

THE MILWAUKEE EMPLOYEES MAGAZINE

February 1922

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C.M.&St.P.Ry.**

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The Remarkable Story of W. J. McCrary And How He Increased His Income from \$2 a Day to \$1,000 a Month

These are the plain, cold facts about a man who, after twenty-two years of hard work, suddenly learned the secret of success; a man who jumped from debt and poverty to happiness and prosperity.

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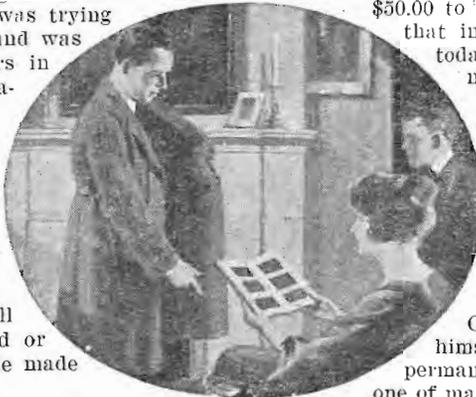
One day when things were at their worst McCrary read an advertisement which said that a man could make \$50.00 to \$200.00 a week in easy, pleasant employment. He could hardly believe it but, without much hope, he answered the advertisement.

He knew that he couldn't lose anything and that there was just a bare chance of gaining a great deal.

In a few days he received his reply, and with it a book, a little 8-page booklet, that told how to make money. There wasn't anything complicated or hard about it. It showed him how he could start right out without any training and without any previous experience and start making money immediately.

He started to work on Saturday noon and before dark had made \$4.50. It wasn't much, but that first \$4.50 proved to McCrary that he was no longer a two-dollar-a-day man, that after twenty-two years of privation, his opportunity had come.

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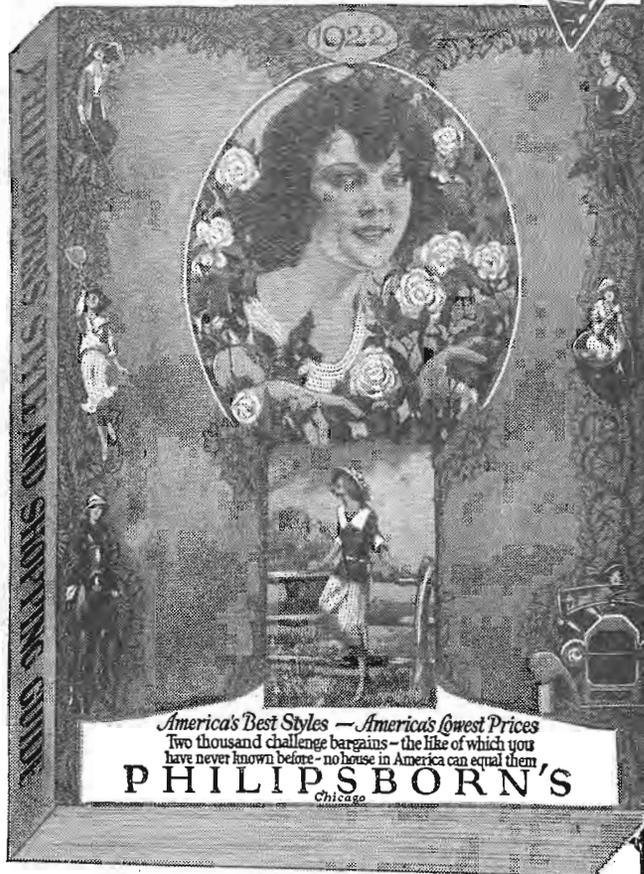
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Magazine

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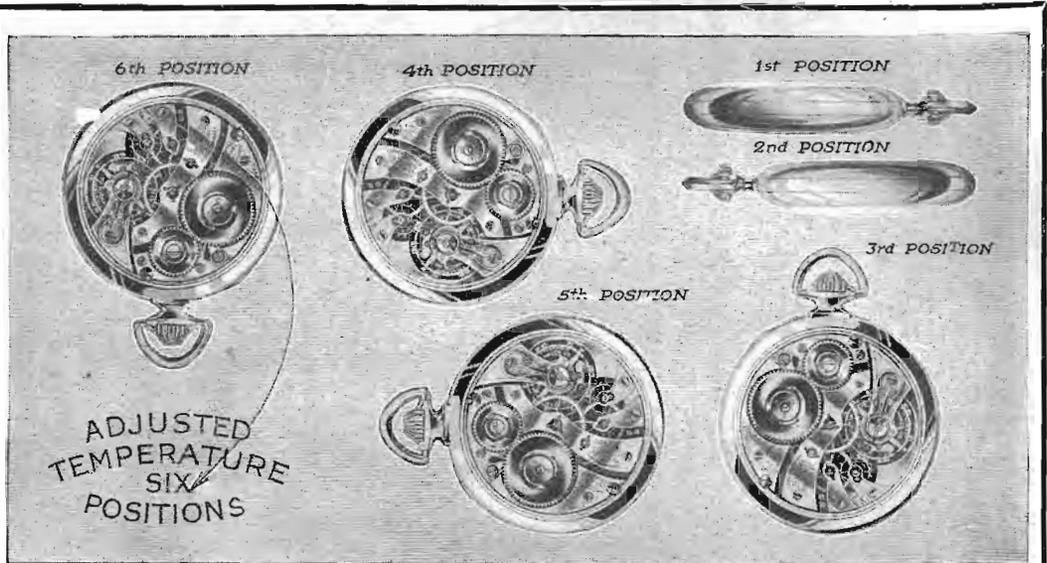
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MILWAUKEE EMPLOYEES' MAGAZINE

VOL. IX

FEBRUARY, 1922

No. 11

An Attack on The Milwaukee's Management and President Byram's Reply

The Houston County Chief, a weekly newspaper published at Hokah, Minnesota, printed in its issue of January 5th an editorial which, on account of its malicious untruths, prompted an answer from President Byram. For the enlightenment of our employes, as well as other readers, the article and the President's reply are herewith reproduced, verbatim.

The Editorial.

THE MILWAUKEE'S CLEVER WORK.

—THE MILWAUKEE'S CLEVER WORK . . . HEADLINE U & L BOLD

A person we know bought some Milwaukee stock several years ago at about 90, thinking to keep it as a permanent investment. The stock went up to 150 and 160 and he thought it a fine speculation. For years it remained at about the same figure and paid out for him a good dividend.

But that was before the Milwaukee installed its elaborate system of bookkeeping guaranteed to reduce the annual dividends and to show the public that the road was losing money.

All at once the stock began to tumble. Down it went to 140, 135, 120, 90, and even down to 50. The dividends fell off until there were practically none at all. Still the stock went cantering down until he became sick at heart. His erstwhile investment was cut in two, three, four, five and six. It sank to 25, 24, and 23, where it stayed for some time. Then it tumbled again. It hit 18 cents on a dollar, where it stuck, and where it is at present. Now, they say the road is in the hands of a receiver, and it is hard to tell what will become of the business. But to their elaborate system of bookkeeping they no doubt owe their present prosperity, for it is the bookkeeping which shows how the business is prospering.

Prosperity? The Milwaukee never did any better for its majority stockholders in its history than it is doing at present, for it is enabling them to get control of the stock at a song.

Block after block of Milwaukee stock is passing out of the hands of the small investors every day and into control of the Rockefeller interests.

When a road wants to freeze out its small stockholders, it pads its expense account so its profits look small. Then it figures its dividends upon its watered stock, and of course the rate is no rate at all. The people see this and are anxious to get rid of their holdings. Then it is that the big moneyed men go into the market and buy.

If expenses were kept at a minimum; if nobody were given a position except those really needed; if offices were not created to give sinecure jobs to sons, cousins, nephews and friends of influential stockholders; then profits would show up to something like their real size. If earnings were figured on the actual investment instead of the watered stock, the public would gain a better idea of the amount of the money the road is earning.

Stocks would then sell for their real value, and people would hang to them because they would bring a good yearly revenue. In this way, the "big interests" would not secure control of the road, and the public at large would be better served.

It looks as if the Milwaukee, and many of the other roads, too, were trying to see how poor they can make their business appear in order that they may be in a position to obtain public sympathy in case they need it.

The Answer.

Chicago, January 10, 1922.

Mr. E. H. Wheaton, Editor,
The Houston County Chief,
Hokah, Minnesota.

Dear Sir:

Referring to your display editorial on the first page of your issue of January 5th, 1922, entitled "The Milwaukee's Clever Work":

I am surprised and disappointed that the editor of a newspaper which circulates among the homes of intelligent people of the Middle West should be so unfair and indifferent to the real truth as to publish an article containing so many mis-statements and unjust insinuations. In the first place the holdings of stock of the Chicago, Milwaukee & St. Paul Railway Company are widely distributed, as will be seen by the attached statement showing the stockholders on May 12th, 1921. The year previous we had 21,316 stockholders. This does not indicate that the stock is being acquired by any one interested as is insinuated in your article. The reason the stock of the C. M. & St. P. Railway Company is not worth as much as it formerly was is because the conditions brought about by the war have made it impossible to show a profit on our operations.

The "Elaborate Bookkeeping System" which you condemn is the one which has been prescribed by the Interstate Commerce Commission for all the railroads in the country, and cannot be changed without violating the law. Evidently you are impressed with the old belief, that long ago was exploded, that it is possible in these days for any one interested in a railroad to freeze out the other stockholders. If this situation ever did exist, it has not existed for a number of years because all of our affairs are supervised by the Interstate Commerce Commission, and we are obliged to go to them for permission to change our rates; to borrow money; to purchase other railroads, and various things that formerly were in the hands of the directors. It is utterly impossible for railroad affairs to be manipulated as you say is being done with the Milwaukee Railroad, which you easily could have ascertained if you had tried to find out the truth.

The operations of the Milwaukee Railroad are being conducted with the strictest economy, and perhaps the most untrue and unjust statement in your article is the following:

"If expenses were kept at a minimum; if nobody were given a position except those really needed; if offices were not created to give sinecure jobs to sons, cousins, nephews and friends of influential stockholders; then profits would show up something like their real size. If earnings were figured on the actual investment instead of the watered stock, the public would gain a better idea of the amount of money the road is earning."

In the first place, expenses are kept to the minimum and no employes or officers are kept on the payroll except those that are absolutely necessary, and none of them are kept there because of their relations to stockholders or otherwise.

There is no watered stock in the C. M. & St. P. capitalization. Every share of it was paid for with real money, and this is a fact that you easily could have ascertained had you taken the trouble to do so.

I think you have done the Milwaukee Railroad a great injustice to publish such an article which has not a vestige of truth in it, and that in order to make amends for such a wicked attack, you should give this letter as much prominence as you did the article in question, but in any event it will be impossible for you to overtake and correct the monstrous wrong you have done this Company and me personally by the publication of the article in question.

By ignoring the truth and making derogatory statements of this kind without knowledge of the facts you have discredited the newspaper profession.

Yours truly,

(Signed)

H. E. BYRAM,
President.

Distribution of Milwaukee Stockholders

State or Country	Number of Stockholders	State or Country	Number of Stockholders
Africa	1	Mexico	1
Alabama	28	Michigan	288
Arizona	9	Minnesota	459
Argentine	1	Mississippi	42
Arkansas	12	Missouri	218
Australia	1	Montana	75
Belgium	2	Nebraska	68
Bermuda	3	New Foundland	2
British Columbia	4	New Hampshire	258
B. W. I.	1	New Jersey	1,205
Canada	116	New Mexico	11
California	447	New York	7,665
Canal Zone	6	Nevada	2
China	2	North Carolina	22
Colorado	87	North Dakota	18
Connecticut	1,127	Nova Scotia	5
Cuba	7	Ohio	588
Delaware	63	Oklahoma	13
Denmark	1	Ontario	5
District of Columbia	270	Oregon	55
England	152	Ralestine	1
Florida	45	Pennsylvania	1,736
France	74	Porto Rico	2
Georgia	36	Rhode Island	294
Germany	7	Scotland	11
Haiti	1	South Carolina	15
Hawaii	6	South Dakota	51
Holland	18	Spain	1
Idaho	11	Sweden	1
Illinois	1,994	Switzerland	7
Indiana	144	Tennessee	40
Iowa	346	Texas	47
Ireland	12	Utah	19
Italy	4	Vermont	108
Jamaica	1	Virginia	88
Japan	1	Wales	5
Kansas	19	Washington	143
Kentucky	105	West Virginia	77
Louisiana	47	Wisconsin	1,008
Maine	147	Wyoming	6
Maryland	311	Place not given	54
Massachusetts	1,778		
			22,191

Oxyacetylene Welding and Cutting of Metals

Paper Read by Alfred S. Kensey, Professor of Shop Practice, Stevens Institute of Technology, Hoboken, N. J., and Advisory Service Engineer, Air Reduction Company, New York, N. Y., at Master Mechanic and Staff Meeting, Milwaukee Shops, November, 1921.

Concluded from January Number

Car Repairs. In the car repair department probably one of the most interesting welding jobs is the repair of truck sides. The restrictions placed on the welding of tension members of truck sides may have been warranted because of the careless welding which has prevailed in some shops. But if a nickel steel welding rod were used on a cast steel truck side and the welder was proficient, the oxyacetylene weld would undoubtedly be stronger than the metal on each side of it.

There is a lot of welding of bolsters, coupler knuckles, truck sides and the like in the car repair department, all of which is accomplishing a type of permanent repairs and savings of unquestionable value to the department.

Maintenance-of-Way. One of the first oxyacetylene welding operations in the Maintenance-of-Way Department was the welding of switch frogs, and it has become one of the most profitable repairs on a railroad. In some frog welding experiments performed by the writer on one of the standard railroads the following results were obtained:

125 frogs were built up by the oxyacetylene torch and placed in main-line, active siding and freight-ladder service. They were given severe wear. Different kinds of welding rods were tried, and it was found that a steel rod containing about 3.5 per cent of nickel gave the most satisfactory results. Nickel steel has characteristics peculiarly advantageous to such work. It is tough, highly ductile, resists cracking, has a high tensile strength and flows smoothly in an oxyacetylene torch flame. It required from three to five lbs. of nickel steel rod for each frog, to weld both the point and the wing rails.

The durability of the built-up frogs proved to be from 75 percent to 90 percent of that of the same frog when it was new. Frogs will often stand two or three rebuildings before the whole frog needs overhauling.

It costs about \$10.00 for labor and material to replace a frog which cost \$90.00 when new.

If a frog is not given an unreasonable amount of wear, it can be restored in from two to four hours' work of one welder. This may be done while the frog is in the track if there is not too much use of the track. Of course if it is considered wise to take the risk, it would be possible to weld the frog in place while trains were passing, but the heat of the metal would be lost each time, there would be decarbonization of the frog steel due to the repeated heating and cool-

ing, and the trains would have to run very slowly over the frog. Some railroads prefer to have all the frog and switch welding done in a special shop for the purpose, so that there will be no interference to the train service, but there will be better welding done in the shop because of the trained supervision of the welders.

The oxyacetylene torch also is being used extensively for the welding of switch points, rail ends, track water pans and in numerous other ways with much success.

Buildings and Bridges. The oxyacetylene welding torch has found its place in the department of Buildings and Bridges in the many odds and ends of repairs, but the oxyacetylene cutting torch has probably been more serviceable to this department in the dismantling, the repairs and the lengthening of bridges.

Signal Department. Among the interesting uses of the oxyacetylene torch in the Signal Department, two stand out as the most valuable, the bonding of rails, and the jointing of telegraph and telephone wires. The oxyacetylene welding of rail bonds has proved to be an important advance in Signal Department work, both as to economy and efficiency of operation. The old style way to put on a bond was to compress it in the base of each rail end or to expand it in a hole in the rail by a steel pin forced into the hole. Or in some cases the bond was secured to the rail by passing through a grooved metal plug driven into a hole in the rail. The new method is to have a special terminal on the bond and to weld the terminal to the ball of the rail with oxyacetylene torch. The requirements of good bonding are:

1. Thorough and secure contact with the rail. The oxyacetylene weld fuses the bond terminals and the rail together by the introduction of a third metal from the welding rod, the whole mass being brought to the molten condition by the torch. This practically makes the bond an integral part of the two rail ends. There is no space between the bond and the rail to become filled with dirt and rust to destroy the electrical conductivity. It is of special interest to note that in welding on the bonds, three different metals are fused in the one mass, i. e., the rail ball of high carbon steel to the low carbon wrought iron cable in the copper terminal by the copper welding rod.

2. Low electrical resistance. The current should flow unimpeded through the bond with the least loss in conductivity. Welding

the bonds on by fusion instead of fastening them in place by channel pins increases the electrical efficiency of the bond about eighty (80) per cent.

3. Speed and security of installation. The welding may be done without interfering with traffic, and in less time than it takes to pin the bonds. The welded bond is also not so liable to be stolen.

4. Low cost, that is not only the first cost but also the expense of installing and maintaining the bond. It costs for gas, labor and welded bond about forty (40) cents per joint, as compared with forty-five (45) cents for the channel pin bond. Not much of a difference, but to it must be added the gain of eighty (80) per cent in conductivity, the greater durability of the welded joint and the saving due to the less attention it requires.

Another example of the advance of oxy-acetylene welding in the Signal Department is to be found in the welded joints for telegraph and telephone wires. The use of the torch for this purpose is a bit novel, but nevertheless quite practicable. The two ends of the wires are drawn together so as to leave enough slack at the joint to allow for the welding, and given a simple twisted splice joint. The welding is then done at a couple of places in the neck of this twisted joint. The finished welded joint should be red leaded. The cost of such a joint may run as high as fifty (50) per cent higher than the old style joint, but the advantages of the welded joint are:

(a) The electrical conductivity is increased one hundred (100) per cent.

(b) The joint will very likely never need attention again.

(c) The welding may be done in any kind of weather and the old wire does not need to be cleaned of its rust and dirt, the torch will melt off.

Reclamation. Here in the reclamation yard of all other places, the welding and cutting torches play a part which up to a few years ago was entirely unknown, that of saving from the scrap pile thousands of metal parts which formerly were worth only their weight as waste material. The scrap pile of the modern railroad has been gradually diminishing in size, due, first, to the use of the oxyacetylene welding torch on worn parts before they leave the shops, and secondly, to the use of the welding and cutting torches in the reclaiming of parts at first thought to be useless. Many thousands of dollars a year are saved in this reclamation work.

In our estimate of the value of the oxy-acetylene process to the railroad shops, we must not think only of the welding of iron and steel. The oxyacetylene torch will weld all of the metals of the ferrous group, including cast iron, malleable iron, wrought iron, machinery steel, tool steel, high speed steel, and also all of the metals of the non-ferrous group, such as copper, bronze, brass, lead, tin, zinc, aluminum. It will do more than this, it will do bimeral welding by tests of a cutting torch is to be found in the

cross-welding the two groups, like copper to steel, bronze to cast steel, brass to cast iron and others.

The possibilities of the oxyacetylene welding torch seem almost limitless, in fact, there can be no doubt of its scope and value. Practically the only variable in the making of good welds is the welder and we will need to have but little concern about him if he always will consider and apply the truth that:

Oxyacetylene Welding is not brazing; it is not soldering; it is not the sticking of one plastic metallic surface to another; but it is the actual melting of two or more adjacent metals and flowing them so that their grains thoroughly intermingle, and become as one homogenous mass.

Oxyacetylene Cutting of Metals

An oxyacetylene cutting torch is different from a welding torch in that while the welding torch has two supplies of gases to the torch head, one for oxygen and the other for acetylene, the cutting torch requires three, one for low pressure oxygen and another for acetylene to produce the preheating flame, and a third for the high pressure oxygen which does the cutting.

The principle of the cutting of metal with the oxyacetylene torch is as follows: Oxygen and acetylene at comparatively low pressures form what is known as the preheating flame, which is used to heat to a bright red the surface of the metal to be cut, at which point the metal has a strong affinity for oxygen. Then an abundant supply of high pressure oxygen is snapped on the hot surface and cutting ensues, due to the rapid oxidation of the metal. This actually is burning the pure iron, or ferrite, as it is called metallurgically. And that is the reason why oxyacetylene cutters are often called burners. As the burning of the iron proceeds an ash is formed, which is known as iron oxide, and it together with any other impurities of the metal is melted and run as slag out of the slot being cut, called the kerf.

There is no difficulty in cutting steel in this manner, and it is by far the most economical way to accomplish the work. In fact it costs only about one-tenth as much to cut steel by the oxyacetylene torch as to do it by machinery. Think of oxidizing, that is actually burning a clean cut through one hundred and twenty (120) lineal feet of $\frac{3}{8}$ inch boiler plate in an hour by hand torch and still a well trained cutter can do that.

The value of the oxyacetylene cutting torch has long since been proved in the railroad shops. Of course, its greatest use is in the Reclamation Department for the reduction of scrap. It is safe to say that the saving in this department by the cutting torch has been at least ten times what it was by the old sledge and chisel method of breaking up scrap. One of the severest

locomotive shop in the work of cutting out fire-box staybolts from the outside. The rebound of the molten metal and hot gases is directly against the tip and torch head. Despite this the torch works satisfactorily and with a fine saving over the old method of removing the staybolts. Some valuable work also is being done in the locomotive shop in the way of cutting operations on rods and frames. This is comparatively high carbon steel cutting; the value of which sometimes has been looked on with a feeling of doubt. There need be no uncertainty in this work however, if the simple principle of annealing is employed. Of course, to cut through a thick piece of high carbon steel, thereby getting the metal adjacent to the kerf red hot and allowing it to cool at unequal rates is liable to cause shrinkage cracks running back from the surface for short distances. This can be avoided by preheating the metal, and after the cutting is done, pack the heated part in dry pulverized asbestos, so that it can cool slowly. This not only prevents unequal contraction, but it also allows the carbon in the steel, some of which may have been changed from pearlitic to cementite carbon by the action of the torch to be transformed from the hard cementite carbon back into soft pearlite carbon, and the steel structure should not have been injured. Just to give an idea of the economy of this method of performing such work, one cutting job alone which used to require fifteen hours to machine to shape, is now done with the cutting torch in less than thirty minutes.

Cutting Cast Iron: Until recently it had been thought that the only metal which could be cut with a gas torch was steel. It was always believed that cast iron could not be oxidized with a cutting torch, because its oxide had a higher melting temperature than the pure iron, called ferrite, and that the oxide insulated the ferrite from the heat of the flame so that ignition could not be obtained to start the cutting action. But this now seems to be untrue, for cast iron is being cut with the oxyacetylene torch. In experiments performed by the writer in 1920, the following facts were proved:

1. That cast iron can be cut with the oxyacetylene torch by a combined burning of the ferrite and melting of the oxide.
2. That probably the reason why it had not been cut before was because there was not a large enough supply of oxygen and acetylene used.
3. That the cutting torch used was not properly designed for cutting cast iron, although it was all right for steel.
4. That even though rather roughly done, the cutting of cast iron would be of fine advantage to shop practice, as for example the beveling of big castings for welding, reducing big castings to scrap, making changes in bases and frames of machinery, removing gates and risers, and correcting castings in foundries, and work of that nature.
5. That cast iron as thick as 12 inches was satisfactorily cut in the writer's experiments and that it is quite probable thicker

metal can be cut.

Economy of Cutting Cast Iron. 1. The cost of cutting cast iron is about five times as much as that of cutting steel.

2. Steel twelve (12) inches thick can be cut at the rate of about thirty (30) square inches per minute, whereas twelve (12) inch cast iron is cut seven (7) square inches per minute.

3. A fair comparison, however, would be the following: Total cost for gases and labor to cut one hundred (100) square inches of steel by torch \$0.50, to cut cast iron by torch \$2.60, to cut cast iron by machinery \$5.00.

4. Of course, in considering the economy of cutting cast iron, we must take into account the advantage of moving a light portable oxyacetylene outfit to the job as compared with taking the heavy job to a machine.

How to Cut Cast Iron: While the cutting of cast iron is not so different from cutting steel, there are some special points which must be kept in mind:

1. The regular Airco Cutting Torch for steel can be used if it is designed to operate with a strong carbonizing flame, as did the Airco cutting torch the writer used in his experiments. A special tip is the only extra part necessary.

2. The torch should be tilted slightly backwards.

3. Make a liberal size ignition spot.

4. Give a slight spiral swing to the tip if necessary.

5. Use a carbonizing (excess of acetylene) flame one to two inches long.

6. The gas pressures must be high, running from fifty (50) lb. for oxygen cutting cast iron one inch thick, to one hundred and seventy-five (175) lb. oxygen cutting twelve (12) inches thick. The acetylene pressure should be from ten to fifteen lb.

7. The cast iron does not need to be preheated, nor does the oxygen require any warming up.

8. The cutter must have ample protection for his flesh, shoes and clothing. Cast iron cutting is hotter work than cutting steel.

9. The kerf will be at least two or three times wider than that of steel and its surfaces rougher.

10. The upper part of the cut will be blackened as if carbonized, but not sooty, while the lower faces usually have a heavy oxide scale over them which will shatter loose with a hammer blow, and there should be no important increase of hardness of the metal from the cutting action.

Quite Obliging.

"Miss," said the conductor, severely, "if you are going by this train you must get aboard at once."

"Oh," gasped the dear young thing, who had been chatting with another damsel ever since the train arrived, "do let me have a minute more; I must kiss my sister."

"Get aboard. Miss: get aboard!" said the conductor, obligingly. "I'll attend to that for you."—*New Success*.

THE
MILWAUKEE EMPLOYEES
MAGAZINE

Railway Exchange Building, Chicago

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The "Guarantee" in the Transportation Act of 1920.

One of the railroad questions concerning which there is widespread misinformation and misunderstanding, is the so-called Guarantee of six percent on valuation, to the railroads, regardless of earnings and operating expenses. So why should the railroads worry or raise so much fuss over increased operating expenses, is the argument.

The facts in the matter are: that this Act empowers the Inter-State Commerce Commission to fix rates so that carriers "as a whole", or "by groups" may earn a fair return upon their "aggregate value", as determined by the Commission. Until March 1st, 1922, this rate is fixed at five and one-half percent, with an additional one-half of one percent to take care of improvements or betterments charged to Capital Account, and if any single carrier earns in excess of that six percent on its value, one half of that excess may be retained by it as a reserve for lean years; the other half of the excess must be turned over to the Commission to be used as a fund from which the Commission may make loans at six percent to the less fortunate carriers, providing these carriers can furnish satisfactory assurance of ability to repay the loans.

It will, therefore, be seen that there is no "guarantee" of five and one-half or six percent to any road that does not **earn** at least that much; and that if more than six percent is earned, half of the excess is to be taken away from it and loaned to some less lucky road which, although quite

as efficiently operated has not been able either from local business depression or other financial difficulties, to earn any net revenue. This loan, however is restricted to the purpose by the borrowing road, of meeting its obligations, and not to pay dividends to its stockholders.

From the foregoing facts and figures which can be proved by a study of the Transportation Act it will be seen that propaganda destined to discredit the management of the railroads of the United States under corporate control is itself discredited by the fact that the railroads are not yet under private management insofar as this relates to the rates it may charge, which is, of course, the source of their revenue; to the expense it must be under for operations, and to the prices it must pay for material and supplies, these three being the fundamentals in the conduct of the railroad business. Also that instead of "sitting pretty" because Uncle Sam is going to make up their losses to the extent of a return of six percent on their valuation, from which the stockholders are to expect their returns, the railroads have got to earn that six percent over and above their operating expenses, and if they should succeed in accomplishing more than that much return, half of the excess goes to the Inter-State Commerce Commission to be used to help out the obligations of less fortunate stockholders of those carriers.

It is best always to know the truth in matters pertaining to one's business, and as the truth about the railroad situation may always be gotten at by application at the duly appointed and approved sources railroad men will be better equipped to take part in whatever discussion of the problems if they will take the pains to inform themselves correctly upon these subjects.

Things You Should Know

Recently President Markham of the Illinois Central Railroad addressed a public letter to the employes of that railroad on the dissemination of certain propaganda tending to discredit

the managements of the railroads in the eyes of the public; this campaign being carried on all the while with the financial assistance in the shape of dues and assessments of the various organizations. He cites a number of statements which have appeared in the public press by Mr. Frank J. Warne and Mr. Jett Lauck, and with which most of the railroad brotherhood members, as well as others, are already familiar. Mr. Markham says: "I earnestly suggest that you consider seriously these charges. You are in a position to develop the truth or falsity of their statements as far as our railroad is concerned. If you find that their charges are true, I suggest that it is your duty to bring the evidence to my attention and to the attention of the public. If you find that the charges are false, I insist that it is your duty as honest men to make public disavowal of the men who thus misrepresent you". The situation as pointed out by President Markham is not peculiar to the Illinois Central railroad, it exists everywhere, and the campaign takes in all of the railroads of the country and their managements. It began before the roads were returned to corporate operation, and it utterly ignores the fundamental facts that despite the apparent existence of corporate control, the railroads are yet far from being under such control. It is true that the corporations resumed operation of their properties on March 1st, 1920, but they have had little more real control since that date than they had while government was in charge. For instance: payrolls are regulated by a government agency, and were almost 150 percent higher in 1920 than in 1916, wages and working conditions cannot be changed except by agreement with the men or by order of the U. S. Labor Board. Material prices also come down slowly, and thus the two main factors by which railroads might effect economies are not under their jurisdiction. The only savings they can effect are by reducing service at the inconvenience of the public, or by cutting down forces the maintenance which is merely a postponement of needed expense and means an added

cost when the work is finally done.

Handling Company Material

By Chas. E. Heward
(Tracing Clerk, Tacoma.)

Volumes have been written and still more could be, on handling company material. However, reiteration will sometimes cause employes to take a little more interest in their work.

What I have in mind is company material shipped which never reaches its destination. Some employes seem to think that, because it is company material, it belongs to nobody in particular and everybody in particular, and it is immaterial whether it gets to its destination as soon as possible or whether it gets there at all. Company material being company material to be used by any and all, regardless for whom or for what purpose it was ordered. The article may not be worth very much as far as its own individual value is concerned; what makes it valuable is the fact that it is needed at some point on the system where its delay or non-arrival means suspension of work until it, or another, is received. This, for instance, in the case with bridge material; it means keeping a crew waiting several days for material, thereby running up a bill against the job, which could have been avoided by a little care on the part of every employe handling the order.

