one of them." Use your own judgment, Earl.

Al Lindner, the telegraph operator at the local office, better known as Larkin Club Al, attended the Shrine picnic last month, accompanied by his wife and baby Lindner. Al says he did not know there were so many people in Kansas City.

Miss Clifford, our local office stenographer, has been transferred to Coburg to assume the duties of the position made vacant by the resignation of Miss Emmons.

During June we had three Shrine specials and a number of extra cars to and from the Sunday School Convention.

It is reported that Switchman J. W. Donaldson has a Maxwell for sale.

Assistant Superintendent Anderson has a new blue denim office suit, says it feels comfortable too. G. C. F. Clark has also blossomed out in a new suit of unionalls.

News from "The Connecting Line—The C. M. & G.

Thelma

Mr. Lollis is a frequent visitor at Joliet and we are always glad to see him.

The four extra gangs formerly handled by Roberts Brothers, contractors, were taken over by the C. M. & St. P. Railroad July 1.

Mr. Hotchkiss, night chief at Savanna, has been spending a few days at Joliet with our chief, Mr. Cook.

A Safety First committee was organized at Joliet on June 22, with an attendance of 45. Meeting was opened by a very instructive and interesting talk by Mr. Lollis, after which the organization was completed with the election of the following as members of the committee: Chairman, E. W. Lollis, superintendent; vice chairman, W. L. Schmitz, trainmaster; district safety first inspector, E. B. Crooker; roadmaster, G. Swanson; master mechanic, P. L. Mullen, general car foreman, J. C. McEntee, district ad-

juster, H. L. StClair; chief carpenter, C. S. Gradt; chief dispatcher, E. D. Cook; engineer, Frank Massey; fireman, Levi Haslett, agent and operator, W. D. Mohr; brakeman, A. Mitchell; conductor, John Kelley, car repairer, A. M. Mackey; section foreman, O. Osmus; lineman, H. F. Anderson, company physician, L. Branson; secretary, J. T. Hansen. There were numerous recommendations made by virtually all that attended the meeting, also talks given by H. L. StClair, George Layton, W. L. Schmitz and E. D. Cook. The entire attendance was very enthusiastic with the first Safety First meeting held on this division and good results are expected from same.

Harry Miller has just returned from his vacation. He claims to have spent considerable time fishing but he didn't bring back any proof.

Cook and his boys for the past few days have been working on a rock pile, putting in a foundation for a garage at his home. Cook claims to have had no previous experience on a rock pile but we saw him coming out of the penitentiary the other day.

Conductor Ryan had a severe attack of appendicitis necessitating an operation. He is getting along very nicely.

Mr. Wilson has also recently had an operation for appendicitis. It appears to be a common occurrence of C. M. & G. employes to have this malady.

The Jordan ditcher has been working on the line for the past week.

W. L. Schmitz made a trip to Chicago the 24th of June taking in the last of the personal records of C. M. & G. employes and brought back a very elaborate permanent record.

We have a new clerk in division accountant's office, May Daley.

On a recent visit of Mr. Lollis, he having in his party the photographer of the C. M. & St. P. A photograph of Motor Car 95 with the following parties was taken at Joliet station: Mr. Lollis, Mr. Schmitz, Mr. Mullen, Mr. Mohr, Mr. Swanson, Mr. Cook, Mr. Miller and Mr. Hansen.

Conductor W. W. Humiston has become rather dignified since his moustache has matured. This gives Conductor Jacobus more competition as he boasted of being the only conductor capable of handling one. Keep it waxed Hummy.

Chet is enjoying his vacation at the present time.

Mr. Mohr has recently had his shoulder blade broken but he has been on the job every day.

We note Conductor Charles Abbott has drawn only 3 hours punitive overtime during June. This will indicate that Abbott has run on high the entire month with his foot on the gas throttle. Fine work.

#### Minneapolis Car Department

June 13 didn't prove to be a Jonah day for the car accounting department Kittenball team. Quite on the contrary it brought them a score of 4 to 1 against the store department. By the way, Chuck, how would you consider arranging for a game with the girls' team?

The Milwaukee girls' Kittenball team played the Minneapolis Steel & Machinery team, June 14, and beat them by a score of 7 to 0. Miss Olson did some excellent pitching.

June 21 brought another victory for the Milwaukee girls' team. They played the Minneapolis Steel & Machinery girls on their grounds and won by a score of 10 to 4. The girls are affording some lively events for South Minneapolis.

