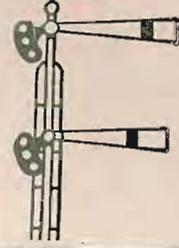
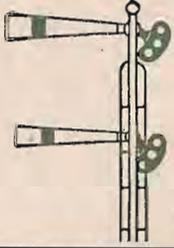
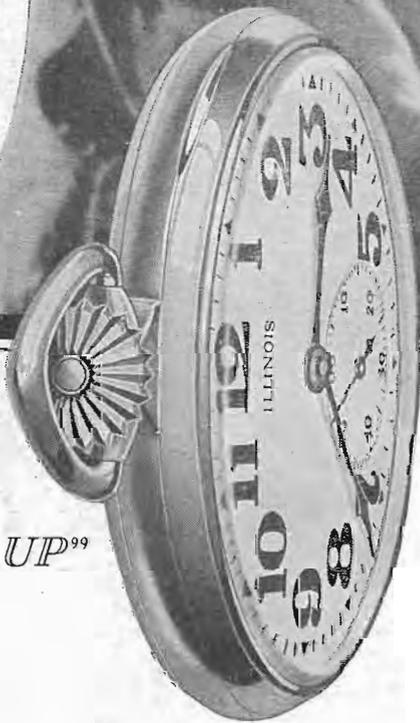


THE MILWAUKEE MAGAZINE



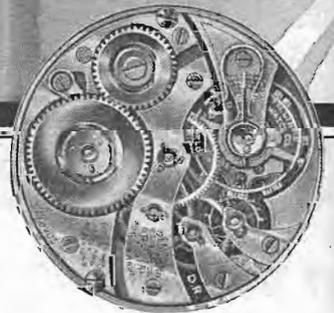
Taking President Harding Over the Continental Divide

AUGUST, 1923



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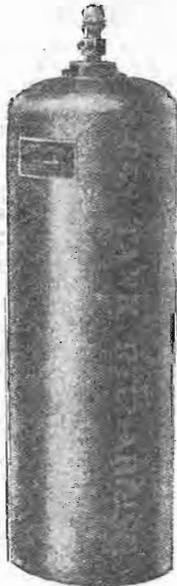
GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

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What is Compressed Acetylene?



225 cubic foot
cylinder

Compressed or dissolved acetylene is pure acetylene gas compressed and dissolved in steel cylinders having a porous core. These cylinders are made in accordance with special rulings of the Bureau of Explosives for such containers. They are completely filled with a porous filling, and this filling is then saturated with pure acetone. The acetylene when compressed into such cylinders, is dissolved or absorbed in the acetone. When these cylinders are put into service, the gas is given up by the acetone—the acetone itself remaining in the porous filler. However, too large welding tips should not be used on single acetylene cylinders, as small amounts of acetone will be drawn out with the gas. On large welding jobs, requiring large tips, two or more cylinders should always be coupled together by means of a manifold, and the gas used in this manner.

Acetylene stored in portable cylinders, is the most safe and reliable source of gas supply.

If the reader is using acetylene in cylinders, he will readily see the importance of emptying and returning to the manufacturer at the earliest opportunity.

More about acetylene containers in the next issue.

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Home Office

"Makers of Quality Acetylene"

Milwaukee, Wisconsin



Destruction or Construction

For some time past there has been a disposition to single out the railroads and charge them with various activities against public interest, such as extortionate freight rates, "watered stock," inflated valuation, etc.

In previous contributions to the *Employes Magazine* I have shown that these charges are utterly without foundation in fact, but, of course, it is not to be expected that those who think their political interest lies in attacking the carriers will withdraw their unjust accusations.

As a matter of fact, the railroads are doing their utmost within the limits of activity left them by the various state and Federal restrictions, to maintain their position as the foremost of the agencies engaged in constructive work for the reestablishment of satisfactory industrial conditions.

Strange as it may seem, the transportation industry which is second only in importance to agriculture, and is absolutely essential to the prosperity of all other business and social institutions, instead of being safeguarded and supported by all public spirited men, has been shackled and hampered by innumerable laws, almost all of them interfering in some way with the free functioning of management, and many of them intended to benefit some special interest at the expense of the carriers and their patrons.