A broom or a box of matches is a small item of intrinsic value, but when multiplied by the hundreds and thousands which have been shipped and never received, it soon amounts to many dollars, to say nothing of the annoyance and inconvenience caused by its non-arrival. Then there is another item of expense connected with the loss of the article, and that is the time consumed trying to determine whether the article was actually shipped or not and the expense of tracing for the same being no small item. The old saying, "For the want of a nail the shoe was lost" is applicable to material shipped. So let us watch these shipments and see that they reach their destination and reach it on time. Mark the name of the consignee, consignor, destination and requisition number or order plainly on the outside of the package and then give it the same consideration you would a registered package for some good customer. The amount saved by prompt handling will, in a year's time, amount to a nice sum of money to the company in the saving of material. So let us save material by seeing that all shipments reach their destination in good order and on time.

I have noticed the motto on some of the company stationery, "Trains on time for 1921." Why not a slogan: "Material shipped on time and pushed through on time in good order for all time."

Traffic Case

These men were blocking traffic, Your Honor, while they had an argument.

Were they in an altercation?

No, Your Honor, they were in a Ford.

—Louisville Courier Journal.



The Great French Commander and Party. At the Extreme Left Is Col. Hanford McNider, Commander of the American Legion.



Train Crew of Marechal Foch's Special. All Ex-Service Men.
 Left to Right: J. Healy, U.S.N., baggageman; W. Theiss, Private, brakeman; A. T. Shirley, private, brakeman; W. E. Cummins, Lt., conductor; W. E. Jones, Lt., engineer; T. Lowe, U.S.N., fireman; J. P. Bevlus, Private, brakeman.



Marechal Foch Pleased with Milwaukee Service

At the completion of Marechal Foch's trip over the Milwaukee, the great soldier, who had been much impressed with the character and quality of Milwaukee Service, wrote the following letter of appreciation to President Byram, and sent with it the autographed photograph of himself which is shown on this page. The letter was written in French and the free translation given here expresses the sentiments of M. Foch and the wish that his thanks be extended to all those who so splendidly ministered to his comfort while en route over the Milwaukee.

To Monsieur, the President:
During my visit to the United States, which is about completed, I have had occasion to travel over the railroad of which you are the head. I have received the most courteous attention from your representatives, and every effort has been made to facilitate the fulfilling of my engagements.

I shall be grateful to you my dear sir, if you will accept and transmit to your organization, my profound gratitude and thanks, with the assurance of my deep appreciation.

(Signed) F. FOCH.

Savings in Signal Operation

By H. W. Newlan, Special Instructor

During the year just closed much progress has been made in the way of instituting saving methods which will be lasting in their benefits.

It has been the aim of all of us, I believe,

to not only look after the momentary savings but to look ahead and build up a regular program of methods whereby materials could be eliminated from the purchase requisition.

During the past several months a scheme has been perfected which will save approximately thirty-three and one-third per cent of the cost of primary batteries used in the operation of the signal system. This will mean a saving annually of about \$10,000 on approximately 575 signals on lines east and may, also, result in the working out of some scheme whereby our A. C. signals may also be cut down on current consumption, thus reducing that cost.

This scheme is original with us. I know of no other road having made an attempt to operate signals with anything less than the regular amount of battery that it takes to clear the signal arm. It has been given a thorough test by the signal department and has been found absolutely practical.

The scheme consists merely in equipping the signal with an extra circuit controller contact which cuts out one-half of the operating battery when the signal arm clears, using the entire set of batteries to clear the signal and only using one-half of the set to hold the signal in the clear position after same has cleared.

This will mean a permanent saving and the credit for this is due to the untiring efforts and hearty co-operation of the signal department in keeping everlastingly after something which will result in a saving or decreased cost in the operation of the signal system.

Our signal reclaim shop at Milwaukee shops has been, to my knowledge, the means of our saving considerable over and above the ten or twelve thousand dollars which is contained in the annual reclaim report for the year 1921, of signal materials. It has been the means, also, whereby we have avoided costly delays in getting material and it has, also, been the source whereby we have been able to put obsolete materials into form so that they could be substituted and used up instead of having to purchase new.

Several schemes have been inaugurated in the field by the signal forces which are also going to mean a saving of material. One of these things is the condensing of trunking and wire layouts which will mean a saving of these two items.

Another, and, at the same time, quite a large item of saving has been made in insulated joint fibre. This saving has been brought about, principally, by the increased maintenance attention given the joints, although we have converted about \$3,000.00 worth of obsolete fibres into usable parts, as well.

In enumerating some of the things which have been done this year to save material, it might not be amiss to mention here that by elevating the trunking a little above the ground at our Western Avenue Inter. plant we saved in the neighborhood of \$20,000.00 in the cost of wire alone.

All of these things show that co-operation coupled with a reasonable amount of head work can accomplish almost anything.

Freight Claim Prevention

Address by Mr. C. L. V. Craft

at Watertown Prevention Meeting, December 8, 1921.

Concerning our Local Claim Prevention Organization at LaCrosse, there were present at the initial meeting representatives from each department of the service, and it developed that much of the discussion was uninteresting to a large number present. For example, that part of the discussion having to do with warehouse operation, was not particularly interesting to the yardmen, the carmen, the roundhouse men and others, and while it is true that the more general knowledge we have of the business the better, yet it is too difficult a problem to keep up sufficient interest to insure a reasonable attendance at a meeting where the topics to be discussed are of too general a nature or confined to any particular department.

At our second meeting my first impression was confirmed, that meetings including all departments did not secure for us the best results and the plan was accordingly changed and we are now holding noon meetings of warehouse men and office employes only. These meetings are made short and snappy. The time of meeting is from 12:45 P. M. to 1:15 P. M., at which period there is no difficulty in getting all of the men at the station together.

These noon meetings are held on the first, second and third Fridays of each month. The evening meetings are held on the fourth Friday, at which all departments are expected to attend and take part.

The departments other than freight house employes have been requested to adopt some plan of weekly meetings, similar to those held by the freight house forces, and it is believed that this scheme will bring about the best results.

In my opinion, the keeping in close touch with the men under your jurisdiction is the most effective way of getting results and no matter what your system may be for the handling of freight or other work, it is the man factor that in the last analysis forms the foundation for efficiency.

Our efforts at LaCrosse are being concentrated on the man factor and our thought is concerned on how best to educate the man to properly perform his work. The first step along this line is to get him really interested in his work, and second to keep him, if possible, thinking about the work immediately in hand. Edison says, "As a man thinketh, so is he, and the reason so many men never amount to anything is because they don't think."

If our freight house employes are first properly instructed on what is expected of them, and, secondly, if they are led to become interested in their work and to think about it, a great many claims for loss and damage to freight will be eliminated.

The topics discussed at noon meetings to date are:

1. Best method of loading pipe.

2. Proper method of showing check marks and corrections on shipping tickets.

3. Proper method of flooring and ticketing holdover freight.

4. Handling and stowing of glazed sash and doors.

5. Better lighting in cars to facilitate proper stowing.

6. Proper marking and ticketing of shipments to points on foreign lines.

7. Best method of ticketing packages to insure proper loading.

8. Best method of educating check clerks and stowers as to run of stations and delivery points for foreign line shipments.

Ten-Minute Talks by Chairman

1. Condition of our business and necessity for greater efficiency.

2. Getting interested in our work and constantly thinking about the work immediately at hand.

3. Proper checking, trucking and stowing to avoid claims

Preventive Method Adopted

1. Limited number of cars in switch cut to 20. This makes less slack and less damage to freight by rough handling.

2. Ten-minute talks to warehouse force just before going to work in the morning, giving them result of previous day's work and urging careful work for the day just ahead of us, winding up by the injunction—"Let's try to think today about our work."

3. Chalking box numbers on packages as well as on loading ticket.

4. Chalking pro-numbers and date unloaded on all received packages.

5. Prompt tagging of all over, refused and unclaimed freight.

6. Weekly check of warehouses.

7. Placed bulletins of DONT'S in all check rooms.

8. Furnished stowers with list of principal stations for each run.

Topics to Be Discussed

1. Old packing cases with old marks.

2. Improper receipting for freight by check clerks.

3. Classification, Rules and Regulations.

4. Proper handling of explosives.

5. Proper handling of perishable freight.

6. Proper sealing and cleating of cars.

7. Policing houses during noon hour.

8. Proper handling of over and astray freight.

For the week ending December 3, 1921, our records indicate a decrease in the number of exception reports received as compared with the same period for November, of thirty-one per cent and as compared with the week immediately preceding, a decrease of sixteen per cent. This may or may not indicate an improvement, but it is the best evidence available, and my judgment is that it does actually indicate an improvement in our loading.

Every loss and damage claim represents a transportation failure. Of course, the trainmen and yardmen and all employes having anything to do with the movement from one point to another have their part in these transportation failures, but my candid opin-

ion is that if the freight is properly checked, properly loaded, unloaded and checked out to consignee's drayman, a very large proportion of our claim payments would be eliminated. Freight houses should be closed to the receipt of freight sufficiently early to allow time to properly load and stow it in cars. Much of our trouble undoubtedly occurs during the last hour, or what may be termed the rush period.

I would like to add in closing a word or two on THINKING. I wish I might impress on those present the vital importance of logical, constructive, methodical and intensive thinking, especially about the matter immediately in hand. Do not let your thoughts scatter, but dispose of one thing at a time, and this can only be done thoroughly and effectively by concentration, and if this thought is continually and persistently brought before the men under your jurisdiction, I am sure you will secure real results.

Mike Shaughnessy

Asleep at Lone Pine Cut One Night Six Years Ago

The night was as dark as one black cat and Mike got a message to inspect the track. The wind was blowing and rain coming down and Mike had to go and make that round, and make report of what he found. He would look at the message and scratch his head, look at the door and then the bed; but as Pully was coming with high-ball train, poor Mike just had to go out in that rain, and the wind was blowing and rain pouring down and he had to report just what he found. But, nevertheless, he made the beat and made a report which was complete. And then Mike dropped down on his cozy cot and what he dreamt of I know not.

Morning came, and with a terrible shout, he got all hands up and all hands out to begin again to clear the rut and get the mud hauled out of the cut. As his contract called for the 1st of May, he began to work them night and day. Where he slept, no one knew. He moved his belongings in a _____ of a stew to some place where he was out of sight, so they couldn't get him again at night.

E. J. S.

Watch the Box!

A Story in Rhyme

By Jimmie Humphrey

Way out in Montana on a lonely mountain side, where the great electricies ply across the continent's divide; where they use "white coal" for power that makes no smoke or fire; where the yellow coaches glide along beneath the trolley wire, stands a lonely little station, unhonored and unsung, upon an all-too-narrow ledge precariously hung. At this God-forsaken station a man we shall call Mike was the agent, operator, baggage agent and the like. It was a lonesome, thankless job—Mike was about to quit, "For," says he, "this job with me don't make much of a hit." And so his spare shirt and his gun he threw into his bag, wired in "I've quit," and down the line his freight proceeds to drag.

Now Bill was most ambitious: he also had a girl, and he would like a steady job, he thought, in this man's world. He was a born railroader, as his daddy was before, and now had reached the ripe old age of almost twenty-four. Bill wasn't hard to look at, he mostly wore a smile, and never bothered others by telling them his trials. He made himself agreeable as he went through this life, but always wished that he could ask his girl to be his wife. "But to have a wife," says Bill, "one needs must have a home, and that I'd have if I could get a station of my own." But Bill was shy on whiskers, was always getting bumped; from one job to another he consequently jumped, until he came relieving Mike, for Mike had left apace at the lonely little station, twenty miles from any place.

Now Mary, that's Bill's girl, y'know, and Bill was surely blest, pounded brass the second trick a couple of stations west. She was a good operator, good fist, fast with a mill and often they would talk at night when all the wires were still.

One night when Bill was basking in the round stove's ruddy heat, listening to the wind and rain that 'gainst the window beat,

there came a man from 'out the night, he seemed in dire distress, and said he had a coffin he'd fain ship by express. "It is my only brother," he said, and dropped a tear. "He must be planted by his dad, who's buried far from here. Upon the box you'll find a tag that shows where he 's to go, please put him on sixteen to-night, I can't stay, I must go." They moved the coffin gently into the waiting room and with a parting tear the stranger vanished in the gloom. Bill wasn't much elated o'er this unexpected guest, but of bad situations Bill always made the best. He looked the rough box over, and scratched his curly head and thought "That ain't much of a box in which to ship the dead." For truly, 'twas a rough box, and seemed but built for strength, about a yard, both wide and deep, and seven feet in length. Bill went back to his office, and wished sixteen was due, 'Twas not quite nine and sixteen came about ten forty-two. "O, well," thought Bill, "He's harmless now, and will return no more, perhaps he smites a golden harp upon the other shore."

Thus drowsily he mused, and fell into a doze, and dreamed that dead men chased him through furnaces in rows. The clatter of the sounder yanked him back from slumberland—his eyes grew round with wonder at the sounder's curt demand. It came evenly and careful, and very sharp and clear, as though the one who sent it was afraid he would not hear. Many times it was repeated, sent by a master hand—"Watch the box!" each dot and dash a separate command. The wire to west Bill grounded, but the sounder clicked the same; he plugged the one to eastward, and still the message came. Bill wasn't superstitious, but the chills ran up his back as the ghostly three-word message sounded in the little shack. The sounder ceased, and Bill, though scared, flung wide the office door and saw the tiny waiting room and the rough box

as before. Then thought Bill, "I've dreamed a dream, but one that might come true, and so I will just 'watch the box' until sixteen comes through." Then Bill, with chair against the wall, and one eye on the clock, awaited sixteen's coming and likewise "watched the box." Outside without abating the howling wind and rain tore at the flimsy station and beat against the pane. Bill watched, then stiffened in his chair, the hair stood on his head, his flesh crawled as he witnessed a man rise from the dead! For surely now the rough box lid was open just a mite—it had been nailed down tight before. Bill saw to that, all right. Bill didn't move, the fact is, that he couldn't had he tried, but watched through half closed eye lids the rough box open wide. A man sat up inside the box, and he looked sort of sick. Bill thought perhaps the air within had gotten sort of thick. "So!" thought Bill. "here is a plot to rob sixteen to-night, there must be something valuable within the safe, all right. I've got no idee what it is, or how these birds got hep, but I have gotta grab their show, and likewise watch my step." Bill didn't move a muscle, but sat as in a trance, and watched the robber closely and waited for his chance. Sixteen was almost due and the time was going fast; but Bill soliloquized, "One move will surely be my last. For this bad man is doubtless armed, and is all primed to kill, therefore, I think I'll not court death, but keep a-sitting still, and maybe when he gets some air he'll close that darn box lid," and pretty quick that very thing the dead-man robber did. Bill waited quite a while, then yawned a mighty yawn, but did some real tall thinking while this was going on. Just then he heard a whistle from afar off, faint and shrill: it was a motor's whistle as she rolled 'em up the hill. Bill grabbed a hammer and some nails from out a handy drawer, and as sixteen drew close, down on the box he bore. He nailed the lid down tightly as loud the bad man cursed, and vowed to fill Bill full of holes, or something twice as worse. "Shoot and be damned!" said Bill, and stood the box on end, just as the headlight of sixteen appeared around the bend. Thus being stood upon his head loud did the robber rage, but he was rather helpless, upside down in such a cage. Sixteen came gently to a stop in front of Bill's abode, the con, in dripping slicker clad, into the station strode. "I've got a box for you," said Bill. "a dead man in a trunk." "Gimme the flimsies," barks the con, "and never mind the bunk. We're packin' value, boy, t'night, and it is guarded strong, so let us have the documents and we will hike along."

"One moment, did you say you had a value in the can? Then I've spoiled a plot to swipe it and also have the man in that there rough box that you see, a-standin' on his head, he's helpless, but from all that noise I don't think he is dead." Then Bill went on to tell how he had watched from office chair and seen the would-be robber as he came up for air. Then they took him from the box with many threats to shoot, tied him in the baggage car and handcuffed him to boot. They hustled

him off to the jug, perhaps he is there yet, he often thinks of coffins, and the swag he didn't get. Bill grabbed off a thousand smackers, and he earned it, every cent; he also grabbed off Mary and a-honeymooning went. And now Bill holds a steady job, a good one too, for life, he's pretty well contented now as likewise is his wife. But she don't pound brass anymore, or hammer on the mill, for soon into the family there'll come another Bill.

It was a long time after, one stormy winter's night, when, safe from wind and cold, Bill, et. al., were sitting tight, when Mary told Bill about that message of three words, and how, when going home from work, she'd heard these robber birds a-talking of the coffin, with a real live man inside, and how they'd planned to rob the safe and bust it open wide. "But the wire was grounded," said Bill. "both east and west, don't keep me longer in suspense, but let me hear the rest!" "You silly dear," said Mary. "that ground don't work at all, and that little switchboard is a dummy on the wall, for I had worked one trick there, a week before you came, and when I sent that message, I knew it was the same." "And I hogged all the fame that should have gone to you," said Bill, "but wait a second till I send a word or two, another three word message, like the one that you did send." "I l-o-v-e y-o-u," clicked the sounder, and I guess this is

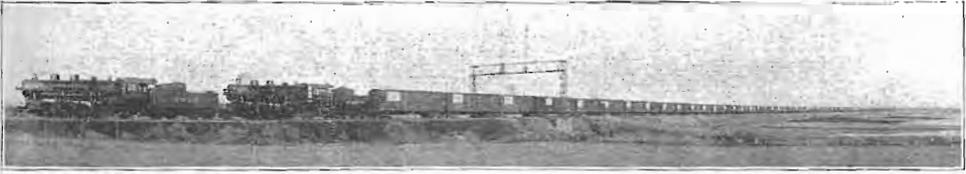
THE END.

A Department of History

The Magazine has been asked to establish a department of history, for the purpose of collecting the interesting historical data concerning the C. M. & St. P. Ry. There is at present no history of the road outside of the one compiled by the late John W. Cary, general solicitor of the Milwaukee for many years. Mr. Cary's history is concerned altogether with the financial and legal aspects of the growing railroad, and some day there should be a history written that shall tell of the work this railroad has done in developing the great Northwest. There are many veterans of the service who will be able to recall events and incidents of this character and many of the happenings of early days; and all who can contribute articles of this kind, are invited to get their memory caps on and proceed. Letters and articles from old-timers have always been of interest to the readers of the Magazine, and when it is known that such are to be preserved as data for a future history, there should be no difficulty in getting together sufficient material to eventually produce a complete history of the railroad. Every division should be represented, and the Magazine will welcome all authentic and interesting data of this character.

Erratum

Through error, the name of the National Park, on the cover of the January number, was incorrectly spelled. R-a-i-n-i-e-r is the correct spelling.



The Durant Motor Train. One Hundred Cars Long.

An Automobile Special Train

A solid train of one hundred carloads of Durant motor cars en route from Long Island City, New York, to Los Angeles, passed over the Milwaukee on January 9th from Chicago to Omaha.

The train consisted of one hundred Pennsylvania freight cars which were loaded with Durant automobiles,—each car contained five autos and the train was bannered and placarded in gala style. This remarkable shipment was handled, intact, through from coast to coast, and is the largest single shipment of a manufactured product of one commodity ever forwarded to single dealer from one plant and moved in a single train from ocean to ocean. The total value of the shipment was, approximately, one million dollars. The train was delivered to this road by the Pennsylvania and was promptly handled, leaving Chicago at 12:06 noon, and traveled

on passenger schedule from Chicago to Omaha, Neb.

This shipment was secured for our line by General Agent C. H. Mitchell of New York City, N. Y., through W. J. Bailey, traffic manager of the Durant Motor Company, to whom is due the credit of arranging for the "Automobile Special" through from the Atlantic to the Pacific. The conception and carrying out of the plan was an entire success and a splendid advertisement for Mr. Bailey's company, as well as for the railroads which handled the shipment.

The train was accompanied over the Milwaukee by Messrs. Mitchell, general agent, New York; A. A. Wilson, assistant general freight agent; W. B. Dixon, assistant general passenger agent, Chicago, and W. J. Bailey, traffic manager, Durant Motor Company. Superintendents Lollis and Marshall also traveled with the train over the Illinois and Iowa divisions respectively.



The Party Accompanying the Special. Traffic Manager Bailey of the Durant Company, Fourth from the left.

Self-Control and Its Relation to Safety on the Railroads

By Thomas P. Dwyer

(Boilermaker) M. and St. L. Railway, Minneapolis, Minn.

Self control is very wise while you are working through the day.

As it leads you on to safety, that should have the right of way.

Otherwise, if you get hurt, or someone hurt through you.

There's no one but yourself to blame, when cautioned what to do.

That is, to think of safety, first, last and all the time

It never breeds an accident upon a railway line.

It saves the train from crash, wreck, fire, and death, in burning flame

And leaves no cause for damage suit, to try and shift the blame.

Control yourself throughout the week, through every month and year

So that safety is the watchword, throughout

your whole career.

It protects you from those cuts and scars, and from the doctor bills.

While countless are the victims that the careless wound and kills;

Then why take any chances, where there is so much at stake?

Apply the rule of safety first, before it is too late.

It saves both loss of eyes and limbs, and often saves the life

That would leave the orphan, the children, and the broken-hearted wife.

Those lines may seem pathetic, but we cannot go too deep.

Because, through lack of safety first, there are many thousand weep.

And you can help to stop it all, just control yourself and say,

I'll take the rule of safety first, and hurt no one to-day.

And keep it up tomorrow—then there's no more bruise to mend.

For to-morrow, let me tell you, like the world—it has an end.

Current News of the Railroad

The Railway Age has made an exhaustive study of railroad conditions throughout the world, and, in view of the present plight of American railways, the following resume of its findings is presented as of interest to readers of the Milwaukee Employes' Magazine:

Canada

The year 1921 was the worst one in Canadian railway history. Labor situation and operating results have closely paralleled those in United States.

Increases in net have been made at the expense of maintenance; this is piling up and, of course, must be made up in the future. Labor demands arouse the public. A rate cut was made in November.

Mexico

Per Diem and interchange relations with United States lines have been restored, and traffic congestion at the border has been relieved.

The National Railways of Mexico placed the largest orders for new locomotives in 1921 of any system in North America. They built 102 miles of new line.

Officers of connecting roads in the United States express optimistic views regarding their relations with Mexican lines.

South America

Trouble in the form of high wages, low rates, scanty traffic and limited credit besets South America's carriers. Where new railways are needed so urgently, however, starvation of existing roads cannot conceivably be long permitted. Additional effort on our part toward supplying these countries with their urgent requirements of capital for additional railway development, railway equipment, trained personnel and assistance in adopting more efficient methods would redound to their benefit and ours as well.

England

English railways have been and are faced with the most serious and difficult problems they have ever been called upon to solve. Enforced by law to unite themselves into four distinct groups, and at the same time called upon to face the most unprecedented financial situation, with abnormal trade conditions, high wages and rates that must be reduced, their problems are stupendous. Old established railway methods are destined to receive harsh and revolutionary treatment.

France

The French railways are fast returning to normalcy. Their deficits are still large and wages high, but with the new railway act in force and a modification of the eight-hour day it is anticipated a great improvement will be made in 1922. Wages are to be reduced with a reduction in the cost of living. The state under the new law will assist the railways with capital.

Italy

The Italian railways came out of the war in a sad plight. Excessive labor troubles have not permitted a return to anywhere near pre-war conditions. Equipment is badly needed. There is no money to be spent there—in large amounts—for rehabilitation, extensions and in electrification.

Germany

German railways have experienced most astounding deficits since 1918. Some believe that private ownership is the only solution of the present problem. It is argued that where as they were successful under an iron-clad monarchy, that in a democratic government, such as now obtains, they are doomed to failure.

The railways have all been grouped under one head, and considerable progress has been made in improving their physical condition.

Russia

Under the regime of the Soviets the railway situation in Russia is steadily progressing from worse—it was already bad—to utter demoralization.

Mileage has been decreased by the formation of a number of independent states. Maintenance of both equipment and permanent way is practically at a standstill—even retrogressing.

An end to Soviet rule and the intervention of foreign capital seems to be the only hope.

Switzerland

Because of the high rate of exchange for Swiss money neighboring countries route traffic around that country to escape paying rates in Swiss currency. For the same reason the tourist travel, which before the war was a large source of revenue, is greatly reduced. Swiss rolling stock and road bed are in excellent condition compared with the neighboring countries. Electrification is progressing despite the difficult financial condition.

Balance of Europe

The railways of Europe whether or not they are in the countries which participated in the recent war, have not been immune from the serious effects of the war. Deficits are

the rule, with increased wages and shortened working hours as the principal causes. Nowhere has the economic balance been struck—the high transportation charges required to meet the greatly increased wage bill and material costs threaten to stifle industrial development.

Prosperity throughout the world lingers, to some extent at least, because of Central Europe's economic breakdown. Renewed productive activity in Central Europe awaits a return by the railways to pre-war efficiency. These railways must be freed from the artificial barriers to the free movement of traffic which the new Central European states have set up. The problem is to secure co-operation between the various states and bring about physical rehabilitation of the roads.

Australia

The five continental states of Australia built their railroads independently and without regard to interchange of traffic. Several different track gauges were used.

Recommendations of a special commission were accepted early in November last, and work will doubtless be started shortly, looking toward the final standardization to a 4-ft. 8½-in. gauge. The more important changes can be made by 1930 if work is started promptly.

South Africa

The Government of the Union of South Africa operates 11,478 miles of railways. These lines connect with other lines to the North, and, because of the extent of their development, set the standards as to gauge, equipment and practices for future railway development of the southern part of the continent.

They are suffering from the unfortunately too well-known malady, deficits. High costs, largely wages, and inadequate income are the outstanding causes.

Japan

Nationalization represents a prearranged development logically following state encouragement afforded the construction and operation of private lines.

Unified operation incident to nationalization carried with it standardization in all phases of operation, service, equipment and maintenance practice. The introduction of employees' welfare, instruction, insurance and relief benefit work began promptly.

Natural and economic conditions, cheap hydro-electric current, expensive and limited coal supply stimulates the replacement of steam by electric operation.

China

China, with a population of 300,000,000, has but 6,800 miles of railways. Manifestly, this country offers a fertile field—offset somewhat by political conditions, it is true—for railway expansion. Steps have been taken toward standardization during the past year—in specifications for equipment, in rates and in accounting.

India

Indian railways are financially prosperous, but under control of the state and having their finances mixed in with the general budget, the surplus earnings are taken for general state expenses, thus reducing taxation.

Their physical condition is such that they cannot properly take care of the present traffic requirements, to say nothing of the anticipated requirements.

Heavy expenditures must be made to improve the railway plant.

A Report on the Proposed Pension Plan

L. C. Boyle

At the Veterans' convention in Minneapolis last September the Pension Committee was empowered to gather data and seek information on a possible pension plan that should be handled and the fund established by the employees of this company. It was voted to send out a questionnaire covering such a plan for the purpose of getting a vote on the sentiment of the majority of employees on such a pension system. The committee have so far been unable to get a tangible working idea, although they have been and are still at work. The week following the convention the committee made arrangements with a gentleman who had given many years to this kind of work, to get up some feasible plan for such a pension system. He has been working on it, but so far, the committee announces, his report is not clear as to how the matter can be handled, and many complications have arisen which makes the work slow.

It appears a questionnaire must be sent out to all employees asking for certain data,

such as age, wages for a certain number of years past, occupation, and when it is desired to retire, if at all; or whether a death benefit is preferred in place of a pension. It has been suggested that a reserve might be set aside to help those in need of help,—to be distributed on recommendation of a Board selected by the members of the association. The death benefit, say of \$1,000, is worthy of careful consideration, and a vote should be taken on this matter.

To the younger employees, it may seem, when they are invited to answer the questionnaire (which will be sent out as soon as it is clearly set forth to the Committee just what this should include) that they will be called upon to pay more than the older ones, but this will quickly equalize itself, and in a few years all will be nearly equal. Therefore it is felt that the younger employees will be loyal enough to concede a little at the start, especially as the amount asked will in any case be negligible.

A Little Sermon for Railroad Men

W. M. W.

My line of railroad duties are narrow, responsibility small, and thoughts about in proportion to experience. Some men who have not had the advantage of technical training have made rapid strides on the railroads. Evidently, from this, common men possess some gift of nature independent of special training.

While a man may be a real prodigy and excel in one direction, he is apt to be a simpleton in another. Railroading is favorably compared with actual warfare. In war it is the skill and the courage of the man behind the gun that changes maps, controls prestige and plays with the destiny of nations. On the railroad it is the fidelity, obedience and loyalty of the subordinate that expands possibilities and fluctuates earning capacity. The most dangerous man connected with a railroad is the one who never makes mistakes; in fact, sacred history points to only one. The man who never made a mistake never did anything. The man who thinks he will be missed when he resigns, is a detriment to the service. The fellow who is constantly complaining and threatening to quit should be allowed to do so. The student who secures an official position under the impression that he will not have much to do, has prepared himself for the surprise of his young life. Success is impossible without some personal inconvenience. Success is impossible where there is strife and friction between the heads of departments. In handling men, discipline and respect are inseparable. Systematic knocking will do more harm than the expenditure of much money. Sometimes experience can save more and get better results out of an exclamation point than the average dreamer or expert can out of a lengthy letter. It cannot be denied that the graduate has a vast advantage at the beginning if he will only begin near the bottom, and if he possesses common sense. I cannot conceive how he can fail to excel.

Censure hastens improvement. Cultivate a capacity for grief. The fact that you never wear the seat of your trousers is an indication that you are industrious. Personally, I have very little confidence and very little respect for self-claimed capacity of graduates. Such give the impression of having been pulled green and are so classified until such time as they prove different and compel respect.

Strive that your subordinates may understand the rules as well as yourself.

The railroads are the arteries of our country and function the same as the arteries of the human body but they cannot properly function with too much regulation or in other words, too many microbes, and at the present time they apparently have high blood pressure or hardening of the arteries. My thought is that they need more helpful treatment so that they may have free circulation, expand, open up new fields, be prosperous, more efficient to the public and pay their employes living wages so they may raise and

educate their families and eliminate illiteracy. They should not be regulated out of existence. They should not be required to pay bonuses or to use more men than is necessary for safe operation. Eight hours have been conceded a basic working day. If that is the proper basis, then they should not be penalized for trying to get eight hours' work. The only man entitled to bonuses is, in my estimation, the soldier who helped to make our country worth living in.

If anybody tells you can he can thrive without working and saving, he is a public parasite.

Labor is free in America, but because it is free, it does not cease to be a necessity. Manual labor receives higher wages and the working classes live under better conditions in America than in any other country, but as long as food and clothing are necessary to human existence, no people can live without work. I have always been opposed to long hours and low wages but the United States cannot exist by standards of labor which reduce production below the level of consumption or double the production costs of other countries and still compete with those countries in the field of industry.