Miss Ella Siegler, personal stenographer to Mr. Palmer, started her vacation June 19.

Louise Heitzmen, the noise of the car department office, pulled up stakes and left for sunny California. We miss our happy-go-lucky Lou and all extend best wishes for an enjoyable trip and heaps of fun. Thea, isn't the quiet wonderful?

Lloyd Tebo returned from his vacation June 19. We understand Lloyd spent his time putting his house in order at Lake Minnetonka. Looks as if Lloyd contemplates becoming a benedict. How near right did we guess?

Mr. and Mrs. E. F. Palmer returned from the Shriners' convention at Frisco. They reported

## LESS CARE

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PAINTS

VARNISHES

having had a wonderful time. No mention was made, however, of the alluring banks of Waikiki. Now that the strike is on it is unusually quiet and consequently news items are scarce. We will promise to do better for the next publication.

#### Des Moines Division Items *Frenchy*

Brakeman Kenneth Hamilton was married June 17 to Miss Cora Ferree. After a wedding trip which included Denver and Estes Park, they are now at home to their friends in the Ingersoll apartments. We extend congratulations.

Miss Bernice Russell of the superintendent's office, accompanied by her sister and some friends, spent the fourth of July looking at the sky scrapers in Chicago. She reports a glorious time and thinks Chicago quite a good-sized village.

James O'Brien, accountant, was married in Dubuque June 21, to Miss Geraldine Barrett of that city. The employees of the superintendent's office were again favored with candy and cigars. We are wishing some more people would get married.

Train Baggage man Harry Berman and wife have returned from a trip to Philadelphia and other points of interest in the east.

Fireman Harry Carey is the proud possessor of a fine Studebaker car. He should be more popular with the young ladies than ever, if that is possible.

Brakeman Lovell Miller expects to leave soon for a trip to Tacoma, Washington.

Miss Maude French of the superintendent's office, accompanied by her mother, returned June 28 from a visit with Mrs. William E. Piper of Seattle, Washington. They report a fine time.

The Misses Florence Nelson and Jean Dallas of the superintendent's office, expect to leave sometime in August for a trip through Yellowstone Park.

Mrs. Lenore Allen, of the division freight and passenger agent's office, spent the week end of July 15 visiting in Tama.

The many friends of Harry Warren, district passenger agent, have a good joke on him. He accompanied the Shrine special to the Conclave at San Francisco and while en route the special stopped at Los Angeles where the organizations paraded, and were furnished tickets for Long Beach where a band concert was given before an audience composed largely of ex-Iowans. Much consternation was caused after the train had left when it was discovered that several of their number had been left behind, among them being Mr. Warren. However, the special stopped 100 miles out on the desert and waited for the missing ones.

Miss Tillie Germain of the superintendent's office, not long ago purchased a Ford speedster and now rides to and from work like all the other aristocrats. She has been offered "fabulous" prices for the car but so far has managed to resist the temptation of selling it. The only drawback to this car is that it has to be cranked, but as there is usually one of the male persuasion around to do this, she manages pretty well.

Agent Ferguson has been up in Minnesota fishing in the lakes. It is reported that he caught fish so large that they made holes in the lake when he pulled them out. Bill and Violet Stout have been relieving him while on his vacation.

Brakeman John Cannon is the latest victim to have caught the Ford fever. When he brought it home from Sac City he took Dick Gilbert along to help him drive it. We understand that both of them together managed to keep it between the fences. From the way John talked to it though, he must have been a farmer used to driving horses, before he started railroading.

Guess "Dad" Allard did not get enough fishing down at Clive, for he is deserting Clive and assuming the agency and mayorship of Laviuia, where he can be close to Twin Lakes again.

#### H. & D. *"J. D."*

Mr. and Mrs. Wik returned to Montevideo after a short visit with the latter's relatives at Minneapolis. The boys were all in line waiting for cigars.

The H. & D. had engine 8023 and Mr. King taken out of White Lead, it is reported, both are working in the best of condition.

F. T. Buechler, assistant chief dispatcher, who has been out west and on the coast, is expected to return to Montevideo about Friday or Saturday. Mrs. Beek was also with the gentleman.

R. C. Dodds is trying to put on a few men on the west end. It is beginning to look as though business was going to take a jump ahead. At this writing, all the extra telegraphers are working at relief work.