As freight and passenger charges and wages also are controlled by Government bodies, railroad managers are seriously handicapped in their efforts to maintain the proper relationship between earnings and expenses that men should have who are held responsible for net returns and public service.

The Transportation Act of 1920 is the one outstanding piece of legislation intended to be of assistance to the railroads and tide them over a critical period.

While this Act contains provisions that have not worked to the advantage of the carriers as a whole, and it has not in any year produced the "fair return" contemplated, it has had a stabilizing and generally helpful effect.

For this reason it also is being attacked, and the opponents of private ownership propose to modify or eliminate those provisions that might in time prove most beneficial to the railroads and to the country.

In spite of the handicaps imposed by inimical legislation and by the constant attacks on the carriers intended to stir up antagonism against them, the railroads have been steadily improving their financial condition and have been affording the public for many months a greater measure of service than ever before.

Some of them, more fortunately situated, have been earning some surplus for dividends and capital expenditures in public interest, and this fact has been seized upon by their critics and commented upon as an indication of excess earnings.

Everyone who seriously considers the situation must realize that it is only when railroads are able to earn a surplus over their fixed charges that they are in a position to share their prosperity with their patrons, and they will appreciate the fact that surplus earnings on some roads in a recent period do not make up for long years of general lack of adequate returns for the roads as a whole.

The railroads are engaged in a constructive program. Although they have had unsatisfactory financial returns they have not slackened their efforts and are rehabilitating their properties in preparation for still greater service.

They feel that their efforts and accomplishments have all been in public interest and that all employes should desire to help out in this good work.

There are plenty of destructive critics abroad in the land, plenty of men who have nothing helpful to offer, and it is the privilege of all officers and employes to stand together in opposing this destructive influence.

The industry of the country cannot be placed upon a satisfactory basis by those who are only able or willing to destroy.

President.

Three Forks, Montana

C. R. MURPHY

(The historical information contained herein has been obtained from writings by Mrs. Peter M. Myers and Chas. M. Russell; other information from Mr. Burroughs of the Sacajawea hotel, and from the Chamber of Commerce, Three Forks—to all of whom the writer acknowledges thanks.)

If one looks at the elevation diagram of the Milwaukee road from Chicago to Seattle, it will be observed that after reaching the highest point in the Belt

immediate decision. Livingston and Munroe had no time to consult their home government, and they took a chance at fifteen millions.

The Jefferson administration was denounced for this "outrageous extravagance", and the newspapers levelled bitter sarcasm at the purchase of "a worthless wilderness". However, the papers were signed and there was nothing for it but to proceed. On December 20, 1803 the official ceremony of transferring Louisiana to the

tion was planned to explore and discover the source of the Missouri and something of the country beyond it. The party, comprising 44 men with 3 boats, left St. Louis on May 14, 1804. The boats proved too large for the shallow water of the Missouri, and the men were obliged to transfer to canoes.

The first winter was spent among the Mandan Indians, where Sacajawea, the Indian girl guide, was found. She was



The Three Forks Plain Where Three Rivers Meet

Mountains at Loweth, an altitude of 5800 feet, the road drops in the course of 50 miles to 4000 feet at Lombard, then runs almost on the level to Piedmont, where it climbs again to 6300 feet in crossing the Continental Divide of the Rockies.

The level stretch of country between the two ranges of mountains was evidently at one time a lake, in the draining of which three channels cut their way into the bottom, and are today three streams meeting at a point twenty miles above Lombard, and forming the source of the Missouri River. These streams or forks give rise to the name of the town at that point—Three Forks. It is only a small town of between 1200 and 1500 inhabitants, but its history is most interesting.