If we are to continue our existence as a free and prosperous people, we must produce more than we consume.

It is difficult to believe that the American people as a whole have become so improvident that they will wait until the wardrobe and the flour barrel are empty before they will cease joy-riding and settle down to work. America must have more hours of work—no less—or face starvation.

Confidence Versus Demoralization

R. L. H.

In these days of uncertainty, when all of us should be doing our "darndest" to accomplish our work with the utmost efficiency, contributing the best that is in us in doing our share of the work that is necessary to ward off the spectre of collapse which is being held up to us by certain sections of both Industry and Labor, during the slack period of re-adjustment,—what is more important and contributes more to the spirit of loyalty and honest work than the feeling of confidence in the future, in the ultimate outcome of the tangle, and the feeling that the "Company", will stick by us through the lean days, if we but continue to be loyal and continue to do our work honestly and to the best of our ability.

This loyalty and confidence are of prime importance in keeping the organization going at its best. Therefore, anything that tends to disturb or destroy this feeling is a positive detriment to the service, and anyone who circulates rumors (which, by the way, never lose anything in the circulating), of dire things that are going to happen to us as employes, who make it their business to take a newspaper under their arm and waste company time by going around from office to office calling attention of any employe who will likewise waste company time by listening, to items, the real origin of which we are

uncertain, but which surely are not inspired by any good motive. To the effect that in Timbuctoo or Kalamazoo there is going to be a "drastic" reduction in force, or in salaries, or in working days, or in anything that is calculated to cause discontent or distrust, with its consequent lowering of interest, efficiency and loyalty.—any one, who indulges in this practice, trying to communicate their own morbid, fearsome nature to their fellow employes, is guilty of one of the greatest breaches of loyalty in the code.

We reap what we sow, therefore the only possible crop which these "scare-mongers" can expect is trouble and confusion. Can it be said that one who sows and cultivates for such a crop is loyal and constructive? Absolutely NO!

When any one of us are confronted by this "ghost shaker," we should turn him down flat and shame him back into the bush, where he belongs.

Banquet to Supt. E. W. Lollis at Savanna December 15, 1921

Had a stranger in Savanna been standing on any corner between the general offices and the up-town district, about 6:45 P. M. on December 15 and seen the shadowy forms of sixty men in groups of two or more coming from all directions, and all headed in the same general direction, he would have thought that there was a secret meeting of the "Reds" or that the "Wets" had evil designs on the "Eighteenth Amendment" and were going to put something over on "old man Volstead," but such was not the case; it was only the regular fellows on the Illinois Division going to the banquet which they were giving to that "Prince of Good Fellows" and best of superintendents, E. W. Lollis.

It has been the custom on this division, since Mr. Lollis has been in charge, for the staff and friends to arrange these meetings quite frequently, for the purpose of "getting together" on matters pertaining to the handling of the many and varied duties which go to make up a one hundred per cent performance; and also to renew our pledge of loyalty to him, to listen to criticisms from any of the other members which they might have to offer toward the betterment of the other fellow's work, and to make new resolutions that we will work harder toward making this our Illinois Division the model one of the entire system, and to spend the evening like a great big family, leaving petty jealousies and personal grievances outside.

The menu was a "feast fit for a king," for if some kings that we have read about recently could sit down to a meal like that, they would give half their kingdom along with about two-thirds of the other fellow's.

There never was a busier bunch than this for the next half hour (some of them longer) especially Chipman: then—the fun began!

Agent Reimehr, who had been appointed roastmaster, started in a regular old-fashioned Fourth of July, spread eagle way, to call on every one for a song, a story, or a dance. Some could not, or did not, say much, as Al said it all before he mentioned who he

was alluding to, but each and every one did his part and closed his talk with a personal pledge to Superintendent Lollis to do more the coming year, to be more loyal and take a greater interest in the duties assigned him, than ever before; all except Bill Kunce, who, when he was called on, replied that "he was too full for utterance," and Jerry Hanson, who had had seven helpings of the "Pudding with a kick in it." Our new Chief Dispatcher, J. H. V. and our old chief, A. J. E. responded most nobly when their time came, and then Mr. Lollis was called on. He gave a "heart-to-heart" "straight-from-the-shoulder" talk, and when he had finished, every one present had a different view of things in general than they had before, and all of us felt that we were closer to our superintendent than ever before, and that every man present left the meeting with a firm resolve to give him the best that was in us, and show him by actions, not words, that we are with him first, last, and all the time. Then, some of the story tellers got busy.

The committee who had the affair in charge are to be congratulated for the most able manner in which everything was arranged and carried out, and the Catholic ladies are to be thanked for the wonderful spread they put on for us. We are all looking forward to the next Mutual Admiration Society meeting, which we all hope will be soon.

Suggestions to the Shipping Public

Transportation companies throughout the country are experiencing a great deal of difficulty in handling LCL freight due to illegible and incomplete shipping orders, and disregard of rules governing marking of packages. The Local Freight Agents' Association of Chicago has given this matter considerable study and present a few suggestions, that, if followed, will lessen, if not eliminate, the difficulties experienced.

(1.) Make the shipping order first or original writing. The carbon copies are frequently illegible. Many shippers use shipping orders with practically all articles shipped printed thereon. Only a few articles printed are actually shipped to a single consignee. The parts of bills of lading are not perfectly matched, and carbon copies therefore incorrect both as to the number and character of articles shipped. We, therefore, recommend that this form of preparing bills of lading be abolished. Rate clerks and billing clerks do not see the freight and the shipping order should be very plain both as to commodities and number of packages shipped, and consignee and destination, otherwise errors in rating and billing are made, causing overcharges and undercharges and improper description of freight, making identification of shipments at destination difficult and frequently impossible.

(2.) Use classification terms in describing shipments. This will insure correct rating and checking of freight. Every shipping department should be in possession of classification covering the territory served.

(3.) Do not use trade names in describing

shipments. This is an improper practice and is confusing to rate and billing clerks.

(4.) Use typewriter if possible in preparing shipping instructions. If this is impractical, write plainly and use good carbon paper.

(5.) Be sure that the number of articles is plainly stated. Careless or illegible handwriting on shipping orders makes it possible for many errors, causing delays and dissatisfaction. A little time expended here will save much time later on.

(6.) Show street address of consignee if in your possession. This will insure prompt notice being sent at destination and correct delivery.

(7.) Where there are two places of same name in a state, the county should be shown on shipping bill and on package.

(8.) When consignee is located at an inland town; always show on both bill of lading and packages, the railroad station at which delivery is to be effected.

(9.) Do not abbreviate commodities. B. powder may be baking powder or black powder. E. ware may be enamelware or earthenware, etc.

(10.) See that your shipping orders are properly signed. Signatures on typewriter or initials of firm's representatives are not sufficient.

(11.) When consigned "to order," shipment must be so marked, and further marked with an identifying symbol or number, which must be shown on shipping order and bill of lading. This is a classification requirement.

(12.) In marking packages it is desirable that the shipper's name be shown with the word "from" in front of it.

Local Freight Agents' Assn. of Chi.

Smiles

Farmer to the Superintendent

My razor back
Strolled down your track,
A week ago to-day.
Your number nine
Came down the line
And sniffed his light away.

The hog was not to blame, you see,
He crawled beneath the gate.
So now, my friend,
Send me a ten.
And that will make things straight.

Superintendent to the Farmer

Our number nine
Went down the line
A week ago, that's straight;
Razor backs
Along our tracks,
Quite often meet such fate.

I cannot send the ten you ask.
For the hog was no friend of mine.
Now, bury the dead.
And place at his head:
"Here Lies a Foolish Swine."

To the Old Gúard

Horatio Oscar DeBonnerville Brown
Lived in a house in the best part of town,
Ate sterilized food and took baths every day,
And at nine every night he was tucked in the
hay;
He always wore rubbers and breathed through
his nose,
Fearing germs, he fought shy of the movies and
shows.
He was fussy 'bout drafts from a window or door
As he worked in his bank from nine-thirty to
four;
He used no tobacco and never drank wine.
Not once in his life did he go "down the line."
He worked for an hour at the close of each day
With the business men's class at the Y. M. C. A.;
But in spite of all that, he's not here any more!
They carved on his monument, "Age Forty-four."

Track Foreman Timothy Michael McGuire
Lived in the cheapest old house he could hire;
Bathed in the wash-tub each Saturday night,
Always smoked Shields or Mechanic's Delight,
Breathed through his mouth—'twas the easiest
way—

His nose had been broke in a little affray.
Worked in his undershirt out on the track.
With sunshine and rain pouring down on his
back.

For twenty-four hours he'd be out in the snow
With his gang at derailments or after a blow.
He didn't drink wine, but he drank old "third
rail."

And helped it along with a schooner of ale;
He's still hale and hearty at SEVENTY-Four!
He's sitting there now in his flag shanty door.

Rhymes of the Reckless

By G. W. J., Jr.

Willie McDugall Theopulos Mutt,
Looked at the sun when he tightened a nut;
The wrench slipped its bearing, now Willie is
wearing

A strip of white plaster over the cut.

Henry Josephus Impatience McFall,
To save a few steps 'neath a box car did
crawl;
The train took a notion to get into motion,
Now of Henry, a few scraps—that's all.

There was a man named William Foggles,
Who would not use the Company's goggles;
To pity him is just and right,
For never again will he see the light.

Don't hop a freight car for a ride,
Though hard your head and tough your hide;
Nine times you may—and all go well,
The tenth—a tombstone—who can tell.

One dark night not long ago,
Jones, to the oil house, had to go;
He lit a match—against the rules—
There's no accounting for some fools.

Said Motorcar Pete, "On the westbound main,
I'll burn it East and beat that train";
All that was left of Reckless Pete,
Resembled well-ground sausage meat.

John McHenry Fullofrunes,
Has been in the hospital many moons;
He kicked a coupling open wide,
When the lever lay just at his side.
From the C. & O. Employee's Magazine.

Keep a Clear Head

A quiet young girl was Sue Beecher,
She looked like a Sunday school teacher;
But one day Miss Sue
Indulged in home brew,
And horrors! She winked at the preacher.

What's in a Name?

Tom.—"My wife's gone to the West Indies to
spend a few weeks."

Jim.—"Jamaica?"

Tom.—"Nope, she went of her own accord."

(Stolen)

At Home

Hazel M. Merrill, Editor

Advance Spring Fashion Notes

In spite of the fact that the coldest weather of the season is upon us, as the Magazine goes to press, Dame Fashion bids us turn our thoughts to spring, and so changeable have been the dictates of the Weather Man, that spring may be here in reality by the time the Magazine is distributed among our readers.

Crepes have attained such a high favor that among the new materials for spring we find woolen crepes, Crepella, being the name for this new material. It comes in cross-bar with open-work stitching, or is sometimes woven with a border of narrow, closely-placed tucks, the tucks being developed in the weaving. There is usually a band of colored embroidery above the band of tucking. Crepella also comes woven in two-tones. In addition to this new creation, we still find serges, kasha, and corded cotton velvets in a variety of new shades. Some of the kasha is quilted in widely-spaced patches, some embroidered by machine with initials in odd, primitive characters of contrasting color. Some of the new serges are also embroidered in this Persian-like manner, and some striped with open-work stitching or silver.

There are many varieties of soft, beautiful silks for afternoon wear, with a hint of the Persian and Chinese; Foulard, a new poplin-like Crepe du Chien, a crepe with a satin figure, new taffetas, in dark rich colors, woven with a satin figure; then there are the usual plain satins, taffetas, foulards, and Canton Crepes. A new corded crepella of two-toned mixture, something like covert cloth in appearance, promises to take the lead for sports wear; while embroidered white serge, awning-striped silks, silk and linen gabardine, huge plaids, and stripes will also be good.

For evening wear, we have a new georgette crepe with an old Spanish design in gold, and the usual Crepe du Chien, taffeta and chiffon. Everything this season must have a crepe effect, so firmly has the crepe-fad gripped us. Chenille trimming is also quite the thing.

The new colors, so far, are rich and warm looking, Etruscan red-rust, brick, ochre-gray, and much brown, Empire green, dark blue, petunia, and canard blue, which is the shade of the blue in the plumage of a duck. Black is still struggling hard for first place, and it remains to be seen whether the fashion world will adopt the new colors, or persist in wearing black.

About the first thing mi-lady does now-a-days is to trot out and buy a new mid-season hat. Last year we saw very little straw, it being replaced almost entirely by satins, taffetas, etc., but this season there is a demand for satin and straw combinations. The early spring models are still quite small with a

semblance of a brim, which takes an upward turn at some point, and is seldom straight. Ribbons, feathers, and plumes are the trimming most in evidence now and they must flutter from the brim. Black is still very good, also blues, brown, and the much-favored Etruscan red.

Household Helps

A new and novel way to fix carrots is to scrape and cook in the usual manner. When tender, put through a potato-ricer. Add plenty of butter, pepper and paprika, if desired, and beat vigorously.

For an afternoon tea and luncheon biscuit, make ordinary baking powder biscuit dough, and roll to one-fourth inch thickness. Cut with medium-sized cutter, and spread each biscuit thickly with a deviled-ham mixture. Roll up and bake in the usual manner. To vary the flavor of mashed potatoes, season in the usual way with salt, pepper, and butter, then add onion juice and grated nutmeg, allowing one teaspoon onion juice and one-fourth teaspoon grated nutmeg for each quart of mashed potatoes.

To make rolled cookies which call for soda, mix the dough the night before. Roll into a long, slender roll and let stand over night in the refrigerator or a cold place. In the morning slice the roll into thin slices, and bake the cookies at the usual temperature. This saves a great deal of time in rolling out and cutting the cookies.

Toast served to children or invalids is easily eaten if the toast is cut in small cubes, leaving the slice in its original shape, before putting on the eggs.

Place an after-dinner mint in the center of each prepared half grapefruit, chill thoroughly, and serve. This makes a pleasing dessert course.

Chili sauce added to baked beans, or to pot roast or brown stew; gives a delicious flavor. It also makes a delicious sandwich filling when added to cold meat which has been put through a food-chopper.

Good Things to Eat

Wonder Gingersnaps. One cup of shortening (half lard and butter); one cup molasses; one cup sugar; one level tablespoon of ginger; one level tablespoon cinnamon; one level tablespoon of soda dissolved in three tablespoons of hot water. Mix very stiff with flour and let stand a half hour. Then work it without any additional flour until smooth and does not stick. Then roll very thin and bake in a hot oven.

Apple Whip. Peel and quarter four good-sized apples. Cook until soft and if not very juicy, add enough hot water to make a moist sauce. Rub through a sieve, add scant cup of sugar and cinnamon to taste. Beat the whites of two eggs until very stiff, add to the apple sauce and beat together very hard. Pour into a lightly buttered pan and bake in a moderate oven thirty minutes. The pudding will rise "mountains high" but in the cooling it will settle back so that when cold it will be of the consistency of a light angel cake. Serve cold with whipped or plain cream. This is wholesome and delicious.

Cheese Toast. As many slices of bread as desired. Lay upon each slice a small square of cheese, sliced thin. On this lay a thin slice of bacon. Place on toaster rack beneath the flame of a gas oven. Allow to toast slowly so that the cheese will melt and the bacon crisp up and curl. This is a delightful luncheon entree, and a good Sunday night supper.

An Emergency Dessert. An excellent desert may be quickly and easily prepared with ripe, mealy apples, peeled and cored and chopped rather coarsely. Serve at once in sherbert glasses with plenty of powdered sugar and thick cream, either plain or whipped. Lemon juice may be sprinkled over the apples if one likes the flavor—*Good Housekeeping.*



3851. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 4¾ yards of 40-inch material. The width at the foot is 2¾ yards. Price, 10 cents.

3850. 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 36-inch material. The width at the foot is about 2¾ yards. Price, 10 cents.

3866. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 4½ yards of 38-inch material. The width at the foot is 2 yards. Price, 10 cents.

3868. Ladies' Apron—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 2½ yards of 36-inch material. Price, 10 cents.

3622. House or Porch Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 7 yards of 27-inch material. The width of the skirt at the foot is 2½ yards. Price, 10 cents.
- 3845-3539. Ladies' Costume—The Waist 3845 is cut in 5 Sizes: 24, 26, 28, 30, 32 and 34 inches bust measure. The Skirt 3539 is cut in 6 Sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. The width at the foot is 1½ yards. To make the dress of one material will require 6½ yards 44 inches wide for a medium size. To make as illustrated will require ¾ yards of figured and ¾ yards of plain material, 44 inches wide. TWO separate patterns 10 cents FOR EACH pattern.
3659. Girl's Dress with Bloomers—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 5 year size requires 1¼ yards of 27-inch material for the bloomers and 3 yards for the dress. Price, 10 cents.
3658. Junior's Dress—Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size will require 3 yards of 38-inch material. Price, 10 cents.
3654. Girl's Dress—Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 10 year size requires 2½ yards of 44-inch material. Price, 10 cents.
3662. Child's Romper—Cut in 4 Sizes: 1, 2, 3 and 4 years. A 2 year size requires 3¾ yards of 27-inch material. Price, 10 cents.
3594. Girl's Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size will require 3½ yards of 40-inch material. Price, 10 cents.
3663. Child's Set—Cut in 5 Sizes: 6 months, 1, 2, 3 and 4 years. The dress requires 2¼ yards of material; the petticoat requires 1½ yards, and the drawers 1 yard for a 2 year size. For ruffles of embroidery on petticoat and dress. 2¼ yards for each will be required. Price, 10 cents. Appreciated Milwaukee Service follow 8 point

CATALOGUE NOTICE

Send 12 cents in silver or stamps for our UP TO DATE SPRING & SUMMER 1922 CATALOGUE, containing 500 designs of Ladies', Misses' and Children's Patterns, showing colored plates, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable to the home dressmaker. Pick up 5 point

The Origin of Marmalade

Mary, Queen of Scots, had a French chef, who like most of her servants was deeply attached to her. On one occasion when she was sick and refused her meals he invented a new confection from Seville oranges and sent it up "Pour Mary malade" (for the sick Mary.) Mary-malade soon became famous and the name was corrupted into "Marmalade."

MOTORING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Div.
Nora B. Decco

A rumor from Butte Yard that there is a son and heir in the Simms family but as Pinkie is laying off the switch engine I can't find out without bothering Nels and he might think I was trying to kid him so will offer the congratulations of the R. M. if it's true, and if it isn't, well, we will all hope it is anyway.

Conductor and Mrs. Vaninwegan and family have returned from a visit with their daughter at Elk River. All will remember her as a former nurse at the Three Forks hospital.

Engineer McCormack and family have returned from a trip east where they spent the Christmas holiday with friends' and relatives on the old line. Mr. McCormack said he saw Lily Ann while there, as well as a number of other old, and familiar faces in the magazine.

Dr. Larson, of the local hospital, has returned home again from a Christmas visit with friends in Chicago.

Mrs. Jorgenson and son Harold, who spent the holidays with Engineer Jorgenson here, have returned to the coast where Harold is again in school at the Washington University.

Engineer Ashe will soon leave on a short visit with his family at Oakland, Calif. He hopes to escape the rest of this lovely winter weather of which we have had a great plenty and if we only knew to whom to appeal would all sign the petition and have this over with. Still everything isn't so bad considering the opening of the Butte mines, the Rocky Mountain division may gasp a few more gasps and come too, after all.

Fireman Bennet has returned to the Northern Montana division as has Fireman Otto Heimes. More to follow. There are so many changes it is hard to keep track of the bumping. While

there is life there is hope tho and some of these fine days perhaps the extra brakemen on the bottom of the board won't have to help out in the lunch room. Someone told us today that if Tim wasn't such an old head he would be bumped. But again there has to be some one around to watch the cash register, as it got right up and walked out a short time ago and the whole Bof LF and E Bof R T and ORC lodges ran right out after it and brought it back again.

Car Inspector Baker, of our city, is on the sick list but hopes again to soon be looking after the hot ones and dragging brake beams for which he is a regular shark.

Conductor Donner is on passenger these days and Mr. Kirwan is again the captain of the west end local. Understand Brakeman Vanderwalker had planned to at least make one run during the holidays but didn't get the opportunity for some reason or other.

Mr. and Mrs. Echard have returned from a trip to Iowa and we are sorry to learn of the death of Mr. Echard's father, while he was there.

Miss Francis Murphy, operator at Bozeman, spent the holidays with her folks in Butte and was relieved by Miss Mary Sheck, who later went to Piedmont.

Conductor and Mrs. Rogers expect to leave the first of the month for a vacation of several months. Some time will be spent at Portland and along the coast and John will be back when the flowers bloom again in the spring tra la . . . so he says but he is likely to go to Alaska as not.

Conductor John Rice, who was over on the Northern Montana for some time running passenger, changed to overalls and is back on the through hundred cars again, but mostly pig trains of which we can boast of four each week nowadays.

I forgot to say last month that Brakeman Tom Young has a real honest-to-goodness "sit up and listen to me when I speak to you because I have the law behind me" job. He was elected deputy sheriff a short time ago and as he is coming in the door I am going to stop right now and stand up and speak to him like a perfect lady should to an officer of the law. Yes, everything is all right, till he catches me stealing coal or something.

Coast Division—Superintendent's Office

Mutt and Jeff

Lots of interesting events have taken place since the last issue of our Magazine, but the most pleasing of all is the return of our entire force. We have again settled down to the grim realities of life and trust there will be no more vacations, at least, until the summer months.

Miss Clara Shigley, clerk in roadmaster's office, Cedar Falls, was a visitor in our office one day last month.

Florence Larson is the latest addition to our force, having taken over Margaret Frank's place on the 1154 desk. We are glad to have Florence with us and sorry to lose Margaret, who has taken the position of station clerk at Chelalis.

Rumor has it that our chief timekeeper is not only an accomplished timekeeper, but is also an expert when it comes to making pongee kerchiefs. For further information apply at time desk.

Charles Littlehales, formerly car steno., has returned from a trip to Japan and China, and was a recent visitor at the office.

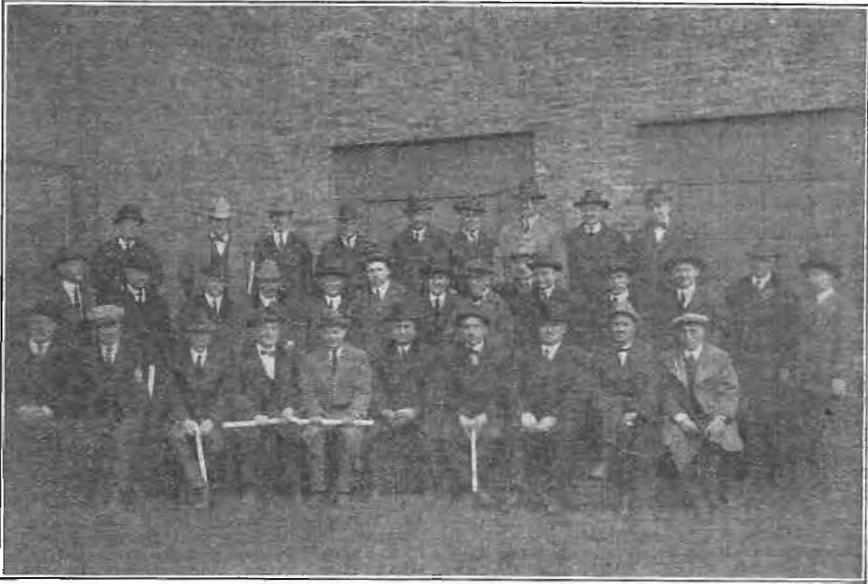
We are glad to have Mr. Desmond with us again after an absence of several months.

M. J. Walsh, dispatcher of Deer Lodge, was a recent Tacoma visitor.

Howard Elder has returned from a two weeks' vacation spent with his parents in Minneapolis.

A. E. Long and family spent the holidays in Spokane.

Deepest sympathy is extended to Clarence Langlow, clerk in chief dispatcher's office, in his recent bereavement account of the death of his father, who passed away on January 16th, after an illness of several months.



Milwaukee Storekeepers, Guests of Globe Seamless Tubes Co., Milwaukee, Wis.
 Left to Right (top row): L. T. Wilson, D. B. Rivers, E. L. Brillinger, J. V. Anderson, J. Reinehr,
 G. T. Richards, Brooks Johnson, F. J. Kratschmer, Glenn Lake.
 (Middle): Jay Gove, G. T. Felzer, E. Griffiths, G. L. Juell, J. E. Dexter, D. H. Phoebus, K. A. Ny-
 gren, J. T. Kelly, D. W. Walzer, W. F. Freeborn, A. Lemay, L. Lange, Bill Glenny, E. C. Carroll.
 (Bottom): Geo. Mason, J. Hackett, R. Harmeyer, H. Rice, E. H. Lyons, C. W. Pearce, J. Miller,
 A. J. Kroha, O. G. Thomas, C. Smola.

T-h-i-n-k

H. J. Palmer, Electrician

Why do you turn out the electric lights when you leave your room? Why do you turn out the gas on your gas stove when through with the heat?

Why? Your answer is, to keep your bill down, or so you won't be called by your landlady.

Why not practice the same economy while performing your duties for your employer? He has to pay the bills for your thoughtlessness. Take a clerk who has a light burning over his desk. does he or she turn it out when the desk is left for a while or a few moments? No, it is not; because you don't think.

Think, and think hard, over the following and see how you can economize in the light bill by **thinking**.

When you leave your desk to perform some duty in another part of the office or for other reasons, why not turn out the light over your desk? Why leave it burn, if only for a few moments; it don't help anyone except the light company.

Now think for a moment, the power for light in this city costs 11½ cents per kilowatt hour and every minute a 50 watt lamp is burning it costs one-tenth of a mill. (The amount seems small to talk about, but it is added on our bill just the same.) The average clerk is away from his or her desk on some mission on an average of one hour a day, wasting 6 mills a day; take 28 working days a month, which amounts to 28 times 6 mills or \$0.168 per month or \$2.016 per year for one clerk.

Now just think of the thousands of clerks

employed all over this great railroad system: see what a large amount could be saved if each one stopped to think to turn out the light. That is what the key is in the lamp socket for.

Here is the average cost per hour of different size globes in the consumption of light power in this city:

- 50 watt lamp cost 6 mills.
- 60 watt lamp cost 7 mills.
- 75 watt lamp cost 8½ mills.
- 100 watt lamp cost \$0.015.
- 200 watt lamp cost \$0.035.

So my advice to one and all. **"Turn Out Your Light**, when not needed, and save your part of the cost."

Is It Worth While?

Jack Gavin

Is it worth our while to fume and fret,
 O'er the little cares of life?
 Is it worth our while to spend the time,
 And waste the days in strife?
 It is better to laugh dull care away,
 And always have a smile.
 But to worry and be at odds with the world,
 Is it really worth our while?

Time is fleeting and life is short,
 Too short to sit and mope.
 No matter how dreary the future looks,
 There gleams the star of hope.
 If we only look we will see it there,
 To cheer us on our way.
 Let us trust it may be the morning star,
 The star of eternal day.

Though the night be stormy and though our eyes
 With bitter tears be wet,
 Remember the sunrise over the hills
 Has never failed us yet:
 And ever keep within our hearts,
 The beautiful thought sublime,
 That somewhere out in the wide, wide world
 It is dawning all the time.

Special Commendation

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

R. B. Hopkins, agent, Wesley, Iowa, discovered a broken truck under LV car 70349 in extra east, December 23rd. Train was stopped and car set out. His watchfulness, no doubt, prevented a derailment.

Superior Division Brakeman Gus Patz on January 5th, train No. 93, climbed to top of tank and broke the ice so engine could take water at Kiel. Also had to climb up the second time to break ice after engine had taken water, in order that valve could be closed. His willingness to help out saved a serious delay to train and action is much appreciated.

Section Foreman Ole Oleson, Marvin, Minnesota, noticed brake beam dragging in train No. 63, as train was passing him. He signalled rear end, train was stopped and beam removed.

H. & D. Division Conductor Ben C. Bishop on east bound train discovered sand board down as extra west was passing Andover station, January 12th. He stopped the train and board was removed. This watchfulness, no doubt, averted a very bad accident, as the track is a one per cent down grade after leaving Andover, and board not having been discovered, would probably have caused a serious derailment.

E. G. Koetting, agent, Rathbun, Iowa, discovered a bent axle on inside of wheel of URT 1902, train 67, while pulling out of station December 18th.

Illinois Division Conductor O. T. Welch discovered broken arch bars on C&EI cars 186491 and 87199, on November 29th. Cars were set out at Leaf River.

Illinois Division Brakeman Walter Futterer discovered broken arch bar on C&EI car 87055, November 4th. Car was set out at Leaf River without further damage.

Illinois Division Conductor W. R. Gregg discovered broken arch bar on COX 5080, November 26th and car was set out at Davie Junction, thus averting a possible serious derailment.

December 31st Conductor Beck discovered fire flying while train was moving 30 miles per hour. Train was stopped and broken arch bar found. This doubtless averted a serious accident.

Illinois Division Conductor F. W. Ahrens discovered broken arch bar on NP 70558, November 11th, and car was set out at Leaf River without incurring further damage.

Illinois Division Brakeman Geo. O'Rourke discovered broken arch bar on C&EI car 85004, December 3rd, and car was set out at Leaf River without further damage.

LaCrosse Division Flagman A. J. Nix, while at his home near west switch of the east-bound passing track at Columbus, Wisconsin, noticed an unusual noise as train No. 58 was passing. On going out to inspect, he found a rail with about five inches broken out of it. Such prompt action is much appreciated.

W. F. Bovard, switchman, Bellingham, Washington, secured one passenger, Bellingham to Savannah, Illinois, and return, for the Milwaukee.

Leo B. Kyes, inspector at local office, Seattle, Washington, reported to commercial agent that a firm doing business in the White Building, Seattle, controlled the routing on certain export and import shipments. Credit is due Mr. Kyes for his interest in making such report.

A Veteran and an Invalid, But Still Getting Business

E. W. Dutcher, one of the senior veterans of the service, who is at present in St. Elizabeth's

Hospital at Lafayette, Indiana, is still as keenly alive to the business getting necessities of his old service days as when he was agent at St. Paul, and later at Lake City, Minnesota. Recently he was the means of securing two passengers for the Pioneer, from Chicago to Minneapolis and return. Mr. Dutcher has been a valued contributor to the magazine from time to time, and a copy goes to St. Elizabeth's to him every month, which, he writes, he "reads from cover to cover" and in other ways he keeps in touch with his old railroad life and associations.