Ernest Moore, old timer of Glencoe, bid in a station out in the sticks, Monango. We hear Bunny is very desirous of returning to God's country. Better shake a leg Bunny, we all miss your homely face on the east end.

Brakeman W. G. Towner, on June 13, fell between a car and a truck while unloading freight from way freight at Milbank, train 93, and hurt his side, breaking several ribs. Dr. Lewthian of Milbank was called and reports Towner resting nicely.

A strong wind and heavy rain broke several poles between Bird Island and Hector on June 13, tying up the dispatcher's phone for several hours. It is also reported a bad hail storm north of Webster did considerable damage to about 2000 acres of small grain.

Walt Schaffour, clerk Montevideo freight office, has returned from a visit down through the South. Walt says he took a plunge in the Gulf and saw a 12 foot alligator too. Cedar Brook in Galveston is now selling at \$6.00 per quart, so they told him.

Gill, official wireless phoner of the Milwaukee Railroad at Montevideo, invites any one interested to call at the house and sit in and hear the swell concerts, etc., that his machine is capable of catching.

Harry P. Jarvis spent a week end with his family at their new summer home on the lake near Shakopee.

William C. Westfall has a new car. Bill says it can't do more'n 30 but we hear he was doing nothing less than 70 miles per the other night on the state road.

Ernie Hegre, who has been working in the master mechanic's office for several months, left for Seattle to visit his mother for a month. Paul Bergendahl is taking Ernie's place.

Chas. LeRoy of the superintendent's office was an Aberdeen visitor last week.

George Crampton, also of the superintendent's office, was a Menominee, Wis., visitor a week or ten days ago, saw his folks and old buddies. George looks like he will make it till Xmas now.

J. J. Brown of Monte dispatcher's office, left today for points in Indiana. He will also visit his father while away.

#### Trans Missouri Gossip *Mildred F. Howe*

Mr. and Mrs. A. D. Anderson are taking an extended trip through Washington, Oregon and Southern California.

Miss Pearl Wagner of Minneapolis is visiting her father at Lemmon.

V. C. Cotton and family of Marmarth have moved to Moberge and expect to make this their home in the future.

Mrs. A. L. Jennings, Chauncey and Mary Louise are visiting at New Lisbon, Wis.

J. L. Culp is making a visit at the home of his parents at St. Maries, Idaho.

Ed. Howell of Spokane made a call at Moberge during the month of July.

Car Clerk, Herman Wahl is taking a leave of absence and is spending the time with his family in St. Paul.

Mr. and Mrs. Hugh Ross returned recently from Des Moines, Iowa.

Mrs. F. H. Kellaher and two daughters expect to visit at Minocqua, Wis., with relatives and friends.

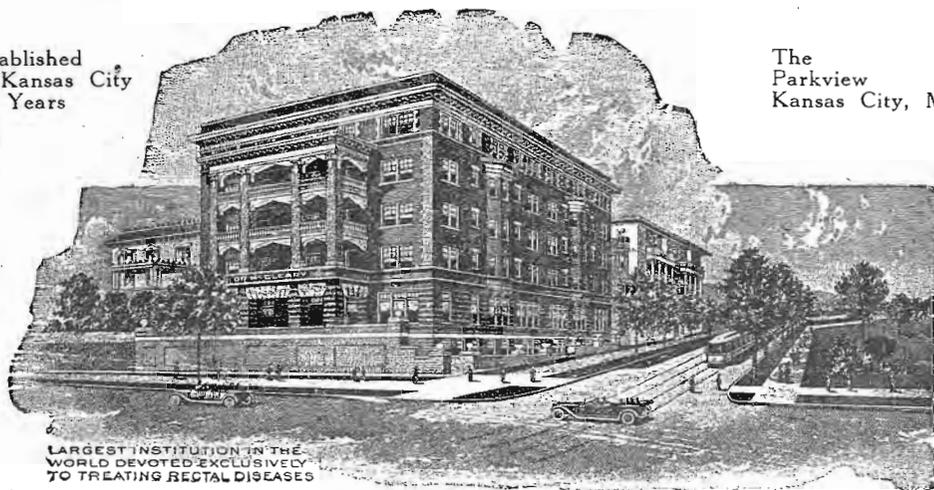
Miss Raye McCauley is back at work in the relay office.