In 1803 Napoleon Bonaparte sold Louisiana to the United States. Louisiana then comprised what is today Arkansas, Missouri, Iowa, Minnesota, Nebraska, Dakota, part of Colorado and most of Wyoming and Montana. The United States wanted part of it; Livingston and Munroe were in Paris to negotiate for cessions. Napoleon wanted money urgently for military preparations, refused to divide but offered Louisiana for \$15,000,000, and demanded

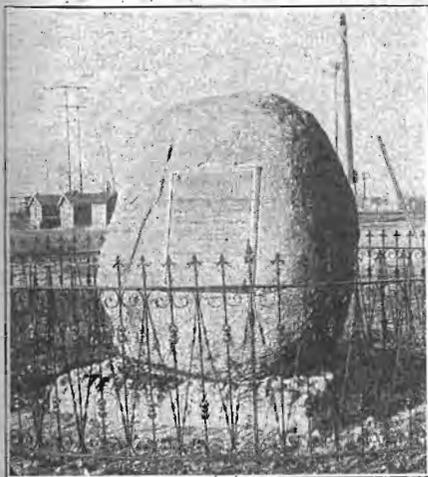
United States took place in the Old Cabildo in New Orleans. The record of the event reads:—"This day fell on a Tuesday, a day which dawned with such radiance that the new proprietors, the Americans, claimed it as a particular compliment from Heaven to their Flag". Taking the keys of the City in his hands, Peter Clement Laussat, on behalf of France, made the brief announcement that "all the inhabitants of Louisiana are from this moment relieved from their oath of fidelity to France". Then the French flag was slowly lowered; the flag of the United States was as slowly raised; they met half way, and fluttered together a moment in the sunshine and the wind; then the Stars and Stripes went to the top; the tri-colors of France came down into the arms of a weeping Frenchman; a suppressed sob swept over the subjects of France, for there is nothing more pathetic to loyal subjects than the lowering of a nation's flag; a moment later wild cheering by the Americans. Louisiana was ours!

Jefferson, having assumed the responsibility of purchase, and had to bear the chagrin of criticism, decided to find out something of the land he had acquired

a Shoshone Indian, who, with a companion, had been captured by the Blackfoot Indians some five years previously, and carried eastward to the Mandan country. The other girl escaped, but Sacajawea was sold as a slave to a frontier Frenchman named Chaboneau, and in her very early teens became one of his squaws. A baby boy was born to Sacajawea in February, 1805, and it was in appreciation of the treatment and kindness shown her by the white men at this very trying and agonizing period that Sacajawea later rendered such invaluable help to the expedition. The first Sunday in April of that year the Lewis & Clark Expedition broke camp and started westward, taking with them Chaboneau and Sacajawea with her six weeks old baby strapped to her back.

By the beginning of July (1805) Lewis and Clark reached Sacajawea's country, where the girl guide, while acting as interpreter between the party and some of her own tribe, discovered her own brother in Chief Cameahwait, and learned that she was a princess. She was overjoyed at finding her brother, as she believed all of her people to have been killed by the same

tribe that captured her. From her brother she obtained very valuable help for the party—horses, guides, food and information, which contributed largely to their successfully reaching the Pacific. All during the trying dangerous journey Sacajawea saved the day over and over again. She saved papers and medicine from the waters when the boat capsized; took care of the sick; cured snake-bites. She pointed the way out of Ross' Hole; over the Continental Divide; she guided them over the Bitter Root Mountains, and piloted them through Bozeman Pass to the Yellowstone; she pointed out to the party which of the



Tablet to the Memory of the Indian Princess Sacajawea

three streams to follow from the source of the Missouri in order to reach the Pacific. Sacajawea was on hand to help at every emergency; there seemed no hardship she did not gladly share. Her name is revered throughout the west to this day; Three Forks has erected a tableted stone to her memory, just outside of the Milwaukee depot; Portland, Oregon, has a fine and famous statue of her.