Showing an Engineer's Care for His Engine

Engineer Beatty, on the Illinois Division, reports the following performance of his L-2-A engine No. 8250:

In service one year without failure or delay. Had one set of main driving rod brasses and both middle connection side rod bushings renewed; nothing else, except light running repairs.

No cylinder or valve packing renewed. Mileage, 26,000 straight-away, not including switching.

In A-1 condition for twelve months more with the exception of possibility of having to renew cylinder or valve packing.

There is an added satisfaction in knowing that this report was picked at random, Superintendent Lollis advising he knows we have on this railroad a large number of engines and engineers with an equally good showing.

Employes Get-Together Club of Milbank.

At the December meeting of the Employes Get-Together Club, the following officers were elected for 1922: Chairman, J. G. Hammer; Vice-Chairman, A. A. Grove; Secretary, M. J. Hoklund; Vice-Secretary, F. J. Zabak.

Mr. Hammer took the chair and in his opening address he pledged his services to the club for the promotion and upbuilding of a spirit of cooperation and good feeling.

Trainmaster R. E. Sizer, who was present, spoke briefly, commending the good spirit which has always been manifested by the employes at Milbank, and he assured those present that the officers of the railroad appreciated very much the way those employes took hold of the get-together idea, as a matter of education for themselves, resulting in better service. He spoke of the necessity of each member familiarizing himself with and living up to the standard rules. The matter of neglect to properly sound the whistle for high-way crossings was taken up and Mr. Sizer urged all engineers to be more careful in the future, to give a full blast of the whistle, according to the rules; and not to whistle any old way, as many accidents have occurred from just such carelessness.

Mr. Hemsey spoke on the number of flat wheels on engine drivers and passenger cars; and also told of the business which was handled at the Staff Meeting in Milwaukee November 28-29, which was very interesting. He said that Mr. L. K. Silcox gave a splendid talk and thanked the engineers, firemen and machinists and all others who have helped to make the service of this railroad a success.

Subject for discussion at the next meeting—STANDARD RULES.

Teacher: "How do they get the water in the watermelon?"

Child: "They plant the seed in the spring."—Exchange.

On the Steel Trail



Superintendent O. N. Harstad, Aberdeen Division.

Pickups from the Aberdeen Division By "Scoop"

Conductor Pat Ryan has taken a three weeks' leave of absence to make a visit to his old home in Ottumwa, Iowa.

The operator at "RX" office has been taken off temporarily. Operator Wauous has transferred to Bristol until such a time as the position will be put back on. This will make it necessary to handle all messages thru the yard office and our chain lightning messenger "Speed" will sure have to stretch his long gear to make his regular schedule during the day.

Capt. Hohensee of the Milwaukee bowling team, says that if he could roll eight men instead of five he would sure show that Commercial League where to head in.

Ralph Kauppi is going to make an application for an AFE calling for the installation of an elevator from the record room to the Superintendent's office. He claims that unless this is done he will have to insist on being paid on the mileage basis. That's right, Ralph, make 'em be good to you.

Wm. H. Murphy of the Master Mechanic's office, and family, spent the Christmas holidays visiting in Hutchison and Minneapolis. Murf must have left the family down there as his face is to be seen at most of the old familiar haunts of an evening. Seems like pre-war days, don't they Murphy?

Conductor Wynn is now handling the cannon ball run on the Linton line. Geo. Smith who has had this run, is now faking the bumps on the Mitchell line way freight. He says that it fels good to be back where he can meet a train order once in a while.

Adeline Brown has changed her mind again. Now it is Butte instead of Billings that she is going to move to in the spring. S'alright, Adeline, but it's hard to believe. We notice that those daily letters are still being received and they are all post-marked Billings.

Railroad hops seem to be right in order these days. The Firemen pulled off their annual stunt at the Tea Cup Inn December 27th, and the Conductors entertained all of their friends at the Eagles December 30th. Good music and a good time was reported by all, at both places.

Brakeman Wm. Arnold and family made a trip to Omaha to spend the holidays with home folks. Billy claims that was the first ride he has had in a long time that he really enjoyed, knowing that he had nothing to worry about. We do not know just how to take this, having heard that bearing Sioux City Billy jumped up and started to telling all on the train that the next stop would be Aberdeen and all passengers for Minneapolis and Seattle would have to change trains. How did

you come to forget the fifteen minutes for lunch, Bill?

Understand that Brakeman L. B. Cranker is making numerous trips to a seaport by the name of Selby. How come Cranker? We were under the impression that the end of the division was Mobridge. You must stand A No. 1 with some one out there. Go to it, we wish you all the success but make it snappy. They change their minds over night nowadays.

Doris Healy is still mourning the loss of the Ford sedan. Says that when it is returned to her she will carry it around in her purse.

Congratulations are in order for Mrs. and Mrs. Hopp on the arrival of a son. E. W. says he is thinking pretty strong of placing him as master mechanic or a round house foreman at some point near Aberdeen this coming summer.

Ed Holtz is in all his childish glee these days. He has taken to ice skating and is to be seen on the local rink almost every evening. Wonder if it's really the ice and the skates that the so attractive.

Superintendent Harstad, Trainmaster Gibson, Freight Inspector Phelps and Agent Donehower are still making trails over the division in the interests of claim prevention, and everyone is responding to the greatest extent. All agents are interviewed and the matter of proper handling of shipments discussed in detail. These individual meetings with each agent are meeting with great success and are resulting in better co-operation on the part of the agents, shippers and all concerned and are certainly well worth the time spent as is shown by the decreasing number of loss and damage claims that are filed.

Conductor A. D. ("Pinky") Roberts had the great misfortune to fracture his leg while in the performance of his duties at Selby December 12. Here is hoping that he will soon be able to be up and around again.

The railway clerks recently installed the following newly elected officers; W. H. Cunningham, president; L. Hamilton, vice-president; Trueman Eggleton, secretary and treasurer; F. D. Hulse, chairman of the executive committee.

Joe Menish, who was employed at the transfer platform died at the local hospital January 1, following an operation for appendicitis. Mr. Menish was held in high esteem by all who knew him and his family have the sympathy of the entire Milwaukee family in their sad bereavement.

Twin City Transfer

E. N.

Look who woke up, none other than the old T. C. Tfr.

Mr. Bradshaw, assistant general manager, was a recent visitor. Hope to see him again in the near future.

We have just had the pleasure of getting acquainted with Mr. Hanson of the Paymaster's office. We would like to see him more often.

Smoking cigars has been a daily custom of Chief Clerk Jim Martin. Let us in on a few of these weddings or perhaps that Butler Bros. supply is still holding out.

Our friend Baader, OS&D clerk, has eliminated 3 o'clock lunch. What's the matter Baader? Wife been preaching economy.

Our violin maker, Mr. Hogenson, is looking for salesmen. For further particulars call or write Mr. Swanstrom: Cooper Shop.

Ernest Nordinson has taken advantage of the Wednesdays lately—speeding at Lake of the Isles. His manager would like to hear from Baprie or McGowan.

Have missed the Ford Sedan very much. What hit it this time, Frank. Telephone pole?

Des Moines Division Items

Frenchy

Engineer Will Chase spent some time in Arizona during the months of December and January.

Engineer Otto Strand has gone to Rochester, Minn., where he expects to undergo an operation.

Hamilton Watch

"The Railroad Timekeeper of America"

*Is there a better judge of a Watch
than a Railroad Man?*

LONG years of experience on a job where accurate time is vital, makes the Railroad man an authority on watches.

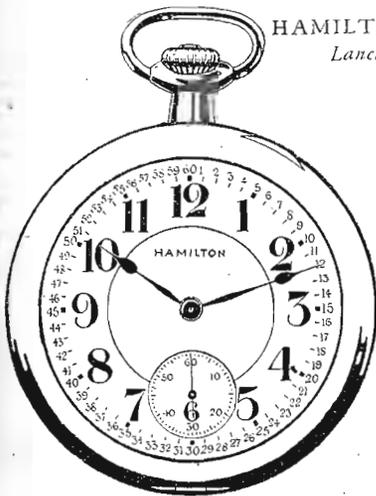
And when he has timed trains accurately with his Hamilton through years of service, its dependability is conclusively proved.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B. & M. He has been with the Boston & Maine 49 years. He runs the Bangor Flyer by a Hamilton Watch.

The Hamilton is built to stand the hard jolts of a Railroad job. When you buy a Hamilton you buy satisfaction. The Railroad man who bought a Hamilton so long ago that he isn't sure whether it was fifteen or twenty years ago, is satisfied. The man who bought a Hamilton recently—a few months or a few years ago, is satisfied; and when you decide to buy a Hamilton, you can bank on the same satisfaction.

Your jeweler sells Hamiltons, and will be glad to show you a No. 992—the 16-size Railroad Timekeeper of America—or any other grade made. And he'll look after it for you, and be a service station for its continuous, accurate performance.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (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.



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



V. C. McGee, clerk at Adel, went to Rochester recently where he will undergo an operation on his foot which was badly injured while he was doing some work around the station platform. We all hope for his speedy recovery.

G. F. Weems, section foreman at High Bridge, accompanied by his wife, spent Christmas visiting his wife's people at Barron, Wis.

David Page, foreman at Rockwell City, is on a two months' leave of absence account of ill health. Dan Reagle has been taking his place during his absence.

We are sorry to have to announce the death on December 27th of Walter E. Trotter, for many years employed as brakeman and later as train baggageman on the Des Moines Division. Mr. Trotter has been in poor health for some time but has worked until recently. He had many friends on the division who will miss him greatly. We extend our sympathy to the bereaved family.

We are afraid Conductor Jacobs will never receive the Croix de Guerre for bravery. Recently his wife awakened in the night, thinking she heard burglars. She immediately aroused "Jake" and tried to get him to go and investigate, which he refused to do. Therefore Mrs. Jacobs arose, and "Jake," not wishing to be outdone by his wife, followed meekly in her wake to the stairway. "Jake" is the possessor of a shot-gun but his knees were too weak to allow him to get to it. Mrs. Jacobs finally managed to turn on the electric light and then "Jake" saw his burglars—namely two pieces of wall paper which had become loose and were hanging from the ceiling.

Brakeman Lovell Miller, who is a gentleman of leisure at the present time, owns a Ford coupe which he makes use of in assisting some fair young lady to do her daily marketing at the city market. It is no uncommon sight to see Lovell trailing around the market with a peck of potatoes under one arm, a sack of flour under the other, and other articles too numerous to mention. We think Lovell is getting some very good training for the future.

Ed. Olson, formerly side table operator in the chief dispatcher's office, has been transferred to the position of dispatcher at Dubuque, taking the place of C. E. Shaft, who has gone back to his old position on the C. & M. division. Mr. Olson's position in the chief dispatcher's office will be filled temporarily by T. V. Austin.

Miss Florence Fosdick, formerly chief clerk in the superintendent's office, but who has for some time been employed in the county treasurer's office as deputy, is at the Lutheran Hospital at Mitchell, S. D., where she will undergo a serious operation. Her many friends on the division hope for her speedy recovery.

We have the following from Rockwell City:

Nick McGrath, conductor on the north end, celebrated New Year's Eve in Des Moines. He reports that it was a dry celebration.

Engineer Pete Griffith says he has quit eating oysters and gone to eating meat. Why? Ask Pete.

Some one reports that Conductor Horine and Agent Hakes of Adaza have ceased hostilities and adopted the 5-5-3 ratio of the disarmament conference, whatever that means.

Any one desiring to entertain passengers with canned music call on Fireman Walker for the loan of his \$300 portable victrola. Maybe we got one or two, too many ciphers in that figure.

John Cannon had to buy a new hat the day after he was promoted from head cinder on a freight train to conductor of Pat Padden's varnished special that runs between Rockwell City and Storm Lake.

Bill Marshall reports that he had an excellent picture of Tom Johnson working industriously unloading 300 shims for Roadmaster Anderson, but for some unknown reason the plate broke.

Miss Thelma German of the superintendent's office is sporting a new diamond ring. We wonder which of her many friends is the lucky man.

Iowa and Minnesota Division

"D. M. W."

HELP WANTED!—I've got a new job that's harder'n I thought it was. We want news: good interesting news for the I&M items. Mail them

to D. M. Wheeler, Minneapolis. Let's see if we can bring the I&M division up to first place.

I&M Division Engineer John Anderson was also looking for help the other night but was not very successful. After arrival of No. 43 he rode the engine back to the roundhouse at South Town and took a cut across the tracks for home. Just as he was leaving the yards he got a signal to stop. He said the guy stuck a cannon in his face. (I don't think it was a cannon, though, possibly, a "32") anyway, he told John to hand over the jack. After handing over thirty-four cents which was all he had, the polite young fellow helped himself to John's watch, but after talking with tears in his eyes he returned the watch to Mr. Anderson. John says he did not try to talk him out of the thirty-four cents. He was in the office the other day and his color is nearly back to normal.

Train Dispatcher H. S. Peed was on the sick list following the holidays. Evidently too much turkey or "chicken."

The headquarters of I&M Division Lieb have been moved to Farmington, effective December 10.

Engineer James Cane left January 9 for Florida. Mr. Cane expects to be gone about two months.

Conductor George Campbell is spending the winter in California.

Fireman Milo Slasor passed machinery and air brake examination at Milwaukee November 12 for promotion to engineer. He also meets all requirements of the physical examination. Glad to hear it, Milo, we will have a page ready for you in the engineers' time book.

Fred Keeler says they must be d—d hard up for an I&M correspondent. Maybe he is right. Anyway, just keep peddling your "hoarhound" candy, Fred, I'm going to do the best I can.

Davenport News

Our office force at Davenport looks natural ag'in, since they all is back on the job and workin' harder'n ever tryin' to catch up ag'in. It seems like as if nobody is takin any trips lately aroun' here, so I ain't got nothin' to write about. I just been wonderin' if Frank ain't got no letter for a long time—you know, he use to run up to Chi. once in a while, but maybe he's waitin' fer good weather now, so's he kin take Lizzie wiv him. I just betcha that's what he's gonna do.

It seems funny that Winona Station should have "Things that never happen," almost the same as we do; some "Things that never happen" here are:

Our General Y. M. sitting at his desk all day long.

Our janitor taking first prize cleaning.

Our operator being so serious.

Cashier never having visitors.

RET telling clerks to go when work is done on Saturdays.

Frank regretting the mistakes he makes.

Not a bit of scandal to-day!

Our delivery clerk, Mr. Dillig, told me the following which happened here the other day.

A darkie called for some freight for one of the local concerns the other day, and when he paid the freight bill the cashier told him there was some storage. The freight bill called for two boxes which the delivery clerk gave him. After the darkie waited a while, he said:

"Where's the rest?"

The delivery clerk told him he got what his freight bill called for, which was two boxes.

The darkie said, "The cashier tol' me there was some storage."

I am told that Jack L. said.

That if he could, he would not wed;

That he will no burdens carry,

Now Jack, we shall talk to Mary!

And Ann is lonesome, so they say,

But then, a letter comes every day;

I'll bet some day that we'll see Ann,

Traveling away into Spokane.

Now, Henrieta, she does get "mad,"

But then, you know, she soon gets glad.

And now we say, what does Agnes think,

When out of our glass she will not drink.

And Gen goes on and says, "O, well,

No more gossip shall I tell."

So all the others join in and say,
It is well, so shall the resolution stay!

Well, well, ye ed., I hopes that nex' time I will
have more news.

C. & M. Division
"Buck"

The little vacations during the holiday weeks were appreciated by all —? Gave us a chance to warm our chilled spirits by the family fireside, visit relatives, and return our Christmas presents for things we wanted.

J. W. Blossingham, former chief dispatcher at Portage, has been appointed assistant trainmaster to E. H. Bannon; it will be a hard life for any freight men running into overtime now.

Our good friend, Al Kilian, has packed his grip and departed for Portage as chief dispatcher. Good luck, A. M. K., and be sure to visit us when in Milwaukee.

Chas. Shaft is back with us as dispatcher. Du-buque must be a wild region, did you notice the guns Charlie brought back with him?

Engineer Roy Wheeler has a new fireman in charge, a baby boy arrived January 8.

The girls around the Union Depot have started a new fad—wearing "cover-all aprons" of gaudy hue; reminds us of a masked ball, without the masks.

Trainmaster R. D. Miller of the I&D Division, formerly of the Northern Division, visited the offices during the holidays and was looking first rate as usual.

The reduction policy was put in effect on the Janesville line; flagmen were taken off temporarily. Several engines were equipped with dynamos which also changed the baggage job somewhat, and should eliminate light failures. Getting away from the old-fashioned wood burner system of raiiroading more and more.

Miss Brandner smilingly said her days off were just right, as she wanted to visit Chicago anyway—Lil, tell us why!

If you want to do a lot of walking, get married, says J. J. Horan. (He means nights, carrying "him.")

Mrs. Tucker has taken an extended leave of absence to travel through the South. Have any of you received a miniature palm tree, a hand full of sand or other souvenir?

The extra brakemen in Milwaukee are having conferences daily that may go down in history as great movements—almost? More crews, less crews, first in, first out, seniority rights, etc., from sun-up to sun-down. This division includes several Patrick Henrys, Daniel Websters, Abe Lincolns, etc., but nobody wants to have it slipped over and when they vote they all stuff the ballot box and conditions remain unchanged.

Elmer, whatsamatter, no argument with Flo lately; have you given up or is the goat trained?

Tom Lodge, injured at Rondout several months ago, visited the office recently and says he is on the road to recovery and improving daily. Good luck, old boy.

R. D. Leathers, the gob, was recently married, so brother Jim, not to be outdone, decided to grow a misplaced; pardon, James, a moustache.

Anybody want to shoot a game of billiards. crew the "sharks," Rholes, Mies and Holtz. Watch yourself, boys, they play a mean stick.

What do you think of our new camp chairs? But do not try use them for a bed, they are not comfy.

How about the next Get-Together-Dance?

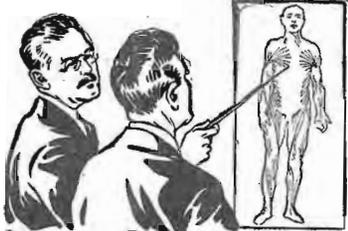
Someone discovered a new town on the division; now if someone will discover a few inhabitants, a few trains will stop there.

No items last month, as ye scribe was sick—too much Christmas candy and cigars.

Terre Haute Division
R. C.

A. Reedy, extra gang foreman, has been appointed assistant to M. J. Murphy, roadmaster, effective January 12th, with headquarters at Terre Haute, Indiana.

G. T. Miller, section foreman, has been appointed assistant to J. Gilkinson, roadmaster,



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effective January 12th, with headquarters at Pande, Illinois.

A meeting of the accounting department was called the evening of January 10th, to go over all details in connection with the new payroll form, which is to be put into effect with January 1st period payrolls.

Agent and Mrs. Chas. Hunt of Westport, Indiana, announce the marriage of their daughter, Miss Mamie, to Virgil Wilson of Oregon, Illinois. Mrs. Wilson is a sister of Ralph Hunt, train dispatcher at Terre Haute.

Passengers from the south on train No. 10, January 1st, due to arrive in Terre Haute at 9:15 p.m. made their appearance in this city at 1:30 a.m. the morning of January 2nd. Some start on the New Year.

Miss Edna, stenographer to the chief clerk to the superintendent, and Miss Marie, stenographer to the division accountant, have nearly upset the working conditions of their offices on account of talking so much.

Miss Jenny Duffy, stenographer to the division engineer, is wearing a large diamond on the third finger of the left hand and it is stated that she received a fine cedar chest for Christmas. From all appearances, Mr. Pfafflin, division engineer, had better be looking out for a new stenographer.

Robert Burns, field engineer, has just returned from a short visit to Florida. Mrs. Burns, who accompanied him, will remain in the south for a short time.

Charles Richard, formerly a conductor, but in recent years employed in the stores department at Bedford, Indiana, passed away at the home of his daughter in West Terre Haute, while visiting there during the holiday season. The body was taken to Bedford for burial.

Our passenger train being delayed near Burns City, Indiana, one day, Chief Carpenter J. O. Jewell, a passenger, and Mr. Wilson, passenger conductor, were invited to dinner at a farm house nearby. They report being served with fried chicken, milk gravy and hot biscuits. The derailment and delay didn't seem to worry these gentlemen in the least. We wonder why?

Mr. Mancourt, chief timekeeper, made his appearance at the office about 2 p. m. one Saturday afternoon, and when called upon to explain why he was late, stated that he had been held up. A few days later Mr. Mancourt appeared wearing a new overcoat, which explained the hold up.

"This, That and the Other" West Clinton—Terre Haute Division *E. H. Lehman*

The spirit of the new year is in the air at West Clinton. Every foreman and employe seems enthused over being adopted by a larger and greater railroad. During the past year all have tried hard, but from every indication 1922 promises to be the banner year.

With January 10th, M. H. McCandless has been agent at West Clinton for four years. He came when the station records, etc., were in a chaos; yet out of all that disorder he has brought the station up to a standard with much larger stations, and considering the shortage of room in the West Clinton yard office, his station is equal to the best in efficiency. Mr. McCandless was formerly travelling freight agent for the C. T. H. & S. Railway, and has been in railroad service for over fifteen years.

The outlook is very bright for 1922. The same unsurpassed foremen who helped to pilot the affairs here to a successful close last year will continue with their duties. They are:

M. H. McCandless, agent; Guy Kelley, general yard master; G. F. Lundwall, assistant yard master; E. B. Braden, night yard master; M. H. Donoho, roundhouse foreman; S. H. Cooper, car foreman; E. Kyle, assistant car foreman. Here's wishing you success.

C. M. & St. P. engines are rapidly taking the places of the Southeastern engines, which are now in transfer service between Faithorn and Bensenville. The tonnage north out of West Clinton has been increased from 3250

to 3500.

Fred Williams, third trick caller at the roundhouse, was injured at 6:30 a. m. December 25th, when he fell into a drop pit which had been left open. He was taken to the home of his sister, Mrs. Frank Correll at St. Bernice. His head and shoulders were injured, and he was off duty about three days.

In our birth report, we take pleasure in announcing the following:

Assistant Roundhouse Foreman Homer Wallace and wife, a pretty daughter, "Rose Mary."

Bill Clerk Homer McCown and wife, a fine baby girl, "Betty Jane."

Conductor Bob Stewart and wife, a pretty daughter, "Olive Marie."

Engineer H. H. Skelton and wife, a daughter.

The roundhouse and store buildings have been given a coat of dark red paint, and they are greatly improved in appearance.

The mine people remembered the yard office force Christmas by sending several boxes of cigars and candy, which they appreciated very much.

General Yardmaster Guy Kelley and wife spent Christmas away from home, and George Lundwall was assisted by Conductor W. G. Pate as yard master. It was a busy week—they'll say it was.

Conductor George Bain and Engineer Rester went hunting the other day, and while Ike was pocketing one lone rabbit, George claimed fifteen quail, twelve rabbits, two ducks and one pigeon, in just three hours' time. Let's smell your breath, George!

Somebody is trying to start trouble again. They say that not so very long ago, when Operator Joe Wright was in Indianapolis, he saw some large grapefruit in a fruit store, and going in asked: "How much are those big oranges?" How about it, Joe?

M. H. McCandless and Traveling Yard Clerk Emerson Hopewell made their monthly check of the West Clinton mine district on December 31st. On their speedy motor car they rode against a wind that attained a velocity of almost twenty-five miles an hour. They visited ten mines or more and checked nearly a thousand cars in six hours' time. Over 1,700 cars were checked on this date. This is a fine record.

We heard that Ed. Turaska said he would like to go hunting in that "brush" on Yardmaster Braden's face, if he had a good dog. Guess Mr. Braden was afraid he would, for we see that he got shaved today.

Kendall McBride, a little son of Conductor Clifford McBride and wife, was taken to a hospital at Terre Haute on the 1st of January. The doctors advised that an X-ray picture he taken of the child's brain, as it is feared there is an abscess on the brain, or that it is brain fever. It is hoped that nothing serious develops and that he will soon recover.

The modern three wise men are STOP, LOOK AND LISTEN!

Kansas City Terminals

L. E.

Switchman J. C. Davis, while cranking his Ford let the handle get away and suffered a broken right arm. He is spending his enforced vacation at Laredo, Missouri.

Fred Willard, checker, has purchased a farm near Independence, Missouri.

A new wire partition has been put between Nichols Wire Co.'s portion of our warehouse and our portion of that building.

J. S. Adsit, general southwestern agent, was elected president of the Good Roads Association of Greater Kansas City. Congratulations are extended.

Gene Reed of the car department has been remodeling his house.

On the last lap of 1921, at 11:30 p. m., Foreman Donaldson, walking across the Terminal tracks at Sheffield, on his way home, slipped and sprained his ankle. That's a poor way to start the New Year. However, we hope it doesn't last long.

We understand that one of the air brakemen in Coburg yard was recently elected alderman of Ridgeway. How about it?

Roy Pool and family were called to Maquoketa, Iowa, by the serious illness of his mother, January 12th.

D. Yarbrough, section foreman, has been quite ill the past few days. We hope for his speedy recovery.

Weaver F. Kern, on January 1st, took unto himself a wife, Miss Gladys Hopkins of Kansas City. He certainly did surprise everyone around Coburg. Congratulations and best wishes for a long and happy married life, W. F.

H. J. Vail and family spent a few days in Chicago sight-seeing, the latter part of December.

James Tigerman of Dubuque visited the Terminals during the Christmas holiday.

Southern Minnesota East

L. McCarthy

One of the oldest workers on the So. Minnesota Division has finally decided to give up work and rest peacefully for an indefinite period. Nearly every man on the east Minnesota Division will miss the face, which has for the past 47 years greeted him when coming into the dispatcher's office. Always a faithful worker, his duty has been performed day in and day out, with never a grumble. There is nothing that can fill the place of our old friend who threw his hands upon his face and declared his work done—the clock.

B. & B. Foreman Chas. Wollweber spent a few days in Milwaukee visiting relatives.

Engineer and Mrs. Wm. Anderson spent Christmas with their daughter-in-law in Seattle. They went from there to California, where they joined Engineer and Mrs. Rrel, and will spend the remainder of the winter.

Relief Agent Andrew C. Anderson of Fountain spent Christmas with home folks at Howard, South Dakota.

Agent and Mrs. C. J. Cawley, of Pipestone, spent Christmas with their daughter in Austin. Mrs. Cawley also visited in Minneapolis before her return to Pipestone.

Roadmaster and Mrs. Luskow of Lanesboro spent a few days in Austin, guests of Conductor and Mrs. Robert C. McCoy.

Section Foreman William Bills is taking a 30 days' leave of absence and is visiting his daughter in Albany, New York.

Chief Dispatcher Starks of Madison, South Dakota, visited home folks over the holidays. Dispatcher Simon Johnson of Austin relieved him.

Agent Langan, of Minnesota Lake, is taking a three weeks' vacation. Agent O. A. Laugen, of Kasson, is taking his place.

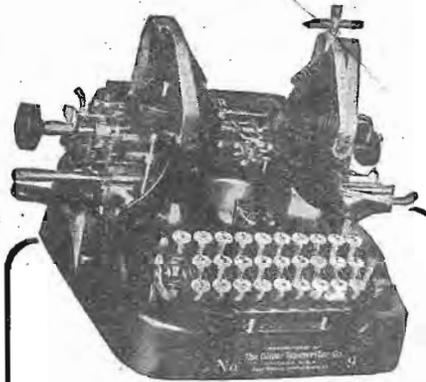
Seemed like old times to see Pump Repairer Santer back in this part of the country again. He spent a few days with his friend, Jos. Theobald.

In order to do his part toward reducing the payroll before the first of the year, each one in the offices took a vacation. They were spent about this way: Enguemen's Timekeeper Eleanor Moran enjoyed a week at her home in Lancaster, Wisconsin; Trainmen's Timekeeper Alfred Larson visited in LaCrosse and Minneapolis; Accountant Robert Galligan enjoyed a few extra days at his home in Lanesboro; Ronald Evenson greeted old friends in Mankato; Marcella McShane visited her sister in Milwaukee and Rose Krulish spent a few days with her brother in Albert Lea; Larry Showen visited in LaCrosse and Minneapolis. The rest of us stayed at home and kept the fires burning.

Dubuque Division

J. J. Reilhan

Harry Hill, formerly yard master at Racine and Ladd is the newly appointed night yard master at Dubuque Shops. Mr. Hill is a man of wide experience in the railroad game, having spent



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City State

Age Occupation

many years as conductor and yardmaster at various points on the Milwaukee. Mr. Hill is a regular fellow and the boys are all with him.

"Nubs" Irons, station helper at New Albin, broke into the telegraph game, relieving Agent Ben Bothmer at Brownsville while he spent the holidays with home folks at Clayton.

Effective January 15 an additional "White Line" crew will be added to the train service between Marquette and Savanna which will work six days per week, leaving Marquette Sunday, Tuesday and Thursday, and Savanna on Monday, Wednesday, and Friday. This should make a nice daylight run for some of the boys who prefer day work.

Electric platform lamps have been installed at New Albin, much to the delight of Agent Ed. Bock, and is a good move along the lines of safety first.

Santa Claus raised h— around the Dubuque offices, for, since Christmas, the following "stenos" showed up wearing a large "rock" on their fingers: Mary Kinsella, Roadmaster Kelsey's clerk; Jean Cameron, Chief Carpenter Tornes' clerk; Katherine Schmidt, Agent J. P. Whalen's steno, and Mabel Canton, D. F. & P. A. Cull's steno. Mabel says it's a friendship ring, but that don't agree with the present high cost of living. Any applicants for the positions soon to be vacant must understand that they wear their hair straight back, wear black shell rim glasses (smoked), their skirts long on the bottom and waists high at the top, because this epidemic must cease. Our sympathy is extended to all the officers affected.

The Waukon Line is getting an awful dose of cinders which will be used for ballast the coming season. A work train is used to unload them about three days per week.

The following employes have been elected to serve on the Safety First committee for the year 1922: Jos. Chaloupka, engineer; L. Heinie, fireman; I. S. Moody, conductor; H. E. Smith, brakeman; L. E. Yeager, agent and operator; Tim Sullivan, B. & B. dept.; Martin Whalen, section foreman; James Lonergan, shopman. The first regular meeting for the year was held in the superintendent's office at Dubuque Saturday, January 7.

Lineman L. F. Cota now has a "full house," two kings and three queens, baby boy No. 2 arriving December 28. By the way, Leo is putting up a fine new 15-room home in Dubuque, so it don't look reasonable that he will name this boy "Caboose."