B. & B. Foreman Joe Ryan has taken a three month's leave of absence and will go to Chicago

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23 Years

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First—No matter what you have tried without success, your Piles can be per-

manently cured, positively and easily, by our treatment. You don't need to despair or suffer any longer.  
Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

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HARRY  
SAYS  
"ADVERTISE  
IN THE  
MILWAUKEE!"

Advertise in the "Milwaukee"

to receive medical attention. From there he will go to Minneapolis to visit at the home of his brother.

Mrs. H. F. Winslip and children left the first part of July to spend the summer at Chicago, New York and other eastern points.

During the early part of June at Winona, Minn., occurred the wedding of Miss Lenora Kelley of that city and Mr. A. S. Hagan of Marmarth. Mr. Hagan is one of the engineers of the T. M. division and has returned with his bride to Marmarth where they expect to make their home. A host of good wishes is extended to the newly-weds.

Theron Childers, first truck operator at Marmarth, has been elected city mayor. Congratulations.

Mr. and Mrs. H. J. Kail are taking their vacation and are visiting at eastern points.

Mrs. F. P. Byrne and children are spending some time at Tacoma and Seattle.

George McCusker has returned from his home at Ryan, Iowa where he has been visiting.

Ora Bethke was called to Grotton recently on account of the illness of his mother.

Yardmaster and Mrs. J. L. Caldwell are rejoicing over the arrival of a baby girl at their home on July 15.

Mrs. E. E. Clothier is at Shakopee, Minn., having returned there to take the baths at the Mudcura sanitarium. This is the second time she has been there and hopes to be entirely cured from her rheumatism after these treatments.

Mrs. W. P. Moran and children expect to spend several weeks visiting at Rockford and Savanna and points in Iowa.

Mr. and Mrs. J. L. Downs spent several days fishing at Eneury Swim the latter part of July.

They do say that Joe went to Aberdeen recently for some unknown purpose. Something serious must have happened for he returned in state, namely, riding a Fordson mounted on a fat car. But we all have had luck at some time or other.

#### Iowa and Minnesota Division D. M. W.

You won't get any river items from Jack this month, so I am going outside of my assigned territory. What items he has added to what I got makes that much more for the I and M. division.

Train Dispatcher Brunner is on his vacation. Ed Sanisbury relieving him.

Miss Furst left July 15 for a months tour of the west. It was the understanding that she was to come back. 'Course time will tell.

C. B. Rogers is back on his old job in Mr. Hartz' office.

Wonder how Engineer Seyfried is going to get along with the new time slips now that the "Swede" got stumped.

Roadmaster A. H. Hobert made a business trip to Chicago latter part of June. He is now on the Flu list. Too much Chicago evidently.

Jim Moudry and Al Whitcomb are now working 2nd and 3rd trick at Farmington.

J. E. Hills has his Nash roadster equipped with a "Shower Bath." He wants her fixed up for a Radio outfit now. Then she's "Jake" he says.

Charles Roy Parker says his car is a "Pullman" you'd think it was a "Pushman" if you had seen him Sunday.

Brakeman Karl Stutzel received minor injuries while training his bull for a carnival exhibition. We are glad to know he is getting along nicely and hope he will soon be able to get back on the job.

#### One Taste Enough.

A woman wrote to an editor, "you sent back a story and I know you did not read it because I pasted several pages together as a test and it came back the same way."

The editor replied: "Madam, when I open an egg I don't have to eat the whole egg to discover it is bad."



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The First Grand Prize is a completely equipped, latest model Ford Sedan, with sliding plate glass windows, starter, electric lights, demountable rims. The Sedan is sent freight and war-tax paid direct to the railroad station of the winner. All ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

### What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. It may win the Sedan for you.

20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

### Solve Puzzle—Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You can win the Sedan, and share in hundreds of dollars in cash.

## Write Me Today—Quick—Now

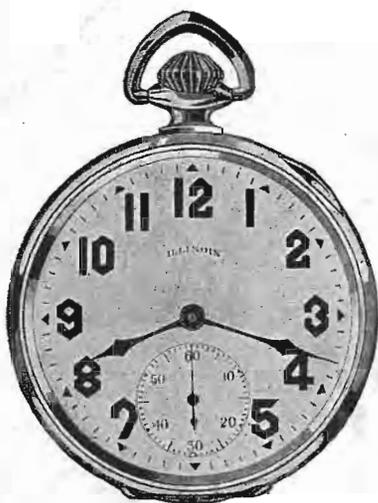
If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you will have thousands of votes to your credit and a fine chance to win. Send the coupon today.

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