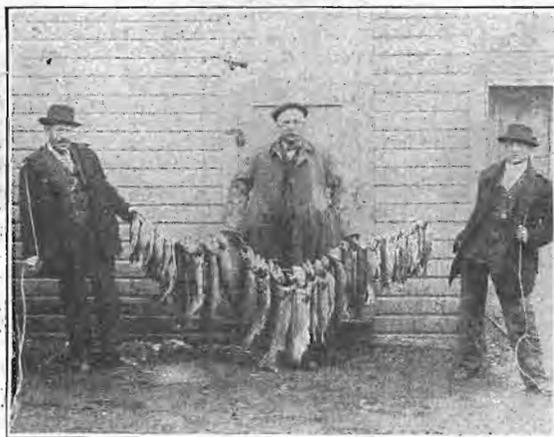


Hotel Sacajawea, Three Forks, Montana

As a result of the report of the Lewis & Clark Expedition, made in due course to President Jefferson, white men began to invade the west, and at the point where the three rivers meet and form the source of the Missouri River, the town of Three Forks sprang up. The three rivers in question are named the Jefferson, Madison and Gallatin. With the development of the country the people of Three Forks recently decided to put in a water and sewer system for the town. While engaged in the surveying work in this connection the engineers discovered relics and the ruins of one of the two oldest forts or trading posts between the Mississippi and Pacific coast. A musket of the type used more than a century ago was uncovered, together with some cannon balls. These, undoubtedly were left behind by the survivors of the expedition sent out in 1809 by the First Missouri Fur Company to build a

trading post where the three rivers flow together to form the Missouri.

The point where the musket was found is one of the most historic spots in the west, famous first because Lewis and Clark found there one of the objects of their expedition—the source of the mighty Missouri; and famous also because on this exact spot of its location there was built 113 years ago a fort which was the scene of many bloody battles between the whites and the reds, and which the trappers of the Missouri Fur Company were unable to hold against the Indians. An examination of the ground surrounding the spot where the relics were discovered showed the searchers something still more interesting. They found unmistakable evidences of the old trading post itself. Time and the encroachment of the river on the land had destroyed the greater part of even the ground on which the fort stood, but on one side was plain to be seen the broad ditch which had formed a moat surrounding the post, and there were also some of the timbers visible at one point in the bank. A description of the historical old fort is as follows: "A double stockade of logs set three feet deep, enclosing an



Just a Few Small Ones

area of 300 feet square, situated upon the tongue of land (at that point about half a mile wide) between the Jefferson and Madison rivers, and about two miles above their confluence, upon the south bank of a channel of the former stream, now called Jefferson's Slough. The store and warehouse, or two stores, were built on each side of the gates, and on the side next to the interior of the fort two buildings were connected by a gate similar to the main gate, the space between the buildings and stockade filled in with pickets, making a large strong room without any covering overhead. In each store, about five feet from the ground, was a hole 18 inches square, with a strong shutter fastening inside of the store, opening into the enclosed space between the gates. When the Indians wanted to trade the inner gate was closed; a man would stand at the outer gate until a number of Indians had passed in and then lock the outer gate. He would then climb through the trading hole into the store. The Indians would pass whatever each one had to trade through the hole into the store and the trader would throw out of the hole whatever the Indian wanted. The value of the article received from the redskin. When the party was done trading it was turned out and another party admitted. In that way of trading the Indians were entirely at the mercy of

the trader, for they were penned up in a room and could all be killed through loopholes in the store without any danger to the trader."

As trains cross the stretch of comparatively level country and the conductor calls "Three Forks—ten minutes", one invariably hears the remark "Three Forks! Never heard of Three Forks," usually resulting in some one hastening to explain something of its connection with the Lewis & Clark Expedition, or the story of Sacajawea. Few travelers passing through the quiet little town, however, realize that Three Forks is the center for the finest fishing in the United States, as well as for good hunting and sight-seeing. To the uninitiated it should be explained that in addition to the three rivers mentioned, there are numerous lakes in the vicinity and both lakes and rivers have stream connections, and all abound with fish. There are many species, but the trout is the most numerous and best known. A good sample is on display at the Three Forks Drug Co., weighing 18¾ lbs.; "big trout" are not mentioned in this vicinity unless they weigh over 10 lbs.

The Sixteen Mile Canyon is a wonderful fishing spot, which can be reached from Three Forks by trains No. 18 and No. 15. There are no highways there, but there are fish; however the trip is only one to be made by enthusiasts, as the way is rough and the fishing difficult.