Truly, trouble never comes singly. During the past month the round house at West Union was destroyed by fire, and a short time after the second engine at Waukon had her cab burned off while standing outside of the round house.

Operator D. L. Hickey, Dubuque Shops, is very busy with pencil and paper these days figuring up his income tax. Mr. Hickey has a considerable sum of money invested in local real estate and from the way he abuses a lead pencil and a sheet of paper he must surmise the income tax collector is going to put an awful crimp in his wallet.

Telegraph service has been restored at Osterdock, Littleport and Canton. The wires were cut out of these stations about eighteen years ago.

To Dubuque Division Employes:—

Having been transferred to Faithorn, Ill., as day yard master from my former position as night yard master at Dubuque Shops, I wish to extend my feeling of appreciation to all employes on the Dubuque division, especially those in the road and yard service for their hearty co-operation in every phase of the work that we encountered during my regime at Dubuque. Kindly let it be remembered that I have many pleasant memories for the Dubuque division boys and their families never to be forgotten.

L. B. Beckwith.

H. & D.
J. D.

Ruehmer has the war tax all fixed up now.

E. J. Hegre, formerly clerk to Mr. Sizer, is back on the H.&D. again, working for F. L. Paul. Happy to see you back, Ernie.

Harriet McLaughlin is back from a short visit with the folks at Chatfield, Minn.

School teachers of Deer Creek, Minn., were given a vacation during the holidays. Understand one of them spent hers in the Twin Cities. John J. Matzoll, of Milan, also visited the Twin Cities at

this time, being relieved by Mr. Olson of Milan. Go to it, John.

Fire!! As No. 1 was pulling out of Stewart, rear coach was discovered on fire by Agent Dunlap, train stopped about one-half mile west of the station, operator was unable to stop the train after the fire had been discovered; car was set out on the passing track and the Stewart fire department turned the water on it. They say they sure got some fire department there. Origin of fire unknown.

H. E. Milton of Webster has the Misses with him now. You'll have to toe the mark now, Harry; no more hi-fa-lutin' for you.

Old man Lockwood is the boy who can sell you a one-way or round-trip ticket to any point between the two poles, if you wish to make a long trip it would almost pay you to go to Webster and get a ticket from there.

Nos. 3 and 6's equipment was all turned round during the Christmas rush. Kept the boys busy trying to find the mail cars.

Haven't had time to hit Waubay as yet; understand Dilly and Scott are still on the job.

Geo. Hein is holding down the clerk's job at Webster. The boys say he wanders around all day with a million-dollar smile on his face. What's it all about, George, another girl?

About all a fellow hears on the Western Union wires—you know, we have two or three here, is "Please Remit," or something to that effect. What's this old world coming to?

A brand new twelve pound boy at the home of Louis Dunlap of Stewart.

After a brave fight extending over a period of three years, Henry G. Sandbo, formerly agent of Wegdahl, passed away in a Chicago hospital where he had gone in October in the hope of securing treatment which would make recovery possible. A wreath was sent by the members of the O.R.T. He is survived by his parents, Mr. and Mrs. I. A. Sandbo of Montevideo, two brothers, Albert M. and William E., two sisters, Mrs. R. W. Jacobson of Wegdahl and Miss Rose of Montevideo, who has been employed in the round house offices.

Charley (Chuck) Adams has been appointed assistant general yardmaster, Montevideo Yards.

The operators at Montevideo Yards were pulled off and an extra trick was put on in "M.A." This makes the boys at "M.A." sneak right down the bean row.

Elsie is still out west. She doesn't know what she's missing. California has nothing on Minnesota when it comes to nice winters. (January 2, 1922.

The writer spent Christmas with the old folks over across the prairie at Dawson. First Christmas at home for nine years; took the family, too.

It seems like every time I sit down to write there's no Walt around. He must be down at Shakopee again. Stanley Williamson is relieving Walt, as usual.

By the way, Harry, did you see Frank? Last we heard of him he was in the jury room.

Agent Gehrig Watson gave the inside of his place of business a couple coats of paint. Couldn't get a man to do the work so he slung the brush himself. By the looks of the job, he is some painter.

J. J. Lally had to hit the Brownies after about a year on the yellow cars.

Miss Della Mae King, Sizer's clerk, spent a few days at Savanna, Ill., visiting her friend Billy. (Billy's a lady friend, if you please!)

Millard Crandall, champion chicken man, has installed electric lights in his hen house. By turning on the lights about four A. M. he kids the hens into thinking it is time to roll out, and this scheme, Millard claims, brings more eggs.

Len Nelson, accompanied by a Mr. Bradley, a Mr. Dussell and a couple other distinguished gentlemen, made a trip out to LacQueparle Lake with intent to fish through the ice. We understand they had quite a time, there being no inoon. They were guided by the stars and after driving around the lake four or five times finally managed to get back onto the right road. We didn't see any fish but they all swear they were really fishing.

Iowa and Dakota Division Notes

H. S. F.

Max Weis, third operator at Calmar, Ia., has returned to work after spending a months' vacation at South Bend, Ind.



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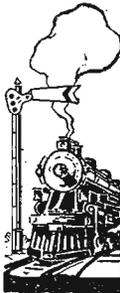
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NAME

ADDRESS

Miss Avis Kelly, daughter of J. F. Kelly, operator at Benlah, was married recently, but we did not learn the name of her hubby. Miss Kelly is also an operator.

Conductor C. H. Cotaut is again on No. 3 and 4, while Conductor George Warner is spending the winter months in California.

Conductor J. Hendrickson is down on the Elkaeder Line for a change of scenery.

Conductor J. J. Hurley is running passenger west of Sanborn during the absence of Michael M. Burns, who is spending the winter in California.

The tri-weekly way freight run between Mason City and Calmar has been changed to daily service again owing to the fact that business has taken a boom.

Conductor George Warner left January 3 for Fresno, Cal., for a visit with relatives and for a general recuperation. George said, "If I like California I might buy it." Maybe I wont sell it.

Alfred Swanson, engineer, is spending several months at Lake Worth, Fla.

Oliver D. Prescott, clerk in O. P. Barry's office, Chicago, spent the holidays with his parents who reside at Mason City. Mr. Prescott worked in the superintendent's office of this division for several years prior to his moving to Chicago.

Sylvia Ouverson, stenographer at Mitchell, S. D., spent several days with her parents who reside at Joyce, Ia. We imagine it was pretty hard for her to break away from mother's cooking.

Since Conductor Frank McConnell fell heir to a new victrola along about Christmas time, we have decided to have Frank whistle all the new songs for us. He also has a wonderful voice.

Mr. and Mrs. Tom E. Crago and son of Beloit, Wis., spent the holidays in Mason City and vicinity visiting relatives and friends. Mr. Crago is chief timekeeper for the R&S.W. Division.

Fred Mau, section foreman at Canton, arrived home from Corliss, Wis., December 20, where he was called account the sickness of his wife who has been visiting there the last few months. In wondering why Fred was carrying such a pleasant smile, we found out that he was the proud father of a bouncing baby boy. Congratulations are offered to Mr. and Mrs. Mau although we haven't seen the cigars yet.

Miss Lucille Elson, agent at Hutchins, spent Christmas in Sioux City.

Harold Jacobs and bride passed through Canton enroute from Chicago to Chancellor, S.D. Mr. Jacobs recently drew the agency of this station and expects to make his permanent home there. Congratulations and free advice is offered.

On account of the heavy grain movement on the West I&D Division it was necessary to run several extra trains. We all hope the good business will continue.

If you want to know just why Canton is so well represented, just ask R. L. Brenner, he is the one that gets the news around Canton.

"Dan Cupid" did a lot of shooting around the superintendent's office during the years of 1920-1921, and there is still some more shooting to be done.

We understand that the rabbit hunting is very poor for other hunters, since our renowned chief dispatcher, O. A. Beerman, was presented with a Christmas present consisting of a fine gun, a snoose hound and a package of salt. Evidently Otta sneaks up on them from the rear.

The ice harvest season began last month at Clear Lake, Ia. Mason City ice house took one hundred cars. The ice in this territory is very good this year with a thickness of over fifteen inches.

On account of the congestion in the yards at Mason City due to the increase in business, another engine has been put to work.

Notes from C. V. and Wabasha Divisions

M. M.

It occurred to us while we were reading the "Employees' Magazine," which is certainly most creditable to the editor and employes, that news from the C. V. & Wabasha Divisions might be interesting to the readers, as we feel that with the amount of business carried on that we play an important role with the "Milwaukee." The readers of this lively little magazine will appreciate that this is our first attempt at this work, but, however, we will endeavor to let you know some of the important events

around here.

One bleak, cold January night at about 7:00 some one noticed two men working on top of the coal house where coal is dumped into the bin, a distance of about forty feet from the ground. Upon suspicion, an employe went to the coal shed and ascended the ladder to the top to discover just what they were up to. They informed the employe that they were breaking frozen coal out of the chute, as the engines were having a little difficulty in getting the coal loose. These two industrious men happened to be Trainmaster J. E. Hill and Traveling Engineer W. C. Blase. These gentlemen are always willing to assist whenever it tends to produce efficient service.

Fred Koch, engineer on the C. V. passenger, has renewed work after an illness of ten days with pleurisy.

Fred Wilson, engineer at Eau Claire, seriously injured his right hand and has been off duty for the past month.

W. W. Dinnels, electrician and lineman, has surely been kept busy the last month, both day and night, looking after the line equipment during this cold weather. W. W. has experienced some mighty cold trips over his territory on the motor, but never too exhausted to climb a pole.

Car Foreman J. C. Houts is always on the job, the same as usual, looking after defective cars.

Wm. H. Reed, engineer, spent a few days in Minneapolis. We have been unable to ascertain from Mr. Reed why he was detained so long in Minneapolis.

District Master Mechanic John Turney makes frequent calls over his Division. We are glad to have Mr. Turney come as his advice always proves beneficial and helpful, especially along the lines of cleanliness and power.

J. L. Sauer, district safety first inspector, called at the roundhouse January 12th and inspected premises in and around the roundhouse. Mr. Sauer had no criticisms to offer, only that everything was in first class condition. Everybody enjoys hearing remarks of this kind.

These items would not be complete without introducing our freight office force. First of importance is our most genial agent, J. T. Brandt, who has been reported by patrons as one of the most accommodating agents on the system. Next comes Richard Thompson, chief clerk, who is very courteous with his service and answers inquiries very ably. Last, but not least, Billing Clerk Sharp Brown (this name is very appropriately applied) is seated at his desk in the center of the office and performs a two-fold duty; that of making out way-bills and responding to all questions asked. All in all, when one enters this office one can not but feel the spirit that these boys put into their work. The very atmosphere of the room is permeated with vim and energy.

We have one more man of importance here whom I would like to tell you about. This is

John Fleming, roundhouse foreman at Wabasha, who, I believe, is among the oldest employes of the Milwaukee System. Starting as machinist apprentice in 1878 at Wells, Minnesota, under the leadership of E. A. Williams, and completing four years of this work was appointed roundhouse foreman in 1882 at Fulda, then almost the end of the southern Minnesota Division, in which capacity he has served ever since. I believe one of the reasons why he has been with us so long is that he has always been eager for the economy and conservation of the company, always looking to make the service efficient and ever anxious for the betterment and interests of the "Milwaukee."

Northern Montana Division

A. B. Goff

H. R. Wahoske, traveling freight and passenger agent, is a business visitor in the city. Mr. Wahoske states that the new exhibit cars of the Milwaukee are now provided with exhibit and are carrying a 5,000 foot film of the diversified industries of Montana together with an exhibit of all the products of Montana. It is the intention of the railroad company to show this film in every state in the union.

Car Foreman G. L. Wood, wife and family just returned from a two weeks' vacation visiting friends and relatives in Wisconsin. During his absence Daniel Burns was the acting foreman.

Last month we reported, erroneously, the marriage of E. W. Brasch. He claims he is not married and as he is in a position to know we take this opportunity to correct the statement in December's magazine. It's our mistake, and it is his treat.

Baggage man Frank E. Barnes was confined to his home for a few days on account of a severe cold, but now is back on the job again.

G. G. Coonrod, our jovial ticket agent, is again back on the job after having spent the past sixty days at Rochester Hospital, where his wife is now well on the road to health. We will all be pleased when she again resumes her duties in the ticket office, for her pleasant smile and encouraging word must have been missed by the traveling patrons of the C. M. & St. P. out of Lewistown. Johnnie Kuzara is relieving Mrs. Coonrod during her absence.

Conductor W. P. McDonall expects to move his family over to Great Falls in the near future, where he will take the run on the Choteau line.

We now have another new operator at the yard office. R. E. Joiner, from Garnett, is the man. He relieved F. B. Axtell, who will take a trick job at Martinsdale, Mont.

To the Thirsty Brother

I've picked the hops, they're curing fine,
And they will soon be through.
Some Sunday morn. at half past nine,
I'll bottle up the brew;
And if it's a success, my friend,
Then I'll remember you.
I have hops enough to last this year.
And nineteen-twenty-two.

Jack Garin.

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THE NAME "CONTINENTAL" on your policy means PROTECTION	CUT OUT AND MAIL TODAY. Continental Casualty Company, 910 Michigan Ave., Chicago, Ill. I am employed by the MILWAUKEE SYSTEM Division. Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes.
The latest policies provide INCOME FOR LIFE for total disability—accident or illness. If you have a CON- TINENTAL policy you and your family are protected no matter what happens. (The unexpected is always happening.) Before it is too late, see our agent or mail the coupon today. CONTINENTAL policies are carried by Railroad Men every- where in the United States and Canada.	My age is..... My occupation is..... NAME..... ADDRESS.....
Continental Casualty Company H. G. B. ALEXANDER Chicago <small>President</small>	

Signal Department Bubbles

By "Suds."

J. C. Mill has returned from his fruit farm in Florida where he put in three weeks of the simple life. J. C. brought back a thick coat of tan.

Bill Seemuth made a trip to Cleveland and Washington just before the holidays on company business and in all probability will have several trips to make there before the valuation records are completed.

E. P. Allen, of the west end, hopped off the Olympian here on his way to Chicago and shook hands with all the boys. They took him over to the alleys and tried to collect a little of his loose change but the boys were not on that day so E. P. got by. I. F. Gillan and Bill Seemuth say as a football guesser E. P. A. would make a good train announcer. No the Bears are not the best in the world, neither is W. & J. the best in the east.

Hoe Munkhoff has gone home to Iowa City for a few weeks before taking up his duties as maintainer outside again.

The correspondent and wife made a week's trip to Canada during the holidays visiting their grandparents. The word Canada brings visions of ice and snow but such was not the case, the weather being ideal and a very pleasant trip was enjoyed.

A general overhauling of Rondout Interlocking plant is contemplated and when the work is completed will be an up-to-date plant.

Otto Olsen received a case of grape fruit from his farm in Florida. We have been waiting for a sample of this fruit ourselves, but to date we have to take Otto's word for it as to the quality of the fruit.

Phil Linderoth passed the cigars the other day, the occasion being the announcement of his marriage which Phil managed to keep a secret for the past six months. Kind of slipping it over, Eh! boys?

Martha hasn't any announcements to make at this time.

"Shop Accountant Bits"

Irm.

"One little act of kindness done,

One little kind word spoken,

Hath power to make a thrill of joy,

E'en in a heart that is broken."

We all enjoyed a little holiday vacation.

Santa Claus surely was good to Mr. Braun from the looks of the big sparkler on his finger.

The Office extends their sympathy to Walter Maroon in his late bereavement.

Rudy you want to be a little bit more careful and not let the door get the best of your finger.

Mr. Braun evidently took a little trip during his vacation, for he was in an awful hurry at the depot.

Eddie Ericker don't let the Chicago girls vamp you when you make those Company business trips to Chicago.

Mr. Badger and his family have left for Florida for the winter. My, how we all envy them.

We advise larger shoes, Mr. Ramstack. Nevertheless you have our sympathy.

Ed. Horning is some bowler. He bowled 664 in three games. Some class to you Eddie.

We have in our midst a newcomer, Cecelia Strong. We hope you will like it here Cecelia.

Black Hills Division

J. R. Quass

Engineer Harry Veit and family are located in their new home. No more paying rent, Harry says.

G. V. Foote, who has been third man on 93 and 94, east, is now seen on 95 and 08, with F. J. Grace.

Roadmaster Sbader, who has been on the west end of the Black Hills Division for years, has been transferred to the west I. & D., with headquarters at Mitchell. This gives Roadmaster P. McMahon from Mitchell to Canton.

Chief Carpenter Smoot has had his carpenter crews at Scenic, moving the water tank from that place to Creston, which is a much needed change, owing to bad water conditions.

Emil Peterson, who had been section foreman at Draper for several years, died at Murdo hospital, Nov. 20th, of pneumonia. Our sympathy is extended, at this sad time, to Mrs. Peterson.

She accompanied the remains to Gowrie, Iowa, their old home, for burial.

Oscar Johnson, who has been our section foreman at Murdo since "boom days," has resigned and will return to Sweden for a visit in the spring.

Bill Howe, who has been our faithful pumper at Chamberlain since longer than most of us can remember, will move to California this winter. George Freeze takes his place.

Tony Wieland has been appointed section foreman at Draper.

Conductor F. J. Grace is lucky. He has moved into winter quarters in 0614 caboose, right from the shops, and it is sure fixed up nice.

Conductor A. G. Enright and family spent a week at the old home town of Hawarden, Iowa.

While business is light this winter, Nos. 103 and 104 will run tri-weekly west of Murdo, with Conductors Maynard and C. J. Wilson on these runs. Conductor Frank Penrose will have 191 and 192 on west end.

Idaho Division

R. C. P.

It isn't everybody that can sit back and let the "help" do the work. Listen to what Brother Hart at Rathdrum has to say in his "Ponderings from Ponderay," then let me know if he has left out anything.

Then we have Tinky and Muggins, two trusty clerks of the Spokane local freight office, contributing some real stuff.

Gus Meyers, of St. Maries, was in our city one day last week, but he failed to call around. Understand he was overcome with the heat while here, being accustomed to the severe cold of St. Maries.

Agent Burt, St. Maries, had a letter from his friend, Vito Ferri, the other day and submits it for publication to show that even though Vito has lost his baggage, he had no hard feelings against Mr. Burt, wishing him well and all.

Mr. Burt, Agent of St. Maries.

Dear Sir:

I let you know that I had leaving Sherwin Idaho last December 30th and I was checked my baggage on train 116 shipping direct to Herrick Idaho and that baggage it dont come here yet and the check of No 119403. Please let me know at once where you had sent them? Please send me them at once direct to Herrick Idaho if you dont you know I am already to be condition to be pay me the value of them baggage. Hoping you are very well and all, I am—

Yardmaster M. F. Whalen, Othello, has been under the weather the last few days. Daddy Clark was the boss during "Slats" illness.

Signal Maintainer Bingaman had his shoulder dislocated last Saturday morning. He suffered great pain while waiting for 263 to arrive at Marble Creek to take him to the hospital.

More Ponderings from the "Pend O'Reille" Line

Of course, Spirit Lake and Blanchard being the heaviest points on the line just at this time of the year, your scribe will give them mention first and then proceed to scatter his mentions hit or miss. Blanchard is putting up ice just now, and while the shipment out by rail are not as large this year as in former years, the ice company is putting a larger quantity in their ice houses. Of course this makes Mr. Russell and his force at Spirit Lake watch their step to keep it moving, but they haven't been swamped yet, although Tom Threlkeld and his helper, Jimmy Welch, say they can make them hustle.

Our old war horse at Metaline Falls, Mr. Viets, says you can always get him if his battery doesn't freeze up so he can't hear you call. This doesn't apply when the phone is working.

Howard Lambert, at Lone, says poles is poles and even though they are fussy in ordering cars, they make revenues just the same.

Brother Stephens, our mayor at Lost Creek, says if business gets too heavy there he will be compelled to file a claim for a helper. We

Milwaukee Gets Valuable Shipment

Four million, eight hundred thousand dollars worth of silk, one of the most valuable single cargoes of freight ever transported over an American railway, has just been sent over the electrified lines of the Chicago, Milwaukee & St. Paul Railway. This shipment was contained in the longest exclusively all-steel baggage train ever operated between Seattle and Chicago. The journey of 2174 miles was made on scheduled time.

The train contained fourteen baggage cars and one coach, the latter for employees. The weight of the train was 1325 tons. This is equivalent to 23 express refrigerators, and made it possible for the shipment to be made in one special train instead of two.

The "silk special" contained 448 cases of manufactured silk, and 4808 bales of raw silk.

This cargo was bound from the Orient to New York, and it reached Seattle on the Japanese steamer Arabia Maru. It was hauled up the Cascade Mountains by one of the powerful 3,000 volt General Electric locomotives, and was lowered down the heavy grades on the other side by electric braking. With the electric locomotive the air brakes are held in reserve, and regenerative braking is used in descending grades.

Automatic Station Control, Ontario (Cal.) Power Co.

A progressive step to meet an increased demand for electric power for general lighting and industrial use has been taken by the Ontario Power Co., Ontario, Cal. by the decision to install a remote control automatic waterwheel equipment at a new hydro-electric power station on its system.

The company engages primarily in irrigation work, but by combining the flow of water for this purpose, with generating apparatus, it has been able to regulate the flow both in accordance with the irrigation requirements and to create additional electric energy as a by-product.

This power is sold direct to the consumer in the company's territory, or, in the case of a surplus, is disposed to other companies serving more remote sections.

The waterwheel in the new station will be controlled from the company's main station two miles distant by a switch actuating a set of contactors which control motor operated needle valves in the water wheel nozzle. This serves to regulate the amount of water which is allowed to flow through the waterwheel at any time.

This is the second installation of its kind on the company's system. In 1919 power house No. 2 was equipped for similar operation. The new equipment, which has been ordered of the General Electric Company, consists of a 2300 volt, 400 Kv-a generator, driven by a Pelton waterwheel with a direct connected 12 Kw, 125 volt exciter, an automatic control apparatus as explained above.

15-Year-Old Electric Switching Locomotive

Of all classes of railroad rolling stock, the switching locomotive is the one that gets the hardest knocks and is least in the public eye—until the repair bills come in. In this connection and in view of the discussion on the merits and demerits of railroad electrification, the record of an electric switching locomotive at the Schenectady plant of the General Electric Company is of interest.

The locomotive in question was built in 1904 by the American Locomotive Co. It weighs 38 tons, and has for motive power 4 G-E 68 motors, giving a total tractive effort of 18,500 lbs. It has been in service for 16 years, and, after eight or ten more or less perfunctory overhauls, has recently been rebuilt at a cost of about \$400 and two weeks' time. The overhauling mostly consisted of repairs to the electrical equipment, master controller, cable reels, reversing switch, and the motors.

Although the locomotive is an isolated case, it is nevertheless representative of the amounts spent on the repair of other electric switching locomotives in the same service at the Schenectady plant. Segregated charges per locomotive over three years between steam and electric locomotives were: 1905, steam, \$503, electric, \$344; 1906, \$1,681, and \$371; 1907, \$552 and \$442; 1908, \$507 and \$133. After 1908 steam locomotives were entirely replaced by the electrics, and the yearly costs per locomotive for repairs were: 1909, \$174; 1910, \$352; 1911, \$131. So the "isolated case" is well within the average, considering the advanced cost of labor and materials.

Aside from the matter of repairing, it has been shown that the electric switcher actually makes more mileage than the steam engine. This is due to the fact that there are no pauses for coaling, taking on water, roundhouse repairs, etc. In figures, the yearly mileage of the electric locomotive is approximately 8,000 miles, as compared to 5,000 miles for the steam switcher. Also, which is very important in service of such an intermittent character, the standby charges of the electric locomotive are nothing, flat, while those of a steam locomotive may be almost anything.

From the records of many railroads it has been shown in addition that the cost of repairs per mile averages 4 cents for the electric against 15 cents for the steam switcher, and that the total cost per mile, covering all items, is only half as much for the electric as for the steam one.

Although the initial cost of an electric switching locomotive is comparatively more, there are factors that make up for this: fewer locomotives are required for a given amount of work, their operating and maintenance costs are lower, and their average life is longer. Which all goes to prove the case for electrification in railroad yard work, just as the C. M. & St. Paul electrification, among others, has shown what electricity can do to improve main line practice.

know it won't be a lady helper, as Mrs. Stephens would file a complaint.

Our congenial friend, Pat Murnane, says, "Believe me, the world progresses, and if you don't progress with it you are out of the runnin'." He cites in evidence when the writer and himself used to hold down tricks on the O. W. R. N. What with wire work and expense bills a fellow got a real start towards learning the gentle art of being a station agent.

F. B. Beall, who runs the largest depot in the United States at Cusick, was disappointed on his Christmas week in Spokane, where he could see the bright lights. But never mind, Fred; they say the world turns round and if you sit tight you will be there yet later on.

Chief Severs at Usk still wears the smile of contentment and says that as long as things come the way they do he will never be heard to make any kicks on his job as Milwaukee representative at that point.

Kelly Hudson says the new lumber rates have not kept him awake as yet of nights and hopes they never will.

Martin and Sprinkle at Newport say they can qualify any time in a pinch as longshoremen, and that if you don't believe it, just drop in some day about the time 293 pulls in and watch them play Seattle dockwallopers, and then draw your own conclusions.

Matz, the relief agent, did some heavy Christmas mail shopping while acting as agent at Rathdrum for Hart during the Christmas time; and from what your scribe could learn, he thought Sears Roebuck & Co. were moving to various points down the P. O. R. line, from the looks of the U. S. mail he had to skid down to the trains.

Now that we are run out of P. O. R. points, we will take a shot or two over on the main and hit a few of the high spots.

Bill Ashton at St. Joe is restless these days on account of no trout fishing to do Sundays.

C. H. B. and his circus crew, in their trained animal act, can give you an exhibition of yardmaster, weighmaster, ringmaster, operator, ticket clerk, or any other kind of stunt ever seen in a 3-ring circus. If it isn't all right, bring it back, eh, Gus?

If anybody should drive up in their sedan this cold weather and ask you about Dad Parker at Tekoa, you can tell them he is still whittling away and billing what bulk and sacked grain there is to go and also makes the pump perform if necessary.

Frauk Hays at Rosalia is still stirring up express biz. from lumber camps and I. W. W. camps, but you don't need to give him any orders unless you send them by express. If you do, he will tell you the interchange with the Juice line takes up too much of his time.

We have no line at this writing on Malden, but Fred Washburn says the town was very busy the other day with snow shovellers, ice packers and various other industries sailing along. He was asked if Mr. Normalcy was seen to get off there recently as he left the east a long time ago, but Fred said he was unable to find that he had ever registered in that town.

Walden at Ewan says he wishes he could give us something startling from his precinct, but to wait till the dust storms start rolling and he will be cluck full of news.

Brother Vickers at Warden has been quite sick and we understand while he has gone back to work he contemplates laying off to see if he can't regain his health. Take a trip over to the coast, Vick.

H. L. Mann at Pine City is saying nothing but sawing-pine these days. We haven't heard from him since he went over there, but know that the tariffs and such like will be in good shape for the man who roots him out.

Inklings from the Freight Office

We are wondering if George Gaub would look like a gentleman if he took his hat off during office hours.

Agent Cutler is trying to find a way to distinguish Mrs. J. J. Ehlinger's voice from their male steno., Mr. Adams, but continues to say "yes, mom" to him.

The girls in the local freight office consider Mr. Snure an ideal husband. He is credited with doing the dishes and bathing the baby before coming to work, for friend wife.

Beg your pardon, Ed. Veasey, what karat did you say you got her for Christmas?

Iver Bervin is spending his evenings staying at home so he can save up enough money to pay the bet he lost on the football game. Don't do it again, Iver, for the girls sure do miss you.

It is rumored that Gladys Morgan is to be married shortly. She was seen at the Clemmer with a tall, dark complected gentleman, sound asleep.

Gene Humpftling says she knows who the nicest agent is in Spokane and vicinity, but there seems to be some difference of opinion in the local freight office.

A report comes from the field from J. L. Forward that one more cow died Friday, the 13th, this making a total of 23 of his beloved brutes.

It was rumored that Mike Quinn was going to buy a piano, but it turned out to be a washing machine.

Grover Pierce was seen, the other night, in full bloom asking a young lady what she "had on for tonight," and was quickly informed she had her clothes on.

Zelda Case, it is said, has a hope chest. The question is, who is the victim? Ask Bill.

Who's Who at Spokane Party

R. C. P.

Yours truly was there,
You can betcha my life,
And I cinched some good dances
By taking my wife.
Swell dancers, however,
Were there by the score;
I could see this first glance
As we entered the door.
1265,—Milwaukee—RAGLAND—Galley TEN

Coming up like the wind,
Was our own Billy Gerlings,
She gave us a high-ball,
And went by a-whirling.
The guy she was stepping with
Seemed in high glee;
He sure had some partner,
Now take it from me.

Looking on at that crowd,
So exceedingly vast,
I could see Raphael Shook
Sticking up like a mast.
He was bumping along
And stepping on toes;
And each time he'd swing
He'd punch someone's nose.

I saw Jimmie Kearns
As he plowed through that throng;
He appeared in a hurry,
Like he couldn't stay long.
Don't savvy his dancing,
Too much of a riddle;
He went through more motions
Than the guy with the fiddle.

We soon joined the dancers,
And, man, it was great;
The floor, it was slick enough—
Almost—to skate.
Herb, Moody's orchestra
Furnished the tune;
I have never heard better,
And went, very soon.

I next made a bee-line
For Mrs. Claude Potter,
Me knowing for sure,
She's a dandy fox-trotter.
I kept my eyes open,
And asked her to look,
Then give me fair warning,
If she saw Raphael Shook.

I could see P. L. Hays
Tearing loose on the floor:
A-flopping his wings;
He seemed trying to soar.
He jumped and he flopped 'em,
For all he was worth,
But despite his hard struggles
He stayed on the earth.

Just grab Alma Kester.
If you once get the chance;
I'm here to orate that—
That lady can dance;
Like thistledown wafted
On a light summer breeze,
She actually floats,
And does it with ease.

Conductor Ralph Duell.
Was there big as life.
He came in on purpose
And brought his "friend wife."
He meant to keep busy,
Showing wall-flowers some fun.
But he gave up his job.
Cause he couldn't find one.

Miss Gertrude Alden
Pays no heed to time,
She did so much talking,
And the music sublime:
Why not pay attention?
You're so light on the floor:
Said—talking's more fun,
And talked all the more.

The "boss" was right with us,
And stepping out light.
Graced the floor with his person.
And did the job right.
For real good enjoyment.
I'll venture to say,
He had his full share,
While the dancing held sway.