The *piece de resistance* is what is known as the Madison trip. The fishing begins at a point two miles from Three Forks, and continues for a distance of 116 miles. Parties of four or five can make this trip advantageously, either by going to the head of the river (Madison Lake) and camping, or working up there gradually—

the latter method having the advantage of a fresh camping and fishing ground daily. Transportation is, of course, by automobile, and costs about \$6 per day each. Good meals are obtainable at points en route at 75c each. The scenery is wonderful, and the trip a never-to-be-forgotten one.

A two to four day trip can be made up the West Galatin Canyon, where there is both good fishing and fine scenery. Small stream fishing is readily obtained in innumerable spots within short distances of Three Forks. Bear Creek, Cherry Creek, Baker Creek, Camp Creek, and Ray Creek are just a few of many. These streams are re-stocked every year, and are a paradise for the lover of small trout fishing. Stream trout normally run from a half to one pound each, but 2 pound and even 3 pound fish are caught occasionally.

The fisherman unacquainted with Montana mountain fishing will probably find the flies, lines and tackle used somewhat different to that in vogue elsewhere. Many of the fish are peculiar to this region, and their correct classification is questionable. However, the right articles are readily obtainable at the stores at Three Forks, which carry large stocks of everything found by experience necessary for local fishing. The secretary, chamber of commerce, handles all correspondence inquiring about trips, camping grounds, board, transportation, etc.

The hunting includes both birds and

large game. The bird season opens September 15, and includes ducks, geese, chickens and sage hens. Big game opens on October 15, for both deer and elk. There is a choice of two easily reached areas—West Gallatin (just off the corner of Yellowstone Park) and the Boulder Mountains. The first named can be reached in the evening by leaving Three Forks in the morning at 11 a. m., and upon arrival horses, guides, etc., can be obtained, or the hunter can go out on foot. There is also plenty of good fishing in this same area. Boulder Mountains are 25 miles away, and can be reached by auto in a couple of hours. Hunting cabins can be hired in that area.

Scenic trips from Three Forks include the Sixteen Mile Canyon, Morrison Cave, Yellowstone Park through Madison or Gallatin Valleys. The tourist can also go to Gardiner entrance to Yellowstone through Livingston. Pony, Ennis and Virginia City are other points than can be reached from Three Forks through inter-

esting journeys. Full information regarding hunting or scenic trips will be cheerfully supplied by the Three Forks chamber of commerce.

The traveler passing through Three Forks, and observing the quiet little town "girt round with rugged mountains", will, perhaps, find greater pleasure in the observance of having read this brief, if inadequate, description of its surroundings.



At the Source of the Missouri River

13th Annual Meeting of the Minnesota Central, I. & M. and McGregor Western Railroad Veteran Association, 1864, 1870

S. S. Johnston

The association held its 13th annual meeting at McGregor, Iowa, on June 7, 1923. We left Minneapolis at 2:45 p. m. on train No. 6 in a special sleeper that had been furnished for our comfort by the company through the kindness of the officials and J. H. Foster in particular who takes great interest in the welfare of the Old Boys who have worked so many years with and under him. Train Master W. J. Leib accompanied us on the entire trip and saw that nothing was omitted that would add to our pleasure. He stayed up all night at McGregor to see that our car was taken care of and placed in the most convenient and quiet spot just back of the Scenic Hotel. And all who were in attendance at this 13th anniversary will say that 13 is lucky for most of us. We will have pleasant recollections of the trip and the masterly manner in which every detail was handled. And after thanking the Chicago, Milwaukee & St. Paul officials in general and J. H. Foster and W. J. Leib in particular we wish to extend our thanks to R. W. LeGrand and the manager of the eating house at Austin for the splendid dinner and breakfast and the manner in which it was served. Not forgetting Jones, the porter. All wants were kindly taken care of by him and like all the rest he did all in his power to make the trip a pleasure and success. Members and near relatives added to the party at St. Paul, Faribault, Owotoma, Austin, Lime Springs and Calmar.