And Miss Alice Mudgett,
Comes in for some praise.
She's a mighty fine dancer,
With such winning ways:
They caught us with streamers,
We were fast in a net,
But the faster the better
I liked it, you bet!

My side-kick, Gus Rossbach.
Appeared on the scene.
While the dancers were resting,
And gazed on, serene.
Then the orchestra started:
Now what the h—s that?
He asked, as his ears
Caught the musical spat.
A friend of his told him,
That "banging" was jazz.
I hain't seen him since,
And guess no one else has.

I'll have to chop off
Cause I'm crowded for space.
But I wanted a dance
With Miss Zelda Case.
When I'd start out to find her,
And ask for that pleasure.
O. yes, I could find her—
But never at leisure.

But of all the swell waltzers—
I can't call her name—
If we're not dancing yet,
I'm sure not to blame:
Sweet dreams of my youth,
I let my thoughts roam:
Then the orchestra spoiled it,
They played—"Home, Sweet Home."

News Items from the Northern Division

Hazel E. Whitty

Our old friend, Jimmie O'Connor, was off the first part of the month butchering his winter supply of meat. Jim says he had good luck with the

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
Wheeling, W. Va.

New York

Baltimore



The
**Massachusetts Bonding
 and Insurance Company**

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

The
LAW of AVERAGES

The law of averages works out in the sale of accident tickets. The ticket agent who suggests accident tickets to 100 people sells twice as many—makes twice as much money—as the man who suggests accident tickets to only 50 people.

The more times you mention accident tickets the more money you make.

Ticket Department

**The Travelers
 Insurance Company**
 HARTFORD CONNECTICUT

head cheese and blood wurst, but when it came to making the liver wurst, he had to call on Mart Coughlin for help as Mart was formerly a butcher. That was before he came railroading.

Art Zimmerman displaced "Farmer John" Bramer on the Horicon night switch and Bramer bumped Heinie Grady on the west end way freight. Heinie has gone back to Fondy with Uncle Jess.

After being located at North Lake for the past twenty years, the run has been changed to lay over at Lannon instead of No Lake. A decrease in both the passenger and the freight revenue is said to be the cause of the change. Now the crew is driving back and forth between No Lake and Lannon with George Price as the pilot.

Recently we noticed Spike Houston all dolled up in a pink shirt, brand new. Spike said he got it when the getting was good and we all know that this must have been a long time ago. Spike says even the beasts lay up for hard times and he congratulates himself on having a little more sense than a beast. Fat chance for the rest of us.

The biggest change possible in the Horicon Yard is the nice new building occupied by our car foreman and his assistant, Little Philip. It sure adds to the appearance of the yard and being so large and roomy, Philip has decided to give a house warming in it in the near future. All the old line friends with their families are invited to attend. Let's go.

W. H. Armstrong, roadmaster, and Mrs. Armstrong, took a trip to Kansas City recently. Not an accident during the entire time he was off, which speaks well for W. H. A.

Talk about your solid electric-lighted trains. They have nothing on it with the train on the Fond du Lac line. Mr. Eidemiller, conductor on the Fond du Lac passenger train, recently wired and fastened bulb sockets in the smoker and baggage car on his train. He has 2-70 watt bulbs in the smoker and he says he has more light than twenty oil lamps could make. It is quite a saving, too, he says, as they used to burn up one barrel of mineral seal oil per month, and broke about twelve or fourteen chimneys. Such interest on the part of employes is well worthy of mention.

These lines have been published before but in order to avoid any difficulties I deem it best they should be published again. "Safety first as always"—

"If a joke is labeled in your name,
 Don't take it to heart or go insane,
 Please don't get sore if we pop you one,
 As you surely know, it's only in fun."

Rhino Schultz, cinder pit man, and Mr. Tobin, expressman, were both hurt in one day, Rhino stepping on a nail and Mr. Tobin slipping on the ice and hurting his head. Neither accident was very serious, but all the same I wish C. U. Smith would send me the safety kit as he promised as I have already missed these two good chances to practice up with it.

Are you good at guessing? Have been keeping account of the nicknames given the boys on the Division and wish you would set your wits to thinking and see if you can guess them all. The first prize will be the well-known book, "How to Be Happy, Though Married," and the second, "Love Letters and How to Write Them." So we have provided for both those that are married and those that are willing to be and wish you luck in both cases.

Papa	Muzzler
Rocky	Old Car Herman
Father	Nimble Knees
Mique	Dutch
The Jew	Fisher
Farmer John	Bad Eye
Milwaukee Jimmie	Kelly
Shamrock	Chief
Nine Fingers	Pussy
Uncle Jess	Weary
Fish Hawk	Steamer
Shiver	Joe Necktie
Nigger Joe	Louie Guess-Not
Spike	Frosty
Johnnie Horicon	Peg
Butch	Jerky
The Turk	Cedric
Honk	Percy
Oom Paul	Ducky
Charlie Windstorm	Stub

S. M. West—Notes

Roy H. Hoffmann

J. W. Sauter, pump repairer, has returned from a four weeks' leave of absence spent at his home, Sauk Center, Minn. Glad to see you back, John. R. E. Nickols relieved Mr. Santers while he was away.

Passenger Conductor Joe O'Brien and wife have gone to Oklahoma City, Okla., where they will visit their son. Mr. O'Brien and wife also expect to spend some of their time at Galveston, Texas, before returning to Madison.

H. Putney, conductor on Nos. 1 and 8 between Wessington Springs and Jackson, has returned from a few weeks' leave of absence. Mr. Putney and wife spent the holidays at Waupun, Wis., where Mrs. Putney's parents live.

Edward Lucas, cashier at the Howard station, visited friends at Madison recently.

W. H. Chapman, section foreman at Erwin, and wife, returned from Kansas City, Mo., where they spent the holidays. Mr. Chapman reported a fine time.

W. B. Damm, local storekeeper at Madison, spent Christmas at his home, Austin. Walt said he didn't want to miss hanging his stocking at the home fireplace.

Chief Dispatcher A. J. Starks and wife of Madison spent the holidays at the home of Mrs. Stark's parents at Elgin, Ill.

Agent Harvey Gregerson of Madison has been rather busy here of late putting up the little red signs, "When Not in Use Turn Out the Lights." Keep up the good work, Harvey.

Section Foreman Frank Ridgway of Kinbrae, Minn., is taking a few weeks' layoff while recovering from an operation. Mr. Ridgway is being relieved by his son, Theo.

Section Foreman Louis Stenson has been granted a few weeks' leave of absence on account of poor health. Hope to see you back to work soon. Mr. Stenson is being relieved by Carl Soranson.

Understand W. B. Damm, local storekeeper, has received a pass for himself and wife. Didn't know you were married, Walt.

D. C. Curtis, general storekeeper, from Milwaukee, accompanied by District Storekeeper J. T. Kelly of Minneapolis and Division Storekeeper H. E. Rice of Austin, were at Madison a few days ago, checking up the material situation.

Superintendent E. A. Meyer paid the S. M. West a call recently. Roadmaster J. M. Murphy of the S. C. & D. Division paid the roadmaster's office at Madison a call recently. Mr. Murphy usually takes a few minutes' time to stop in and say "hello." Among other things, Mr. Murphy is a fairly good boxer, and usually has a few rounds with the roadmaster's clerk.

During this month of February we have one day on which to commemorate the birthday of our first president, George Washington. On this day our thoughts should turn to him, who suffered many a hardship and fought many a battle that his country and our country might be a free nation.

Rail Rumbblings from St. Paul

"By Allen"

The scenery around these parts is changing rapidly, for the old union depot is now nearly all torn down.

We received a waybill the other day, covering a car of fish and marked, "Scales at St. Paul." Must be a part lot shipment.

As for some of us, we never could win an argument, but with F. O.—well, he says, "If ever you find a bird who argues that all questions can be answered with 'yes' or 'no,' ask him this one: 'Did you quit beating your wife?'" Fred must be studying law.

C. H. F. says that he has been an operator just long enough now to claim seniority rights over the wireless operator of the Mayflower. Anyway, he has established his claim up to about the time Pocahontas was a papoose.

Well, Pete Krohn gets another chance at the big reward, for the noted O'Connor is again at large.

We all thank you for the calendar. Hazel, Mildred, please deliver this message.

Three valuable night's time a week spent at the art school by H. K. V. seems to be bearing fruit, for we received a "rough" sketch the other day.

We call this a mean trick, B. B., knowing that a "surprise party" would be given in her honor by a large party of friends. Arranged to be in Duluth at the time. Yes, Birdie flew the coop.

Two veteran employes of St. Paul met death suddenly of late. John Smith of the freight house was murdered in his home by burglars and Theodore Swanson, car inspector, was accidentally killed in the St. Paul yards.

What's the matter, H. G.? No more news about the Liberty Six?

J. H. is some gym star now up at the Y. W. C. A. She says that she can "chin" herself now for almost an hour without a rest.

The unexpected has happened: J. N. reported sick a few days for the first time in many, many years. Yes, Joe is always on the job.

I'm afraid St. Paul won't cut much ice this winter if the river doesn't soon freeze up.

F. H. looked like an anti-advertisement for a well known toothache remedy several days last week.

When these articles are published the twentieth annual bowling game between the first and second floor clerks at the freight office will be history and such stars as O. H., C. H. C., P. H., T. C., G. R. and J. J. H. will no doubt have their names written in the hall of sport fame.

Uncle Pork spent the Christmas holidays at Belle Plaine, Minn.

Before closing these articles, I called up the yard office and George Mueller informed me that he had no news to report, as neither McDonald or Walsh were in the office at the present time.

Twin City Terminals

Molly O

On December 17, Frank Campbell, chief clerk to General Superintendent Foster, passed away at his home in Minneapolis after an illness of five days with pneumonia. He is survived by a wife, three small daughters, sister and mother. Mr. Campbell came to the Milwaukee in 1905 from Liverpool, England, and has been chief clerk to General Superintendent Foster since 1911. Mr. Campbell was highly esteemed by all his associates and acquaintances. He was always courteous and considerate to those with whom he came in contact, and his untimely death is universally regretted. Our heartfelt sympathy is extended to his bereaved family. The funeral was conducted by the Masonic order.

Laurence Cobagen, towerman, was brutally murdered December 19 by a party of joy riding moonshiners who became enraged at finding the crossing gates closed against them. It was a brutal, cold-blooded murder, and we learn by today's paper that one of the accused men has been convicted and sentenced to the penitentiary. Mr. Cobagen was well known, having at one time been chief of police of Duluth, Minn. He leaves a wife and daughter, who have the sympathy of all in their bereavement.

Vacations seem to be the order of the day in the depot ticket office. Wm. Golden is spending a week with his folks in Faribault. A. W. Prenovost says Milwaukee for his. Forest Byler will leave for Duluth the 22nd for a week's visit. E. G. Ambler goes to Decorah for a week "down on the farm," on a report from H. J. McCauley, who has just returned, that the corn and corn juice are fine as ever.

Arch Harris, manager of the telegraph office at Miles City, Mont., was calling on old friends in depot ticker office last week.

Miss Hannah Lokken of engineering department has returned from a week's trip to St. Paul, Hudson and Chicago. Said she was more careful this trip, so was able to stand up when she returned.

Miss Margaret McNamita and Miss Irene Hughes spent New Year's in Chicago. We don't know how they behaved while away, but at least they came back in good company. Ask M. O'B., etc.

Miss Alice Heusey had the misfortune to fall



Alouys Thomas
 Pres., Santa Fe Watch Co.,

The Santa Fe Special Watch

A masterpiece of mechanical perfection, unapproached in its matchless time-keeping qualities, is NOW being sold at greatly reduced prices. The exorbitant war time prices have passed. I want you to see the big saving in price—the easy payment plan, but most of all I want to send you a watch designed to your order—let you see it with your own eyes before you pay a cent.

The **ILLINOIS** Famous \$
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 And **BUNN Special**
 Adjusted to Six Positions
21 JEWEL RAILROAD WATCHES

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 A
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The Standard Railroad Watch

that is GUARANTEED FOR A LIFE-TIME OF SATISFACTORY SERVICE. These watches are now in service on practically every railroad in the United States and in every branch of the Army and Naval Service. Thousands of them are distributed around the world. Your name or monogram and any emblem you may desire will be engraved in the case to suit your own ideas.

Save One-Third* to One-Half the price you pay for a similar watch made by other manufacturers. Most Liberal Offer Ever Made. Our "Direct-to-You" low Wholesale terms and Extra Special Distribution Plan is fully explained in the new Santa Fe Special booklet just off the press. The "Santa Fe Special" Plan means a big saving of money to you and you get the best watch value on the market today.

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Clip the coupon, fill out and receive the beautiful FREE 52-page, 4-color art watch book. All the newest watch case designs are shown. Read our easy payment offer. Read the so-called secrets of watchmaking and the jewelers' trade—tells how we can sell Railroad watches at practically half the price charged by retail jewelers. READ our great "Direct-to-You" offer. DON'T BUY A WATCH UNTIL YOU HAVE SEEN THE "SANTA FE SPECIAL." Watch sent for you to see without one penny down.

SANTA FE WATCH CO., 220 Thomas Bldg, Topeka, Kans.

A letter, post card or this coupon will bring my Beautiful Watch Book FREE
SANTA FE WATCH COMPANY
 220 Thomas Bldg., Topeka, Kans.
 Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

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market, and I believe is the best value for the money I have ever seen. I have heard many favorable comments in regard to the watch among my friends in this city.

ARTHUR CAPPER
 United States Senator.



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21 Perfect Jewels
 Adjusted to Positions
 Adjusted to Temperature
 Adjusted to Isochronism
 Adjusted to the Second
 Montgomery Dial

Thin Model. All Sizes
ALL FOR

3 50
 A
 Month

Senator Capper O. K.'s Santa Fe Special

I am glad to say that your "Santa Fe Special" Watch has given entire satisfaction. I have watched it closely for three weeks and found a variation of less than ten seconds. It is certainly one of the best time-keepers on the market, and I believe is the best value for the money I have ever seen. I have heard many favorable comments in regard to the watch among my friends in this city.

while skating and will not be able to return to the office for a couple of weeks. Her place as stenographer to Superintendent Van Dyke is being filled by Mrs. Al Norlin (Ruth Bender).

Miss Katherine Wright, chief clerk in signal department, is on duty again after a two weeks' stay in St. Mary's hospital. Says she is feeling fine and has gained eleven pounds, even though she does walk with "measured step and slow."

The Depot Bowling league closed the 11th of January with a funeral march played on alley 12 at Court Chambers by the Terminal team, consisting of "Dear Cap" Quirk, "Flour Special" Hancer, "Sol" Farley, "Aba" Davis and "Cutie" Ritter, as chief mourners. The "Van Noys" were the dead ones, as the team did not show up. The Terminals are not discouraged and are waiting for St. Paul or Milwaukee bowlers to name a date. Standings at close of season:

River	633
Terminals	500
Van Noys	333
Tickets	200

Milwaukee Car Shops Superintendent's Sanctum "Lol!"

Today is the tomorrow you were worrying about yesterday. And nothing happened, did it? And nothing has happened for a long time, due to the many holidays we have experienced in the last month. Christmas has come and gone—with our pay checks, and now that everybody is satisfied we are ready for a new start with the new year and hope beyond hope that things may work together for increased progress in the year of 1922 for our railroad and all concerned.

What's the matter with our sick list? Too much, boys, too much. Gilbert Allcott cut his hand; Adolph Miller, toothache day and night; Harry Runte, a bandaged chin; Joe Schneider, two pugilist's lips and a bum leg; Steve, bit in the back of the neck, and our chief clerk chopped into a finger of his left hand, together with remains of his Christmas tree. Have a care, boys. Fred Kratzat, too, has been home with a touch of the grippe for a week. He was the recipient of a plant and a bouquet.

A Christmas party was given by the M. R. C. to the members and families of the club on Dec. 28 at the K. of P. hall. An honest-to-goodness Santa Claus presented each and every one of the kiddies and ladies with a gift of no small value picked from an immense, brilliantly lighted Christmas tree. Dancing followed.

Only one diamond ring has been openly displayed in the shop superintendent's office this Christmas. Congratulations to you and Mike, Del. There may be one or two more, but I haven't seen them as yet.

All of the officers of the M. R. C. who prevailed for the year 1921 have been re-elected for the current year.

Mr. S. N. Severson was appointed foreman of the tank shop, with Harry Achterberg as his assistant. Mr. Severson was formerly on the locomotive roll.

Mr. B. B. Greer, vice-president of the Milwaukee road, visited the Milwaukee shops on Jan. 11. Margaret Van Laanen has again resumed her position as chief clerk in the blacksmith shop. Glad to see you looking so well, Margaret.

Tom Birch extended an invitation to Mr. Voth to come over and boil out his pipe again. Gosh, but our neighbors must be doing some heavy complaining!

Remember that windy morning, Mr. Jenson, when the wind blew your hat way up in the air over the viaduct and it landed, who knows where? And your hair comb was all spoiled?

Lunches a la radiator are being served in our office during the cold spell. "Add hot water and serve" is the kind we have been enjoying. Spaghetti and beans are our weakness. Peggy is embroidering the dinner napkins, but it will take a long time if she continues getting that "four rings" at noon.

Iowa Division Ruby Eckman

The Iowa Division had the honor of handling the world's greatest shipment the fore part of

January, when a train consisting of one hundred Pennsylvania Line steel auto cars, each loaded with five Durant automobiles, was moved over the division. The shipment, which moved from New York to San Francisco, was said to be the largest shipment of a manufactured product moving from ocean to ocean and from one manufacturing concern to a retail dealer. The train was given the close attention of all concerned and the movement proved a big advertisement for both the auto company and the Milwaukee.

E. A. Needler, third trick baggageman at the Perry depot, is again entitled to the distinction of being called grandpa, a daughter being born to Mr. and Mrs. Rollin Huston, Jan. 3. Mrs. Huston is a daughter of Mr. Needler.

Machinist and Mrs. Harold Hass are the parents of a son, born to them the fore part of January. Harold is employed in the Perry round house and is the son of F. M. Hass of the special agent's force.

At a special social session of the Brotherhood of Locomotive Engineers, held at their hall the fore part of January, Engineer John Leaf of the Western Division was the guest of honor, and during the evening was presented with a badge indicating forty years' continuous membership in the organization. The event was celebrated after the usual form, with a program and entertainment, to which the wives of the members were invited. Mrs. Leaf was presented with a beautiful bouquet.

Engineer Sanford Lones' home was quarantined on account of one of his children having the scarlet fever in January. Caller La Verne Laughlin of the Perry force was also off duty and under quarantine for the same disease.

Car Inspector Edward Jordan, while crossing the track in front of some cars that the switch engine was handling, had one foot run over and several toes severed. He was taken to Washington Boulevard hospital in Chicago for treatment.

Fireman Mike Costello and wife were called to Savanna the fore part of January by the sickness and death of Mrs. Costello's brother.

Engineer Patsy Donovan has been unable to work since the fore part of December on account of sickness.

Conductor and Mrs. L. G. Honomichal are the parents of a daughter born to them the latter part of December.

Division Storekeeper Edward Griffith, who has been in charge at Perry since the creation of the office, was transferred on January first to a similar position at Moberge, S. D. H. R. Meyer, who held the position of division storekeeper at Malden, has been appointed to the vacancy at Perry. Friends of the Griffith family regret to see them leave the lines east, as Ed. has worked for a good many years at Marion and Perry and has a wide circle of friends among the railroad employees.

Jimmie Maxwell was down from Madison, Wis., for a visit with friends in Perry during the holidays.

Conductor Fred Apple's wife was elected president of the American Legion auxiliary at their meeting in December. Conductor Stockton's wife was selected as vice-president, and the correspondent wasn't to be left out when the work was passed around, so was elected to the position of historian.

Conductor John Dignan is taking his annual layoff and has gone to California. Elmer Millard is on 3 and 4 on the west and middle division for the present at least.

Engineer W. J. Overton has been laid up at his home in Perry for several weeks with a broken leg. W. J. was winding up the family automobile when he slipped on the ice and fell in such a manner as to break his leg.

Brakeman Marvlu Ellsworth and his mother have gone to Wyoming for a visit with relatives.

Electrician Eugene Colber and wife are the parents of a daughter born to them the latter part of December.

Brakeman Ward Buckneer and wife went to Wyoming the latter part of December for a visit with relatives.

THE FLASH SUPPRESSOR

The flash suppressor is a device to prevent injurious flashing at the brushes of a direct current generator.

Railway conditions are not always stable, and to nullify the voltage on the commutator of a direct current generator when these unforeseen conditions arise is the problem of the flash suppressor. The protection of a generator is important, for the train of events which often follow a flashover may cause the complete destruction of the generator and a resulting tie-up of the road.

The flash suppressor consists of a small set of contractors arranged to short circuit the armature windings of a direct current generator through three collector rings, connected to the windings in three-phase relations. The device is tripped similar to a circuit breaker, with the exception that the circuit is closed instead of opened.

Two functions are performed by the flash suppressor: first, it closes a short circuit on the collector rings and reduces the voltage between commutator bars to practically zero, hence, if flashing has not started when the contact is closed, it will not start, while if it has started it will be suppressed instantly; second, the short circuit reduces the field flux by causing a large wattless current to flow through the armature windings whose magnetizing force opposes that of the field and reduces the voltage at the maximum safe rate.

The field circuit of the generator and the d. c. circuit breaker at the switchboard next open automatically, but only after the flash suppressor has operated and the voltage has been reduced to practically zero.

Chicago Terminals

Guy E. Sampson

While our magazine does not run an information bureau, still we would like to give a tip to some live, wide-awake jeweler. Several hundred employes of the Milwaukee work in and out of Bensenville and all are compelled to go to Chicago or Elgin for inspection of their watches. The majority of them would welcome a good watchmaker, so if any of our readers know the right party, send them word to that effect.

Roy Wyman and family are visiting at Portage this month. Well, with Roy gone it makes room for one more on the Elgin local passenger train each noon and night. Yardman Marquett visited at Wausau, Wis., this month and reports getting snowbound on the Wisconsin Valley Division, Sunday, Jan. 8. Gee, they must have all the snow in Wisconsin this year, as we have had none so far.

Yardmaster R. P. Hayes has been taking a vacation the last month and we hear that he will take charge of a crew instead of a yard when he resumes work. The steady grind of a Y. M.'s job gets monotonous and one likes to get away from that responsibility and let some one else do the worrying. Harry Stockwell takes the day shift at Mannheim while Chas. Harrington has regained his health enough to take the night shift again.

The new safety first committee for this year met at Supt. Christoffer's office Jan. 9 and had a good meeting, where much was discussed that meant a good deal to all employed in our hazardous occupation. The committeemen were all wide awake to the fact that the best and only way to prevent accidents is to be observing at all times, so that we may notice the dangerous surroundings about us. If we could only get every employe to keep the ideas constantly in mind that the committee has brought to their attention at these meetings, we would be able to make a record in "accident prevention" that every railroad in the country would envy. In our "no accident" weeks we always make good. Why not make the period a year instead of a week, and every one get on their toes in the move and constantly keep the words SAFETY FIRST in their minds? No time better than 1922.

Mrs. O'Keefe, wife of Yardmaster Jas. O'Keefe, had the pleasure of entertaining her sisters and brother Christmas week. One sister, who is married and resides at Beloit, Wis.; her sister, Florence, who is an employe at the depot at Richland Center, Wis.; her brother, who is an employe in the car department at Bensenville, and, as Mr. O'Keefe is one of our live, wide-awake vardmasters, it made quite a gathering of Milwaukee employes at their home-coming.

Special Officer Owen McNeerney is back on the job after several weeks' vacation, which was spent in Montana. All glad to see the old war horse back again.

Dave Williams is back from his vacation, which he spent at Duluth, where the mercury reaches 75 below zero. Guess he was glad to get back to Galewood, where the weather is mild when the wind doesn't blow, providing we don't have to wait too long for the coaches under the bridge.

Oh, yes, Marjory McBride, at Galewood, has been acting so kind o' queer and doin' things lately that she has made us all sit up and wonder when the important event will occur. Come on, Marj., let us in on the secret and we won't print a word of the facts till—well, till we know somethin' to tell. See? By the way, don't forget that the Employes Magazine devotes a couple of pages each month to "How to Cook and Sew." Handy, isn't it, though? Who is that fellow that they say is "more dumb than he looks"?

M. F. Washburn slid down to the Ozark mountains for Christmas dinner. A long trip for the time one could remain, but M. F. says it was well worth the long trip.

Johnnie Holland, better known as "Crickets,

Baldwin Locomotives— Yesterday and Today

Twenty-five years ago, the old "Atlantics" which hauled the "Pioneer Limited" over the Chicago, Milwaukee & St. Paul, were noted as among the fastest passenger locomotives of their day.

The latest Baldwins built for the Milwaukee road—the L-2-A Engines—though much heavier and more highly developed, are equally notable among men who are acquainted with their road performance.

The
Baldwin Locomotive Works
Philadelphia

the switch tender," says it is his especial duty to see that no ladies have to cross from the C. N. W. bridge to their home alone after sundown, as the pathway is strewn with rail road tracks, engines and box cars. You are right, John, safety first, regardless what the final outcome may be. You might get a nice Christmas present sometime.

Chas. Miller is at last located in his new home at Bensenville and we understand he will have a regular house warming the first night that the "moon shines" nice and bright. Ah, ha! We see. Well, Tom Collins is much more contented since Charley moved next door to him. Sure must have been lonesome for Tom before Miller moved in as the nearest neighbors were at least 200 feet away. Well, Bensenville isn't Chicago. Thank God for that.

Well, I should say we did see the train of 100 cars all loaded with autos, enroute from New York to Frisco, pass through here on January 9th. The largest single shipment ever made and to be sure it went over the Milwaukee, and we expect this fore-runner will be followed up by more business account of service rendered.

Coal Inspector Gill says not to mention his name, so we won't this time.

"Zip" Wind was off duty a few days and when he returned to work the boys all wondered who he was until he unwrapped two bed-quilts, one blanket and a big yarn scarf from his head and shoulders. That's right, safety first, Zip.

We understand Machinist Joe Richardson is going to open up in the real estate business in the spring. Well, good luck, Joe, your past experience will stand you in good stead, but we will be sorry to see you leave us and will miss your classes on air instruction.

Paul Scanlon has been going around lately singing "There'll be a 'day'" and "Go feather your nest" and from what we can learn he will soon be passing the cigars. She is a fine looking girl at that.

Trans Missouri Gossip

M. F. Howe

Mr. and Mrs. A. B. Running spent New Year's with Mr. and Mrs. B. K. Doud at Montevideo.

Mrs. H. V. Wyman, of Marmarth, visited in Mobridge at the home of Dr. and Mrs. G. H. Twining.

Morris Gilbert has resigned as caller at Mobridge and has gone to Huron to make his future home with his parents.

Gene Warner spent the holiday week in Chicago and New York City, where she visited with friends and relatives.

Mr. and Mrs. J. R. Price spent Christmas at Aberdeen.

B. and B. Foreman C. W. Shore of Marmarth is at the Mobridge hospital recovering from an operation.

Storekeeper George L. Juell, of Mobridge, has been transferred to Malden, Washington, as storekeeper at that point. E. Griffiths, of Perry, Iowa, coming to Mobridge to be stationed at this point.

Fireman W. F. Wands, who has been at Marmarth for several months, has returned to Mobridge to work.

Freda station closed January 21st until better business warrants the opening.

H. J. Stock and family spent several days visiting at Sioux City during the past month.

Mrs. R. S. Lewis visited Bozeman, Montana, with her daughter, Mrs. H. E. Cook.

Trainmaster E. M. Grobel and family spent Christmas with relatives in Minneapolis.

Caller James Waters spent several days at Miles City recently.

DF&PA M. E. Randall evidently does not like the Cannonball line. The other morning he was seen, just as the train for that part was going around the curve, wildly gesticulating with his arms trying to get them to stop for him, but to no avail.

Former Night Yardmaster E. H. Lester visited

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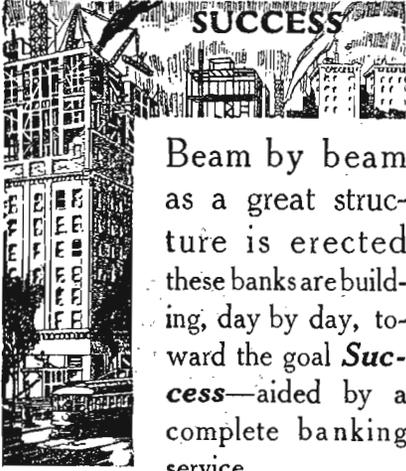
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FIRST NATIONAL BANK
MILES CITY MONTANA

in Moberidge recently.

Harry Grutzmacher, who has been with the Moberidge car department for several years, has been promoted as car foreman at Malden, Washington, and leaves soon to make that his home.

Mr. Steedman has been appointed travelling auditor in the place of T. A. Dodge, who is now agent at LaPlant.

Pumper C. O. Sherman and wife spent ten days visiting in Akron, Ohio.

Local Machinist Norman Nobel and Miss Freda Skinner were married at Moberidge January 3rd, and left immediately for Kansas City and points in Nebraska. Congratulations and best wishes for a long and happy married life.

Agent F. J. Campbell is at Bowman relieving Albert Ommott, who has taken a short leave of absence.

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

Mrs. George Vandercook went to Deer Lodge just before the holidays for an extended visit with her son Harry and wife.

E. L. Notley visited at Marion on his way from California to Terre Haute, Ind., to take up his new duties as master mechanic.

Peter Comboy, lineman, has been assisting Mr. Tobin for a few days doing some repair work.

Operator J. C. Thornton of Maquoketa was called to De Witt on account of the illness of his brother. Operator W. K. Hodgson relieving.

Operator Marl Marchant is off duty for a while on account of illness, expects to go to California for a while before resuming work. Operator Bartel relieving.

Mr. and Mrs. A. J. Campbell spent Christmas with their daughter, Mrs. Alberts, and husband, at Savanna.

A train consisting of one hundred cars of automobiles (Durant make) passed over the division January 9, making a very satisfactory run. This train was enroute from New York to Los Angeles and are to go through intact. Superintendent Marshall and Trainmaster Turner accompanied train over division.

Since the first of January business has been steadily on the increase. A goodly volume of grain is moving.

Conductor and Mrs. J. H. Dignan have gone to Los Angeles to remain during the balance of the winter.

P. M. W. Becker of the district engineer's office, Marion, visited during the holidays at the home of his sister in St. Louis.

J. M. Oxley was in Marion on Company business January 12 and 13. Mr. Oxley is a former resident of Marion and has a host of old friends here who are always glad to extend to him a warm greeting.

Mr. and Mrs. G. W. Linscott and little son visited relatives in Little Rock, Ark., during the holiday season.

Mr. and Mrs. S. C. Lawson spent several days visiting their daughter and husband, Mr. and Mrs. Gerald Holcomb, at Plattsmouth, Neb.

Mr. and Mrs. Frank Keith attended a Christmas celebration and family reunion at the home of Mrs. Keith's parents at Manchester, Ia.

Harry Murpher and son Edward spent a couple days in Muscatine visiting relatives.

Train Baggageman Frank Dougherty on the Davenport-Savanna run was off a couple of weeks during the holidays. Brakeman Donnelly relieved Dougherty, Brakeman Gregory of Marion relieving Donnelly.

Brakeman G. E. Fenlon was off duty during the first part of January on account of sickness.

Conductor Pike spent the holidays with his two sisters in the Black Hills.

Passenger Brakeman C. N. Brown has taken unto himself a wife. The magazine extends congratulations.

The C.M.&St.P. bowling team of Cedar Rapids played a match game with a team from the employees of the Western Weighing Association at Cedar Rapids, January 6. The former winning by score of 2,563 to 2,087. Jasa, Hudish, Knouf, Dee and Strayer of the freight office compose the team. H. C. Strayer, manager. They challenge any C.M. & St. P. team that can arrange to play on Sunday at Cedar Rapids or elsewhere. Speak up, ye howlers.

Erwin Seeley died at his home at Oxford Junction, December 18. He was born February 18, 1841, at Girard, Penn., served as a soldier in the civil war, attaining the rank of first lieutenant.

Mr. Seeley and family have resided in Oxford Junction since 1881, during which time he was employed as line repairer up to a few years ago, when his health failed. He was a loyal Milwaukee employe and highly respected by his fellow employes.

On behalf of the Milwaukee employes we extend deepest sympathy to the bereaved family in their sorrow.

Baggage man D. J. Pulley was off a couple weeks during the holidays.

S. M. Klink of the superintendent's office, spent several days in Kansas City visiting his sister.

Conductor W. L. Hyde was off a couple weeks during the holidays, Conductor E. E. Shook relieving. Conductor M. D. Coon on Shook's job.

Conductor E. Teipleton was off several days during the holidays, Conductor W. I. Farrel relieving. Conductor C. Golden on Farrel's job.

H. E. Ramsey has been appointed agent at Arlington; F. A. Bowers, first trick, Sabulin Bridge; Frank Morton, second trick, Sabulin Bridge.

Tacoma, Wash., Shops
R. R. R.

Greetings. Don't break any of those "New Resolutions."

One of the interesting events of the season is the wedding of our assistant general storekeeper, Mr. A. J. Kroha and Miss Edith Pradette, a very charming young lady of Tacoma. The wedding is to take place on January 25th, at St. Patrick's church. Mr. Kroha's brother, Rev. Joseph Kroha, of Milwaukee, will perform the ceremony. Mrs. Kroha, mother of Mr. Kroha, will also journey west to attend the wedding. Mr. and Mrs. A. J. Kroha will spend their honeymoon in California, and later will be at home in Tacoma.

The whole store department is very curious to learn who the young lady is that calls up Mr. Whitford every afternoon at 4.

Tony Johnson has been seen in our city lately. Some of the hospitals in our city have his tonsils and others say its its heart.

Everyone hereabouts is settled down again after the holidays. Great news and loud talking prevailed for several days after Christmas, everyone telling of their gifts. Watches, gloves, roses, candy were prominent in one department, while diamond rings were evident in the general foreman's office.

Marguerite's left arm is causing her much attention the past few weeks. No infection has set in. It's a beautiful white gold watch that's causing the many quick turns to the left of her eyes.

E. L. Carkins is among the purchasers of diamonds, in ring form, the eventful day is set for some time in June.

Betty stepped out in the latest of style, recently, to display the new walking suits for girls.

Mr. Al. Pentecost and brother Fred, entertained with a joint birthday party at the home of the former, where Mrs. A. L. Pentecost served a lovely dinner. A wonderful time was enjoyed by all. Those present were, Mr. Beaucannon, J. A. Wright, Sriskey, F. Busch, Bitters, Lowertt, J. E. Brady, P. R. Horr and Mr. Denismore, with the hosts. Everybody was happy.

M. B. Brautigan, of Deer Lodge, was working temporarily in place of Mr. Coors, electrical inspector, who was off sick.

Ticket Auditor's Office
"Speed"

Santa Claus delivered a nice Christmas present on Dec. 25th, 1921, to Mr. and Mrs. W. Segerson, a baby boy weighing 8 pounds. Mother and son doing nicely. Congratulations.

Miss L. Elkenhaus came down the other morning with a sparkling Aqua-Marine ring on her left hand and finally admitted that her name will be changed in the near future. Congratulations.

A. Smith was missing from his desk for a while due to a severe cold.

Tony Rocco was held up Friday evening, Dec. 31, 1921, and relieved of his overcoat and contents. Since you are connected with a quartette, Tony, you should have been able to sing your way out of it.

L. Gauthier and L. Grall spent a week in Kan-

Saving by Mail

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sas City, Mo. I would like to bet that they left several broken hearts behind when they stepped on the train for home, although there was some one back here just as anxious for their return.

Our famous quartette, H. Simon, Tony Rocco, S. Pellegrini, J. Pesano, are about to step into the lime light. I understand that they were hired for a wedding to sing and play. It looks as though that married couples want their troubles to start early.

Agnes Fogelstadt spent a few days in Prophetstown, Ill., and we bet Agnes entertained the town slickers with her talented voice and dancing. Aren't we right?

The week's rest must have been a great benefit to some people. Ruth Veitch came back looking about 20 pounds heavier. I suppose the eat shops throughout town were visited regularly.

East Wind *Mile a Minute*

Well, how's your coal bin?

You noticed our artistic (?) supplication in the last issue, didn't you? Was just wondering whether the results would have been better and the position more appropriate if it had been a young man on his knees instead. At least there might be an interesting item for this column.

Great is the excitement of the Melcher family as the event draws nigh.

Phil Schloss, engineering department, joined the ranks of matrimony Thanksgiving Day and took Mrs. Schloss to Niagara Falls. Our congratulations are extended to the couple.

All those who did not attend the party given by Mrs. M. L. Myer for Miss Stipp certainly missed a jolly time. Ask the girls in the refrigerator department how they spent that evening and be convinced.

And speaking of Johnny Fern Stipp—she is trying to get back her old vivacious grip on the world while resting up at her home in Laredo, Mo., after having undergone an operation for appendicitis. She can't get well soon enough to suit us.

Many of the old vets around the Chicago offices will remember Mary Sullivan, now Mrs. John C. Dilworth, and will be glad to learn of the arrival of a new baby girl at their home. Mary Catherine, born December 23, 1921. Mrs. Dilworth now resides in Detroit, Mich., and was with the Milwaukee for about eight years, prior to her marriage.

After getting settled and almost back to normal, Harry Hohman paused long enough in his work to let us know that the Chicago girls still look mighty good to him.

Mrs. F. Johnson, formerly of Mr. Whipple's office, is taking Miss Stipp's place in the refrigerator department. Glad to see you with us again, Frances.

Visitor: "Is that Harold Lloyd in room 1302?"

Old Timer: "No, sir, that's his brother, Celluloid."

A wee bundle of humanity, a future president, was ushered into the lives of Mr. and Mrs. Donald, with the first month of the new year. Mr. Donald is Mr. Bradshaw's chief clerk, and they tell me that the biggest cigar in the world couldn't hide the smile he is wearing. The proud father says anyone could pick his son out of a hundred others, and we believe him—at least we know he could find him.

Memorandums left by Mr. Goetz always bear the initials V. O. D. G. For further particulars, ask him.

Walter Dietz was seen hanging around Mr. Whipple's office, trying to induce some of the girls to go bowling. Did you ever see the gold fish bowl, Walt?

Jeanette of room 1240 would like to have someone enlighten her as to why the inside of a locomotive bell is painted red.

Mr. Moore had a pleasant trip to Boston during the holidays. We understand he is unable to climb trees now account cold weather.

The old machine seems to be running smoothly again after our week's vacation. Even the calendar took a month off.

Madison F. Willis must have been strolling down State Street barefooted, as someone found his shoes on his chair in the office. How come, Madison, and where was the coat of tan?

Miss Marie Gruber has been wearing a new

diamond ring since Christmas. Congratulations, Marie.

Ask Myra about the good pies she eats every morning.

Omaha was given a treat and the citizens thereof shown some class in Chicago masquerade when Paul Lutz, of Mr. Bradshaw's office, returned home for a visit to the old town. Taking prizes at masque balls is getting easy for Paul now.

Our sincere sympathy is extended to Mable Moloney, in Mr. Morrison's office, whose father passed away during the first week of January.

Ask Nellie Ayres how the New York Central Yards at Albany strike you after spending two and one half hours there at eight below without steam. She tells a pathetic little story about it.

Bally me, what's that I hear? You don't tell me that Albert Fox of the telegraph department met with an accident to his ear? What happened, Al? Playing in an orchestra and the drum affected your organ?

The O'Tooles made a flying trip to Florida, but John says we should appreciate the weather we have in Chicago. It was too cold to go in bathing while he was there and when it didn't rain, it threatened to do so. Guess we know when we're well off.

Miss Kathryn Andrews, secretary to Mr. Spratlen, underwent an operation for appendicitis on the sixteenth of January. The operation was successful and at this writing Miss Andrews is doing nicely. We hope she continues to improve.

Ohio is still the same, lovely, old state—I know because I spent a week there not long ago.

Just another conquest for a certain secretary. Why all the work on that little loose-leaf book, Billy? Looks kind of suspicious after just having bought those 1922 model spats.

A Consolidated Twelfth Floor Romance

To Witt:
"Mary me," he said, as his voice grew Grave and Harder, "and I will care for you Morin more; I'll be Gladys can be and will start a Fairbank account one of these Winters when everything is Al-Ice and you shall be Ragless and Don the best of silks to be satin; I'll even give you a Cedar chest just the same as Carl's-son did."

"O'Neill like a regular Feller, Otto, when you Spark me and I will know you are not Lyon," she said as she deftly turned over the Grill to Brown the waffle, which was now the color of Dim-Mock turtle soup.

Then with a Flood of emotion filling their Harts they Nessel-d close and dreamed of a house on the Hill with a Fowler two for companions.

As we are all fine dancers in the passenger department, we would like to know when Bob Johnston and Paul Basil are going to have their orchestra in trim to run off a dance for us.

Talk about stenographers! You ought to see Miss Landwer in Mr. Haynes' office. No, she isn't married.

We are all very sorry that Miss Schemaecker is still on the sick list, and hope for her speedy recovery.

I wonder if Larry Sullivan ever takes trips up into the Arctic regions? His heavy seal cap would surely keep his head warm if he does.

Miss Monblatt is wearing a fine cut stone on the fourth finger of her left hand. I wonder who the lucky guy is, Edith?

Does anybody know how Geo. Semmlow lost his voice while his wife was away?

I wonder if Madge's florist went out of business? She doesn't seem to wear a rose every day any more.

Kansas City Division

Billie

On December 16th, the Kansas City Division, on account of a derailment on the M. & St. L. near Brighton, Iowa, loaned that road the Ottumwa steam derrick, and detoured several M. & St. L. trains between Hedrick and Ottumwa. Yard Clerk Don Nickleson of West Yard was a recent Centerville over Sunday visitor.

Mr. and Mrs. O. E. Clark left December 15th for Los Angeles, California, to spend the winter months with their daughter, Mrs. Bernice Crawford.

On account of the coal mines at Bidwell being shut down and abandoned, the station

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there has been permanently closed. Agent J. A. Perry intends to lay off a month or two and do a little visiting before picking out a new job.

V. O. Metcalf, relief operator, who lives at Ottumwa, recently won three prizes at Albia, Iowa, with his fancy chickens.

Roundhouse Foreman D. R. Davis, at Ottumwa, is building a very pretty bungalow on North Clay street.

At the present writing, the condition of Brake-man Walter Winger of Ottumwa is not much improved.

Trainmaster T. P. Horton, wife and children, have returned from Snohomish, Washington, where they spent Christmas with Mr. Horton's mother.

W. C. Scott, travelling inspector, of Portage, Wisconsin, was a business caller at Ottumwa Junction January 12th.

Conductor J. Ryan, of Ottumwa, is entertaining his son Earl. Earl worked at Ottumwa as a switchman until several months ago, but now has a very good position with the United Fruit Company in the east.

Engineer Virgil Gore spent Christmas down in Oklahoma with his daughter.

Switch Foreman William Nevitt of West Yard has resigned.

Conductor John James of the Southwest Limited will be seen no more until spring, having departed for Sunny California.

Miss Eula Taylor, comptometer operator, has returned from her vacation, the greater part of which was spent at her home in Iola, Kansas.

George Joslin, of the roundhouse, and Maze Farley, daughter of Conductor C. H. Farley, were married January 7th, at the Episcopal Rectory, Ottumwa, and left for a short stay in Chicago.

Signal Department "Wig Wags"—Lines West F. F. Seeburger "Timely Topic"

"Trifles make perfection, but perfection is no trifle.

There is no duty that predominates in importance over any other duty, there is no one particular large piece of work in connection with signal maintenance; yet each duty and every small part of equipment is absolutely necessary, so it really amounts to an ensemble of trifles to maintain the perfect whole of our signal system. The man using a device finds more faults than the originator ever thought of and eventually knows almost as much about the finished article.

These timely topics have been intended to increase efficiency and reduce field work. We have had contributions from the assistant signal engineer, supervisors, general inspector, maintainers, crew foreman, and everyone but the chief clerk and he says that if bookkeeping for field men continues to increase we can expect something from him.

Signal 51-4 at Ramsdell on the Idaho Division was knocked down by a work train and put back in service the same day, December 6. It took high-speed work on the part of Supervisor Westmark and his men to get this job all done in one day and they thought they had made a record that would stand, and it did, until December 13 (that sounds unlucky) when signal 111-2 at Tacoma Junction was washed out by high tide and flood water of the Puyallup River. Shorty Weaver and Smoke Johnson, assisted by Mr. Smith (straw boss), R. F. Tyler (position and folio number unknown), Supervisor Allen and W. E. Dill, fully equipped with hip boots, pulled the signal up the bank, made a foundation of ties, booked up the wires and tested out by 4:30 P. M., all on the same unlucky day. (Lines east please note the speed of the lines west men.)

Signal 9-0 at Allentown on the Coast Division has been removed from its temporary location, on a ten-foot tie and moved back on the bridge.

All the helpers, the full crew, all three bonding crews, the entire laboratory force and clerks were laid off the last half of December to cut down expenses. Quite some difference in force now and two years ago the same month when we could count two hundred in the department as against less than forty for this period. It may take about

six months to catch up what we lost in fifteen days.

R. A. Long is smiling now that he has the signal storekeeper's position at Tacoma. Roy says gas car parts don't bother him now.

C. M. Sweeney, regular maintainer at Lenep, Mont., is on the Deer Lodge job at present and Bert Olsen, helper at Superior, is on as relief maintainer at Lenep.

December 9 a very interesting meeting of the Northwest Regional Committee of the Signal Section of the American Railway Association, was held in Tacoma. Thirty-five signalmen, including C. A. Christofferson, signal engineer of the Northern Pacific System, Mr. Smith, assistant signal engineer of the Milwaukee System and a half dozen supply men were present. The official meetings were from ten A. M. to five P. M., with just enough time for lunch at noon, and the unofficial meeting lasted until—well, they were still going fairly good when your correspondent left some time between midnight and breakfast. This meeting was attended by the men from Avery, West, and on December 12 the Butte Committee held a meeting with about seventy signalmen present. The Butte meeting was attended by the men from Harlowton to Avery who could be relieved.

A. C. Biddle, who was laid up on account of a bum knee is back on the job as maintainer at Butte and Shorty Sautter is helping him.

Supervisor Mallanny had to appear before the Montana State Commission to tell them what he didn't know about crossing alarms on December 12, so didn't get in on the official part of the Butte meeting, but he did arrive about 5 P. M. when the really important unofficial part started.

Some of the fellows got started to talking to themselves when the helpers were off—Bill Hammond thought he was digging for gold in Alaska and came to when his shovel unearthed an impedance bond. I thought Mallanny was doing the same thing when I walked into his office one day, but found out there is only a thin partition between the supervisor's office and the chief carpenter. "Magie" works for the chief carpenter. "Nuff sed," also this explains why Jim had a hole cut through the wall so he can use the phone in the next office.

Jim Doores' oil well at Two Dot is doing so well that he has a pigeon blood ruby that backs "Mike's" clear off the stage.

While J. T. M. didn't have much to do and nothing on his mind but his hat, he recalled that he used to be quite a poet in the good old third rail days. He spun off several fairly good ones, but space prevents more than the titles in this issue—one to Bill Hammond entitled "Who Put the Ham in Hammond?"—another, "After the Rain Came the Slide," and another, "When Gulberg Was the Hero," "Who Shot Out the Lights," or, "When She Left Me in the Dark."

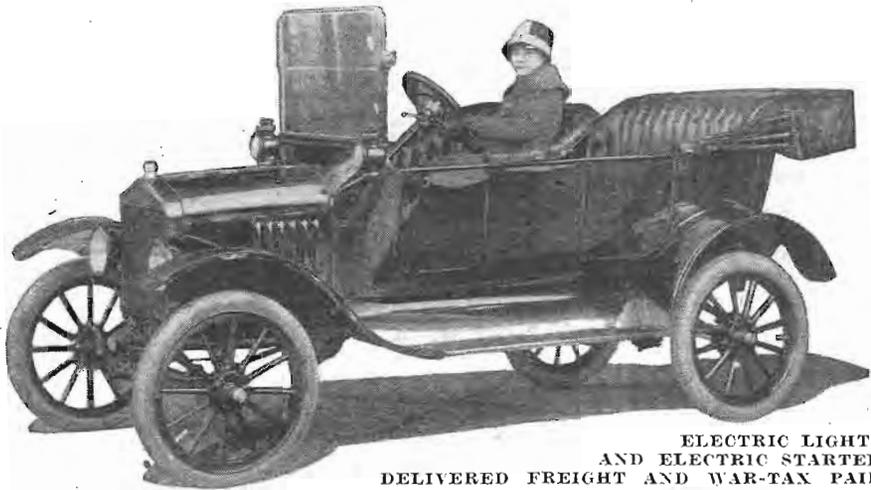
Crew Foreman O'Dore received a letter from the store department explaining why he should get along without some things like tape and soldering flux and Lon Leach put in all his spare time experimenting with different chemicals (he was within the law) trying to make a substitute for soldering flux. He just about had it in the balsam of fir trees but couldn't keep it from burning when hot solder was put on—now Lon is trying to invent a cold solder patent.

Harry Wade, laboratory foreman, spent his enforced vacation in California. Harry said he was going to Los Angeles where it didn't ruin as much in the year as it did in a day on Puget Sound, and it rained all the time he was there. Miss Hendricks spent her enforced vacation at Ashford and F. W. G. Mills and wife were at Rainier Park with the mountaineers. Miss Julia Raymond, who used to be Mr. Smith's stenographer, was in during the holidays and she also was with the mountaineers. Looks a wee bit strange to see Julia show up a few minutes after "Mike" arrived at the office, but "Mike" is still wearing the ruby.

Congratulations are in order for Harry McPherson and Miss Constance Britten, who were married in Missoula December 4, 1921. Only mistake Harry made was figuring we would get a cigar if he sent a box to J. T. M. We are still waiting for ours.

Council Bluffs, Iowa
Carl Schonberg

M. P. Schmidt, G.C.F., was down to Perry on



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Can you make out the words in this puzzle? Try it and win Auto 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 Auto for you.

20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

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December 5, attending the safety first meeting which was held at that place.

Several of our employes spent Armistice Day in Cedar Rapids where they went to celebrate the golden wedding anniversary of Mr. and Mrs. Iver Christofferson of that place.

Mrs. Helga Heuwinkle, formerly clerk and steno at Council Bluffs, wishes to be remembered to all the employes. She has been very ill but we are glad to hear that she is much better now.

Mrs. M. J. McMillen, roundhouse clerk, has returned from her vacation. She made a short trip to Lincoln, Neb., and Perry, Ia. The timekeeper from Marion office, Lucille Jotish, was here taking her place during her absence.

W. N. Foster, D.M.M., was here to see us on December 11, and prior to this J. E. Bjorkholm, assistant superintendent motive power, was here with Mr. Foster.

We express our deepest sympathy on the death of the mother of Herbert McCollum, one of our coach cleaners and fellow workmen. At the same time we wish to congratulate him on the arrival of a big baby boy at his home.

One of the surprises of the season that came to Council Bluffs was the wedding of Brakeman Brown of Marion to Miss Grace Watson of Council Bluffs.

Dubuque Store Department Briefs

S. A. Matter,

We are pleased to announce that the play given by John Leik's Sunshine Club at Mrs. King's hall, was well attended. The proceeds will go to the Pine Street Welfare Society's fund.

We wish to call especial attention to the excellent way in which Alagazam Knoll handled his part throughout the entire play. His rendition of "The Reformation of Herbert" was a decided hit. To show their appreciation the management presented Alagazam with a huge bouquet of Cauliflowers.

A new orchestra has been formed and is composed entirely of Milwaukee employes. It is under the able leadership of Benny Stoeffler and consists of the following members: Benny Stoeffler, piano; Henry Freiburger, saxophone; Adolpb Pitzner, violinist and soloist; Al. Stines, drums. Their first public appearance will be at the Greasy Spoon Restaurant.

Cupid wins again. One of the boys, Stanley (Santa Claus) Lange will soon become a benedict. The tribe has decided to present "Santa" with a fine, extra quality, Damaskene edged razor.

Speaking of razors. We have just been advised by Ray Klauer that he is the recipient of a mysterious missive signed: "K. K. K." in which he is instructed to obliterate the fur adornment "neath his beezee.

Frank Freiburger, who by the way is president of the Round Circle Club, tells us that they will soon put on a play called, "Aphrodite." Mr. Freiburger has the leading role.

Clarence Horstall handed us the following:
"There is a young lady you all know well,
About my singing through our Magazine did tell.
I know who she is, this Miller person,
But just cause I know her I won't go to cursing.
I'll thank her for all that she's said and done,
And tell her politely this shouldn't be done.
It don't hurt my feelings, nor make me feel blue,
But if you don't cut it out, I'll tell one on you."

Well, Clarence, to give you our honest opinion, must say that your poetic (?) effort is original. Keep it up and you will soon be a candidate for a comprehensive Bertillion measurement.

gangway! Dost thou not seest John approach-eth with ye heavily laden truck.

Gus Vath is the latest addition to our clan. Welcome, Gussie, to our august circle.

Arthur Schuster, who is one of the best all around athletes, has organized a basket ball team to be known as the Fighting Midgets. Included in the lineup are the following: Barney Detten, Bert Tegeler, Wmm. Welsch, Bob Beckler and Herb Baumhover.

Lester tripped over his foot the other day and hurt his feelings.

"We are advancing backwards," quoth he.
Louis V. Schwartz has prepared an interesting article which he will read before the Anauias Club. It deals with a 100,000 pound fish haul, details of which were given him by L. A. Weidener.

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Notes from the Docks, Tacoma

We were much pleased to see our genial chief clerk Ed Collins pay his first visit since his illness, to the Dock Offices on December 8th. For a few days he remained with us but the state of his health is still such that he thought it advisable to take a longer rest and he accordingly is on leave of absence for thirty days. He is spending most of this vacation in company with Mrs. Collins in visiting relatives at Yakima. We hope that he may soon be fully restored to health and able to attend to his duties again.

For a few days Captain Kirby, our famous truck oiler and ardent advocate of Irish freedom, was quite pleased at the prospect of the early establishment of an Irish free state, but the prolonged debates in the Dail Eireann have again wrapped him in gloom at the prospect of further servitude under the two Georges—the fifth and the four fifths. When asked relative to the rumor that he might be appointed Irish ambassador at Washington, Captain Kirby refused to commit himself, but referred to the author of the rumor as a "second-handed plug," from which we infer that he contemplates no immediate removal from Tacoma.

Ray Powels, our tall and handsome time keeper, feels considerably aggrieved at having recently been referred to in these notes as an ex-doughboy and demands an abject apology from your correspondent. He says that he served in the Marine Corps and that the marines are far superior to the common, ordinary garden variety of doughboy, being properly known as "devil dogs." (Our doughboy readers will kindly bear in mind that we are merely quoting Ray.) We hasten to tender our apologies for the erroneous classification and add by way of explanation that Ray is not near as devilish as he would make himself out to be.

Christian Ebbesen, our elongated and good looking chief accountant, one rainy morning recently took a bad spill on his bicycle as he was coming in to work along the Pacific Highway from his landed estate near American Lake. Neither Eb nor the bicycle suffered very much, but Eb's trousers sustained serious and embarrassing injuries which made it necessary for Eb to lead a retiring life the rest of the day. Sad to say, his injuries met with a total lack of sympathy on the part of the office force.

Captain Kirby being also laid off recently, our office force had the novel experience for two weeks of building fires in the morning. There is considerable dispute as to the individual developing the most pronounced talents in this direction; we violate no confidence, however, in informing our girl readers that Emmett Maloney, our good looking wharfage clerk and only remaining bachelor, showed great ability in building fires and thus proved to have one of the first qualifications for a good husband. Please take notice accordingly.

Mr. F. J. Alleman, our highly esteemed agent, had a big day on December 31st, when he was installed with great ceremony as master of Destiny Lodge of the Masonic Order, the most prominent lodge of the city, the installation being an open one and attended by a great many friends. We have no doubt that Mr. Alleman will conduct the affairs of the lodge with the same unflinching courtesy, fairness and efficiency with which he conducts the affairs of Tacoma station and docks, and we tender him our congratulations on attaining this high distinction. Mr. Ralph Bement, our popular Assistant Agent, by the way, also holds office in the same lodge, being Senior Deacon. So that the Milwaukee family is well represented on its roster.

The Wenatchee of the Pacific Steamship Company, the largest and finest American passenger steamship on the Pacific, was a recent visitor at Dock Three, taking several thousand tons of wheat for the Orient. The blue funnel liner Protesilus also loaded wheat there recently and the Ixion of the same line discharged oil at Dock One recently. These blue funnel liners, which are among the largest freighters afloat, used to be regular callers here before the war and we are glad to welcome them back again. The Tacoma Port Commission's docks are so crowded that they frequently have to shift vessels to our docks for lumber loading; three steamers are due here this week for this purpose. It all helps the business revival

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along; in fact the lumber export business is a big factor in the Northwest and has relieved the unemployment situation here very much.

Wisconsin Valley Division Notes Lillian.

An Ideal for 1922.

To serve in love; to strive for the largest service; to welcome hard work as an opportunity for making the world better; to look for the best in others; to keep clean; to gain the respect of good men and women, and the love of little children; to laugh often; to appreciate the earth's beauty; to find the highest privilege in being helpful; to grow in fellowship with God and Christ; to find some time each day for spiritual culture; and above all to do my best today because I desire a better tomorrow.

Oliver Whittington and family spent Christmas in Wausau.

Charles Schlieff is in the market for heavy life and accident insurance, as he says he needs all he can get in order to go hunting with Bill Streeter. Seems Charles was frightened so badly that it was impossible to finish out the season.

Would like to put in some news about Tom Murphy, but Tom says they treat him rough at Merrill so he is going to stay at home.

Boilermaker Paul Stoff finds it necessary to go into the office real often whenever he thinks Mable has a box of candy, as she is very kind hearted and always treats. But she sure gets some good candy somewhere.

Roadmaster H. Redlich has resumed his duties, although not entirely recovered it is possible for him to spend some time on the road and in the office. It seems quite natural to see him at his desk again.

A Railroad Social Club was recently organized by the ladies of the employed on the Chicago Northwestern and Chicago Milwaukee & St. Paul Railway Companies. A hearty welcome is extended to all who wish to become members, membership fee being \$1.00 per year. Meetings are held on the first Friday of each month at Eagles Hall commencing at 3:00 P. M. 500 is played and a social time had by all. Invitations are extended to any ladies of the employed who happen to be in Wausau on that day, regardless of being a member of the Club or not. A pleasant time is assured and it is hoped to make the organization a social credit to both Railroad Companies. About 50 attended the meeting held on January 6th. Mrs. J. E. Dexter was elected president. Any one desiring more information in this regard please communicate with Mrs. Dexter.

The girls wish to express their thanks to Ted and Robert Shrake and Earl Karner for their promptness in having the candy delivered. Baggage man Wilbur Krueger is patiently waiting to deliver the balance of the goods.

Chief Clerk Chas. Conklin and Time Keeper Helen Conklin attended the Timekeepers' meeting at Milwaukee which was held December 21st, 22nd and 23rd.

Robert Shrake has secured a leave of absence and is attending school at Madison.

Mr. and Mrs. Ray Malone, of Chicago, attended the Malone-Robinson wedding at Wausau.

Gardner Keener, Jr., spent Christmas at New Lisbon. Is he up-to-date on the late books—ask us. The cherries tasted like more.

We wish to thank the party who contributed to the news items for this month—just one on the entire division, that's Steve, but we came nearer to having one or two more contributors this month than ever before, only they forgot to send them in.

Eric Gherke, assistant to the Division Accountant, was on the sick list but is back on duty again.

Mr. and Mrs. Chas. Conklin announce the engagement of their daughter Helen, to Joseph Vincent Schira. The wedding to take place sometime in April.

Minneapolis Shop Happenings James Nellins.

There is general sorrow expressed among shop men due to the sudden death of Frank Campbell, Chief Clerk to the General Superintendent at Minneapolis which sad event occurred December 17th. Although Mr. Campbell's work was in the General Office building, yet he had scores of friends



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among the shop for he was a prince of a good fellow and universal sorrow is expressed and general sympathy extended to his bereaved family.

Another death which is to be regretted is that of machine shop man Martin Olson, who died December 27th. Mr. Olson was a veteran employe and was universally well liked among the shop men and all regret his sudden taking off.

James J. Boulton, another machinist, died December 28th, after an illness of about two years. Friend James was a faithful employe and suffered considerably the past couple of years due to an illness that prevented him from performing any work. His familiar figure is missed about the place.

It seems nice to be in receipt of holiday greetings from our Chief Mr. L. K. Silcox, as many of the shop men so expressed themselves on receipt of such greeting, this correspondent sharing with the many others, in expressing their pleasure in being remembered.

Our new safety first man, Mr. John Bauer, has arrived and taken charge of his duties in this territory and expects to be a full fledged resident of Minneapolis. He appears to be a man who will make a good showing in his work.

Assistant Superintendent of Motive Power, J. B. Bjorkholm, was at the shops on January 3rd, transacting business with Messrs. Lamberg and Turney.

That was a fine write up in the December issue concerning Oliver Brown, the veteran round house foreman at Jackson, Minnesota, on the Southern Minn. Div. It has been the pleasure of many men at those shops to be personally acquainted with Mr. Brown and all took great interest in this item. Mr. Brown has been a most agreeable man to do business with and he has been complimented by higher officials for the neat and tidy manner in which those officials always found his round house and premises. He is well worthy of the generous consideration extended him by Mr. Byram. Good luck and good health to you, old friend.

One of our representatives of petticoat government has set the guessers going with wonderment, as during the hard wind of January 4th while walking near the east end of the machine shop a gust of wind caused a slight dismantlement but after getting herself re-adjusted she exclaimed, "It is a good thing the wind is blind." Machinist known as "Old Fox" was in the vicinity and asked the meaning of the expression. "Well," she replied, "You see that wind is a blow; a blow is a breeze, and breeze is a swirl, a swirl is a swish, a swish is a zephyr, a zephyr is love and love is blind." But Old Fox had sought the shelter of the machine shop.

Sympathy is extended round house machinist George Garin, account death of his little girl, this sad event occurring recently. Our young friend George is a fine young fellow at all times and it is regretted that he is under such a sad bereavement.

Boilermaker helper John M. Frobes is being congratulated account his recent marriage, he being so quiet about it that it threw his shop mates into a surprise and they were in doubt as to whether to take any stock in the rumor but it is now an assured fact.

Old sport boiler maker Michael Hesik experienced a new one while fishing recently. Michael cut a hole in the ice and hooked a fish too big to be drawn through the hole and not to be outdone by a fish, Michael took the time to hack the hole bigger and kept at it until he landed his game. Now if this was such sport as Collins, Thorne, Bowler, Edlund, Bevan or Turnbull, they would have surrendered to the fish but not so with friend Mike. No surrender for him when there is sport in sight.

Round house man, J. M. Ricks, is nursing a frozen nose and while this member is swollen and a little off color, he is coming on all right and we take it for granted that it is a case of being frozen.

We are waiting for the announcement of the fighting men of 1921 and how they were rewarded for putting up a fight. It is the general opinion that it was a fight and an up-hill one, for everybody during the entire year, and guess no one wants to call 1921 back, but hope our motto "Forward" will perform what it means.

That was a nice bit of poetry we received, or

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perhaps it was intended for a song. However, we would like the name of the composer, so he can be given proper credit for his fine work. It was entitled.

"'Tis a stiff neck that knows no turning,
When a short skirt goes by."

Dubuque Shops' Minstrels Give Show

On January 19, 20 and 21 Dubuque Shops stepped out to the footlights in the personnel of its minstrel troupe, which gave its third annual performance on that period. The troupe is under the management of Thomas Gorman, who is also the important interlocutor. The vocal director is Albert Breckler and the musical direction is under Joseph H. Huber. The end men are Andrew ("Java") Coffee, Dick Sullivan, Hugh Wilson, Edward Lyons, William Schoentgen and Clarence Horstall. The chorus consists of William Rosenberg, J. Marshall, Leo Mass, J. Young, C. Sullivan, C. Connors. Musicians: J. F. Huber, Ray Jones, O. Huber, B. Weber and Henry Stuber. A fine program was put on and all Dubuque enjoyed for three evenings the Shop minstrelsy, dancing and humor. A local paper said the entire program "was worth going miles to see."

Dubuque Shop Jingles "Osie"

Here's to our Shop Boys' Minstrel Troupe—
They entertain you sure enuf;
They sing and dance—they play and whoop,
And hand you clever stuff!

The old goat's gettin' fed just fine; another
victim's right in line!

Henry gave a skarin' party, 'twas a dandy one,
you bet. Dogs real fat and, O, so juicy: every-
body just did set, right down by the blazin' fire-
wood, 'joyin' grub and swoopin' yarns, makin'
circles, carvin' initials—gosh, they didn't give a
darn—that the night was good and crimpy—that
the snow was awful deep, skated for about 'steen
hours; fun they sure had, just a heap.

First 'twas the time he purchased—the furni-
ture was next: now Clarence, please do tell us
when, or we will get real vexed.

Al, he thinks, perhaps next month
He'll have something to tell;
Wonder what 'twill be—he'll tell us—
News is sure as scarce as—greenbacks.

One li'l girl got awful sore when her name she
spied on this page; I ain't gonna mention her
name no more—cause she don't look well in a
rage. (O. R. are her initials.)

There's one little old department I would speak
of fond and dear, 'twas there I got my start, by
heck, 'tis full of friendly cheer, 'Tis a pleasure to
go in there, information for to seek, for they sure
run right up to you, and in your hand do peek—
to see if they can 'sist you—your dope to quickly
find, and to all cares and worries, they certainly
are blind. Some days it's reclamation that keeps
them all astir, another day it's lighter stuff that
keeps them in a whirl.

They wanted a little mention (now didn't you,
G. T. R.?) well, here it is, accept it is; from truth
it's very far.

While one of the G. A. of U. N. E.,
I started out, the world to see;
Got up as far as Minnesotie—
But come back quick, for hully gee;
'Twas cold up there as it could be—
So rushed right back to Iowie.

Hazel, she wenta skatin, down on the old mill
pond; the ice was nice and slippery, she skated
round and round—but a bunch of old rough-neck-
ers, thought they'd crack the whip for fun—and
into our own Hazel, they right smack quick did
run. Those funny stunts are "lovely" when the
coast is nice and clear, but surely are a menace,
when they hurt our ladies dear. (Glad you are
out again, Hazel; better luck next time.)

Radi sez them "Southern" boys
Are makin' a dreadful 'mount of noise,
It almost makes him lose his poise!

M. C. B. Gossip

Alby

Let's see. Home is always a fine place when Christmas time comes and so we find that Geraldyn Nelson spent a few days at her home in Loyal, Wis., enjoying a real Christmas with snow a few feet high on the roads and paths. Bert McNeil and Herman Klatte spent their Christmas at Terre Haute, while Lorene Oelke's home in Markesan, Wis., was brightened by her presence. So probably in some cases the week off was quite welcome at that.

During December F. P. Brock had quite a severe attack of bronchitis, which also affected his eyes, and he was at home several weeks. We hope he is fully recovered at this time.

How many of your Christmas presents have you worn out already?

Edna Bremser was away from the office several days due to being ill with the grippe. How come, Edna, when we saw you on the Avenue Sylvester Eve? Dare we hint it is wiser to stay at home at the fireside on such nights?

Due to the unexpected free week some of us enjoyed, there was an exodus of travelers. A. T. Barndt and wife visited Minneapolis and Chicago; Frank Skola went to Chicago and so did Steve Filut and Don Cleary. "Gippard" Kleiner presumably started for Kansas City, but after reaching Chicago, somehow he could not be drawn any farther. He reports Chicago as being too attractive to resist.

Gertrude Haas was the guest of her brother at Chicago Christmas day. Also W. G. Tschantz and wife and Berenice Kruse found Chicago alluring.

We are very sorry to say that Edna Haslam and Gladys Petran are with us no longer (we feel ourselves shrinking with two gone already). Gertrude Haas has taken Edna Haslam's place.

One thing to be thankful for: That those of us who are still at work have work.

The new year, besides bringing the shops work, also brought Martin Biller back to the fold. Very glad to see you again, Martin, and believe you are as cheerful as ever even if you did have to smell a lot of ether and lie in a cast. Yours is a smile that does not rub off, no matter how rough the towel.

Bill Stark has a lucky member in his family. For instance, the Crown Prince, alias, his son Raymond, won ten dollars in cash without any effort, it simply rolled in. That is what south side advancement societies are for, prick up your ears, you west siders. Had a couple of tickets myself and even came within two thousand of the winning numbers, which was not so bad for me.

Gerry Nelson and her typewriter were transported one day, via George Schneider, coach yard foreman (who also picked up other employes with long-carriaged typewriters) to General Superintendent Thiele's office at the depot and that was the last we saw of her for three days or so. They had a great deal of work at this office and needed extra help. The only difference we noted in Gerry was that she had a bad cold when she returned. Guess we like our office best after all.

How's the marcel wave coming, Martin? Permanent? Beauty is wonderful, and we all fully appreciate your efforts toward trying to beautify the world, Martin, and we feel that you thoroughly understand us now.

We thank you. Remember our next holiday is George Washington's birthday.

Minneapolis Car Department

"Stivers"

The Minneapolis car department extends to everyone "Wishes for a Happy and a Prosperous New Year."

Seems rather hard to settle down after having so many workless days.

E. F. Palmer, D.G.C.F., was at Milwaukee the first part of the month.

Louise Heitzman spent the holidays at her home in Dubuque, Ia.

Bernice Anderson spent Christmas at her home in Fargo, N. D.

We have visions of a wonderful box of candy now that Grace and Walt are on speaking terms again. Don't think we mean a box of Smith Bros. cough drops.

H. R. Miller, chief clerk, spent Christmas and New Years at his home in Tomahawk, Wis.

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SAN FRANCISCO

Gust Larson, G.C.F., looks rather prosperous sporting that new coat around here. Too bad Gus, we aren't having zero weather so you can be comfortable.

Laila Nelson visited at her home at Bayfield, Wis., over the holidays.

Now that Tom Holloran's house is nearing completion we are wondering when he will invite us to that big dinner he promised us. Any time suits us, Tom.

No one in this house is sporting a "House of David" haircut. How come, boys, that we are not up to the minute in this respect?

Gust Larson's straw hat still hangs on a peg in his office—a relic of the days that were—we have an "idea" to frame it or else send it to the Historical Society. Any objections?

Santa must have made a terrible racket when he dropped that Ford down the chimney in the home of our chief clerk. We all suppose Herbert will have a thundering good time with his new toy.

West End Scraps

J. J. R.

That Henry Young of the traffic department is contemplating the marital leap has been whispered about of late. Although he denies all rumors, and refuses to talk, he has been seen window-shopping at the furniture stores, which tells a story itself.

About the middle of January, quite an epidemic of la grippe broke out in the general offices. The general manager's office was the first to be afflicted, then the engineering department. As there were no fatalities, all is O. K.

In correction of an erroneous statement, published in the last issue of the magazine, we must say that Miss Norquist is now hibernating in San Francisco.

Mrs. Charlotte McClellan is replacing Maude Brady in the employment bureau. Miss Brady has taken a leave of absence and will be away for some time.

Much as we hate to see Leona Murphy leave, we are glad to see Agnes well and back again. Miss Kilcoyne is back to work again after a sickness of over a month.

Henry William's art gallery was recently enlarged by a gift of a beautiful picture from H. J. McMahon at Tacoma. The picture is one of Mack Seunett's bathing girls, and Henry cannot understand why so many of the swains linger around his desk.

Thomas Hughes, of Spokane, is now in the general manager's office doing special work on schedule revision.

Friday, the thirteenth, did live up to its unhappy name in January. Quite a few casualties were reported. Among them the report that Miss Cummings was suffering from a bad fall while skating. The report, however, did not state for whom she fell.

E. H. Barrett & Company were recently in town and made a little inspection "voyage" down around Gray's Harbor.

After accompanying several Japanese special trains, F. J. Calkins can hardly identify OHIO (the jap for-good morning) as the name of a state.

It might be said that H. J. Whatmore has again moved to the city.

The Metropolitan Building Company is planning a building to be called the White Building Annex. Aside from the fact that it will greatly disturb the peace and quiet of the AFE department, we think it is a good idea.

R. & S. W. News

M. J. Cuddy

On Mouday, January 16th, Conductor Wm. Muckerheide and wife, accompanied by Conductor Jake Meyers, started for Palm Beach where they expect to spend a couple of months. Jake says, "Will stick it out if Muck don't take his hat off and jump on it, and the tide come in and take them both away."

Conductor C. F. Hayes will be company for Eddie Ganine during Mr. Myer's absence on the branch.

Heinie Funk, assistant timekeeper in the superintendent's office, spent New Year's at the North Pole for his rheumatism, but again has changed his mind and will swear by southern Wisconsin for the rest of his days.

The dance given by the railway employes at Beloit Saturday evening, January 7th, K. P. Hall, was a grand success. A number of employes out of the city were present. Bubbles Bates, the promoter of these dances some years ago, and now located in Milwaukee, never fails to attend.

John A. Bauer, train dispatcher at Beloit, has been appointed district safety first inspector with headquarters at Minneapolis, taking effect January 1st. Mr. Bauer will have charge of the northern district and as far west as Marmarth. John, we wish you good luck.

Leonard Lightfield, from Burlington, is the new ticket clerk at Beloit. Leonard makes a good mate for Ticket Agent Batt; they are both tall pines.

Friends will regret to learn of the illness of Mrs. Geo. H. Pietsch, wife of the chief dispatcher. Mrs. Pietsch returned from Rochester, Minn., January 6th, where she had been undergoing treatment. We are hoping for a speedy recovery.

Some one please explain to Engineer Callahan the difference between a pigeon and a duck.

Conductor Gillen has taken the way-freight with the Racine lay-over.

Roscoe Askey states that he spent Christmas with his sister at East Moline. How about it, Roscoe?

Engineer Thos. Carroll has given up the Freeport yard engine and is running 53 and 54, Engineer Effinger taking charge of the yard engine.

Many thanks to Conductors Starr and Dobbert for the beautiful bouquet they handed the correspondent January 11th. Next bunch you set out please wire ahead so that I may have time to don a breast protector and a mask.

Thos. F. Cummisford, one of Freeport's old settlers, a railroad conductor and engineer for many years on the R. & S. W. Division, also train master on the Illinois Central, passed away December 13 at his residence, 42 E. Monterey St., Freeport, at the ripe old age of 82. He leaves to mourn his death five children, eleven grand-children and a host of friends.

Engineer Thos. Jr. at present is paying special attention to see that Nos. 21 and 36 are on time.

The Groundhog

The groundhog now his shadow sees,
Then burrows deep beneath the trees,
And cautions not to meet his fate
Turns in again to hibernate.
And so, we're told from adage years,
That when the groundhog disappears,
The sign is sure and never fail,
That winter's cold is to prevail.

Some blame the groundhog. People say
That several weeks of cold will stay.
But are we certain of that fact,
The hog and weather are intact.
Delays the wild goose on the wing,
And keeps from us an early spring.
Thus it's true, I've heard them say
If February don't March, that April May.

—C. P. R.

La Crosse Division
C. W. Velsor

It is our sad duty to mention the death of Conductor I. B. Miller, one of the most valued and honored employes on the division. Mr. Miller entered the service of the railroad as a brakeman in Sept., 1878, and was promoted to a freight conductor in Nov., 1883, and has been on a regular passenger run since Jan. 26th, 1903. In the last few years he has been running the fast mail. The employes of the LaCrosse Division extend their heart-felt sympathy to the bereaved family.

The engineer's ball, the annual event of the season, took place January 2nd in the Armory

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Hall at Portage. There were three hundred and forty couples present, and every one enjoyed themselves immensely.

Miss Lucille Terney, voucher clerk in the superintendent's office, has a new diamond ring. Well, we will tell you more about it in the next issue, because we think that it's coming off soon.

The sympathy of the employes is with the bereaved family of Engineer Tom Devine, on account of the death of Mrs. Devine on December 27th.

Agent Geo. Webb, of Watertown, has taken a three months' leave of absence on account of sickness. This is the first time Mr. Webb has been off on account of sickness since he has been in the service, which is fifty years.

M. Donnelly, operator at Sparta, Wis., is laying off on the sick list. Operator Wyrembek is relieving him.

J. P. Reiber, 3rd trick operator at Raymore, Wis., has taken unto himself a wife. He is now making his home at Tomah, Wis.

O. S. Bowen, operator at Tomah, Wisconsin, spent the holidays with his son, W. G. Bowen, Portage, Wisconsin.

P. E. Cull, operator at Tomah, Wisconsin, fell and sprained his knee and is now on our sick list. T. E. Williams relieving.

S. A. Hunter spent the Christmas holidays with relatives at Ashland, Wisconsin. Babe Hayes did the relieving.

A. G. Erickson, agent-operator at Brookfield, Wisconsin, spent the holiday season with friends and relatives at Corliss, Wisconsin.

D. M. Haskins has been laying off for the holidays. Mr. Foreaker has been doing the relief work at Brookfield.

A. J. Farnham spent Christmas and New Year's day with friends and relatives at LaCrosse, Wisconsin. Guess, he's off on Oconomowoc.

J. P. Hayes, leverman-operator, Medary tower, LaCrosse, has been spending a few days with relatives at Portage, Wisconsin.

Mr. and Mrs. Urban Budzien, assistant superintendent, spent the holidays with his parents at Waukesha, Wisconsin.

Lost: Two pairs of ladies' woolen hose between Tomah, Wisconsin, and Winona, Minnesota. Finder please return to Geo. H. Terry, yard foreman, Tomah, and receive reward.

C. B. Hanover, chief clerk at Glen Lake at Savannah, returned to Tomah for New Year's. He evidently believes in starting the New Year right.

Wanted: Carl R. Flick, assistant chief clerk, Tomah shops, is looking for a companion with whom to spend the rest of his evenings this winter. The hunting season is closed, the fishing season is not open, and the Armory is closed for repairs, so that they cannot play basket-ball. With him, girls are a last resort, but he admits they will do in a pinch.

Misses Laura Reinhr and Helen Lashier spent the week between Christmas and New Year's in Milwaukee.

Edward Sowle, Tomah shops infant, spent New Year's in Beloit, Wisconsin. We're so glad he didn't get lost on the way.

Chief Clerk Claude Sowle, Tomah shops, enjoyed a hunting trip in northern Wisconsin. The office force all enjoyed a roast of venison.

Illinois Division Mabel Johnson

Paul Hammerstein, who was quite seriously injured some time ago at the Savannah roundhouse, has gone to Chicago to enter the Washington Boulevard Hospital for treatment.

Mrs. A. O. Swift and daughter, wife and daughter of Signal Supervisor A. O. Swift at Savannah, visited in Chicago for a few days recently.

Mrs. Leonard Carter, wife of former Operator Carter at Savannah, visited at the home of Switchman A. L. Follett and wife at Savannah, the latter part of December.

Fireman E. Collins and wife of Savannah are the parents of a daughter born December 13. Congratulations are extended.

Dan Mogan, chief caller at Savannah roundhouse,

who was ill with bronchitis for several days, is again on duty.

A son born to Conductor G. H. Richardson and wife, of Mountain, Wis., December 9. Congratulations are extended.

Your division correspondent received a pleasant surprise at Christmas when she was presented with a beautiful black leather traveling bag, with greetings from the Illinois Division passenger trainmen. Through this column sincere appreciation is expressed for the kind remembrance.

The girls of the superintendent's office, numbering fourteen, gave an elaborate Christmas kid party at the home of Miss Betty Cole, roadmaster's clerk. This being the first of its kind, everything possible was done to make it an affair "surpassing" those of the members of the superintendent's staff, whose banquets, etc., have been numerous, and "co-operation" is the one big word among the Milwaukee employes. All the girls were costumed for the event, the fat, the lean, the tall, the short, topsy and all were here. Appropriate games and dancing were indulged in. The home and banquet table were beautifully decorated for the occasion and all did justice to the munificent Christmas repast. Last, but not least, among other gifts that the beautiful Christmas tree was laden with, was a huge Christmas box, hid from view, containing fourteen boxes of Bunte's "B'tween Friends" chocolates, presented to the girls from the official staff

Sioux City and Dakota Division

H. B. Olsen

Well, how are you getting along with the new resolutions you made the first of the year?

"Milwaukee" superior service was recently exemplified in a rather unusual manner, when, on December 28, as train No. 35 was leaving Hewarden, a masked bandit boarded the train and commanded Brakeman Alex J. Porter to "stick 'em up"—which he did—with further demands that he stop the train by pulling the whistle signal, and by so doing Porter, in a heavy downward motion, struck the gunman and battled with him. The gunman fired a shot, which went wild, and attracted the attention of Claim Agent F. T. Bellow, who with others rushed to the scene of the holdup. But the gunman, seeing he had lost, disappeared and as yet no trace has been found of him. Brakeman Porter was relieved of some small change, and when passengers on the train learned of this they immediately took up a collection and reimbursed him for more than he had lost. In the scramble, Porter received injuries to his thumb, being badly chewed up by the gunman. Brakeman Porter saved every passenger on the train from being robbed, and not only that but he returned to the contributors the money they had donated him for his bravery, stating that such an act was "merely a part of the 'Milwaukee' service rendered its patrons." Daily papers all over the country highly commended Mr. Porter for this act, and it is a well known fact that the passengers were very grateful to him in saving them from highway robbery.

Dick Hopklus, ticket clerk at Sioux Falls, is receiving treatment at a local hospital and getting along very nicely.

Distinguished visitors at Sioux Falls this week were J. T. Gillick, general manager; E. F. Rummel, superintendent; L. B. Beardsley, assistant superintendent, and C. N. Curtis, D. F. and P. A.

Conductor Wm. Donmley, residing at Wagner, S. D., and who has been ill for some time, is reported a little better and we hope, "Bill", you will soon resume work in a much repaired condition.

Agent W. E. Beck of Geddes made a pleasant call at Sioux Falls last week.

Conductor and Mrs. L. Reams have just been released from a thirty-one days' quarantine from smallpox. Lou says they are mighty awful glad to get out.

Dispatcher F. L. Richards of Aberdeen, S. D., spent New Year's in Sioux City with friends and meeting old acquaintances.

Conductor R. C. Fallon is taking a course in chiropractic at Davenport, Ia., and very shortly we imagine it will be "Doctor" Fallon, De Count.

Conductor "Billy" Rands, while visiting his

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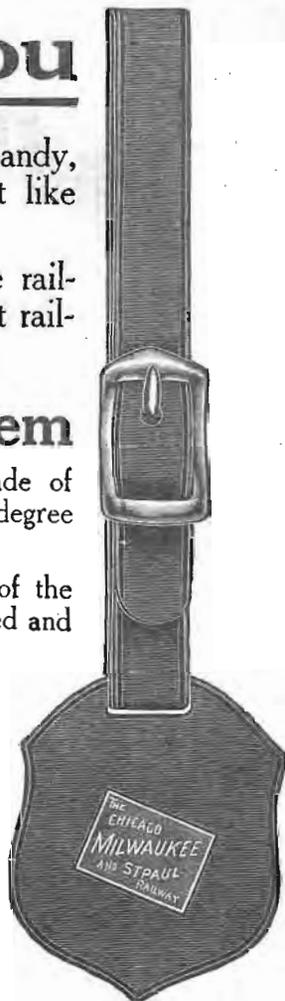
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

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wife's folks near Sioux Falls, decided that he would make himself useful while on the farm and do some milking. Anyway, the cow must have been of an uneven temper that morning, for she sure did kick, so Billy says.

Crossing Flagman Murray on Reed street, Sioux Falls, was surprised the other morning when he resumed work and was commanded by a gunman to "stick 'em up", which he did after a little argument, and the result was that he was relieved of what change he had.

Sleeping Car Conductor Richardson discovered what might have caused an accident when the draw bar became defective on the third sleeper on train No. 11 near Luton recently. He reported the defect to Conductor Opperud, who was instructed to set the car out at Luton for repairs. "Watchfulness" is the slogan of S. C. & D. employes.

Conductor John Regan and wife have just returned from a two-weeks' visit in Chicago with Mrs. Regan's mother.

Engineer "Bob" Manson and wife are visiting with relatives and friends in Wisconsin.

Miss Ethel of the superintendent's office went to Grand Rapids, Mich., for the holidays. Why does he not come to Sioux City, Ethel?

Miss Laura Sievert, expense clerk, Sioux Falls, spent Christmas with home folks at Mountain Lake, Minn.; Miss Ethel Jacobs, assistant cashier at Rock Valley, and Miss Mildred Kenna, car clerk at Dell Rapids.

Operator R. H. Towne and wife, Tripp, have gone to California and will probably remain there for some time.

Mrs. H. B. Olsen and daughter, Evelyn, family of re scribe, have just returned from a visit at Alta and Storm Lake, Iowa.

W. D. Griffith, freight agent, Sioux Falls, was recently elected commander of U. S. Spanish War Veterans in the Jonas Lien Camp No. 5, of which he has been a member since the Spanish-American war.

Conductor McCallman took a short leave of absence and was relieved by Conductor Archie Gammel.

S. E. Hanson's B. & B. crew are at Sioux Falls now making minor repairs to the coach heating plant.

Mrs. W. D. Griffiths, wife of agent at Sioux Falls, has just been released from the hospital, having been there for two weeks under treatment. We are glad to learn she is much improved.

River Division

Jim

Division Accountant T. M. Hartz has returned from a trip to San Francisco. The trip would have been more enjoyable if the trip was for other than taking his wife to a different cli-

mate. We all hope Ted will be able to bring his wife back feeling much better soon.

Another new girl makes her debut in the accounting department, Miss Fitzgerald, from the storekeeper's office.

For the benefit of some of our car owners of the River Division, a request was made to have a copy of parking rules printed in our magazine. The best way to get a copy of them first handed and avoid taking up so much space in the magazine, would be to park again in the "no parking zone." It's not policy to move the sign just ahead of your car, it's much cheaper in the long run to back your car up about twelve feet.

Hilda Sens-Sonnenberg of Winona spent the holidays with her parents at Red Wing, and Assistant Cashier Earl Sterbenz and General Clerk M. R. Smith spent New Year's in Minneapolis.

Switchman Wm. Bohn is back on the job at Winona after a month's leave on account of sickness. We're glad to see him on the job again.

Son: "Father, what is a goof?"

Father: "A goof, my son, is a guy that'll holler about the news in the magazine and won't give you any items."

Don't forget to read the Iowa and Minnesota items. Timekeeper Wheeler is now the scribe for that Division and real items for that Division will be found. He's the boy that hears the things from the train and enginemen.

Chief Clerk Bill Kane says the business may come and the business may go, but the correspondence goes on forever.

LaCrosse Terminal Get-Together Club held a special meeting during the latter part of December for the election of officers for 1922; C. L. V. Craft being elected chairman. H. R. Jones, who was chairman during the past year, who has been in ill health for the past few months, declined to accept the chairmanship for another year. Mr. Jones, during his 12 months as chairman, has shown his ability to make this club a success, all meetings during the last year having had a record attendance, and was one of the most successful years the club has ever known. Mr. Jones is shown in picture on right side, together with Peter Burkland, who was acting car foreman here during Mr. Jones' sickness.

LaCrosse Terminal experienced one of the heaviest snow storms of the season January 4th, when Section Foreman O'Brien had snow train and 45 men out on the 6th, 7th and 8th. The thermometer at LaCrosse registered 23 below zero on January 7th and 8th.

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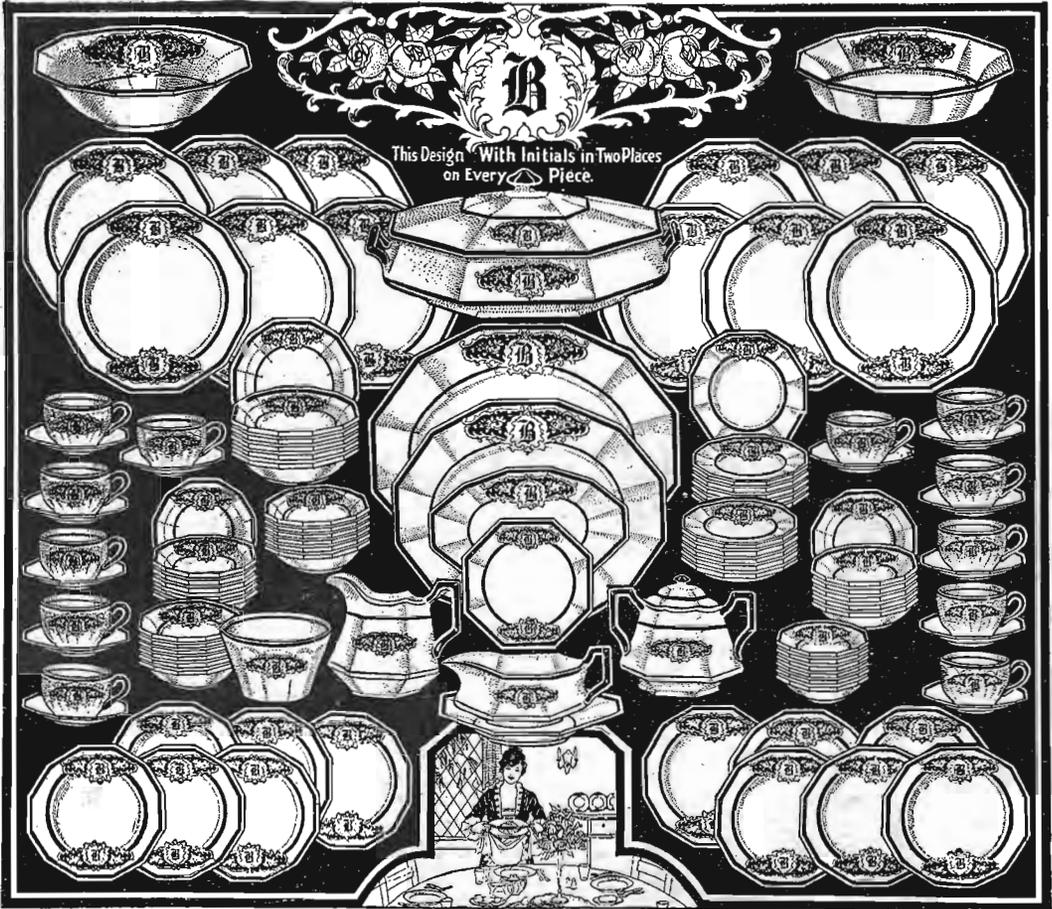
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- 12 Individual Bread and Butter Plates, 6 1/2 inches
- 1 Platter, 13 1/2 inches

- 1 Platter, 11 1/2 inches
- 1 Celery Dish, 8 1/2 inches
- 1 Sauce Boat Tray, 7 1/2 inches
- 1 Butter Plate, 6 inches
- 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)

- 1 Deep Bowl, 8 1/2 inches
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