A cool and refreshing rain began to fall shortly after leaving Austin doing away with all dust and heat. It could not have been better if it came to order. So the trip to McGregor was one continual round of pleasure until all were put comfortably to bed for the night. We were called for a light breakfast at the Scenic Hotel and escorted there by a jovial entertaining committee composed of A. Huebsch, L. F. Bell, John Cramer, and Logan Blizzard, directors of the McGregor Citizen's Association, who stayed right with us all the time from first call to breakfast to good night and good by at bed time. They are certainly some entertainers and in our thanks for what was done for us we must not overlook the evening entertainment

prepared for our pleasure by Mrs. Ben Olson, the good wife of the veteran conductor, assisted by Mrs. Martin, Miss Ray, Mrs. Miller, Mrs. Bell, Mrs. Myers, Mrs. Gilbert, Mrs. Hazzard and Mrs. Farnum, the male quartette, the famous Bell Family Orchestra; L. F. Bell and Lew Farnum for that delightful trip on the river; those who furnished autos for our ride to McGregor Heights; and all others who helped to make this one of the most pleasant days in the history of our association. The morning was devoted to a general reunion, seeing the special attractions of this vicinity among which are the immense rock hills. Mrs. Hoxsie's oil painting (The Wind That Brings the Sailors Home) donated to the community club in memory of her husband and many other things of interest like the Pontoon Bridge and Lotus Lily Bed, the largest in the world. Next came banquet at 1 p. m. and then the meeting at 2:30 p. m. at the community club rooms followed by a boat ride around the islands and return via Prairie du Chien. A drive among the hills to McGregor Heights; a most wonderful view of the Wisconsin and Mississippi Rivers and surrounding country for miles. Supper at the Scenic Hotel 6 p. m. At 7:30 a reception was tendered the visitors in the community club rooms, A. Huebsch presiding. The Famous Bell Family Orchestra, Mrs. Martin, Miss Ray, Mrs. Miller, Mrs. Myers and the male quartette furnishing the music. Geo. H. Hazzard of St. Paul gave reminiscences of Elial Hoxsie and also spoke of Iowa's contribution to the nation pioneer struggles and possibilities especially in regard to the proposed national park. Mr. Logan Blizzard gave the address of welcome and read the memorial of the association in honor of Comrade Elial Hoxsie.

In response Secy. Johnston told of the pioneer days when the veterans now assembled were young men and boys and McGregor was on the very outskirts of civilization and how by the building of that first railroad by those assembled it had brought about a great change that puts McGregor geographically in the center of this great United States half way from the Atlantic to the Pacific and about the same from New Orleans to St. Vincent on the north and on the greatest railroad in the west. McGregor is better known today than many cities of 50,000 inhabitants, or more, because of the 59

years that so many have had to pass through this beautiful little city in their travels from east to the extreme west, north and south. M. J. Gill spoke of Territorial Pioneer Days and invited all to visit the gallery of art at the Log Cabin at the Minnesota State Fair on Sept. 1 of this year. Mrs. Gilbert recited "Trees" and the "Bravest Battle that Ever Was Fought". Mrs. G. H. Hazzard recited "Pat's Opinion of Flags" and "The Frenchman's Farewell". After refreshments the local committee piloted the visitors to their sleeper and bade everybody good-by, good-night and a pleasant trip home, which we certainly had, arriving on a bright sunny morning.

Officers elected—W. F. McMillan, Mah-tomed, Pres. Emeritus; R. H. Branton, Minneapolis, President; A. W. Glenn, St. Paul, 1st Vice Pres.; Martin Crahen, Minneapolis, 2nd Vice Pres.; S. S. Johnston Minneapolis, Secy.-Treas.; J. C. Scallen, Minneapolis, Asst. Secy.

Prairie du Chien and Mineral Point Divisions

This being the last day the editor of the Magazine can accept news for the Magazine the division correspondent got busy and inquired from various ones what news they could offer. The story below is the first bite I received:

I am reminded of a story of a Missouri farmer. The story runs as follows: Farmer started to market with a load of potatoes, after going a short distance he got stuck in one of the mud holes which has made Missouri famous. He unloaded the potatoes, pulled out of the mud hole, re-loaded the potatoes and started again. He however failed to put his end gate in securely and as he jogged along the potatoes rolled out. Eventually he came to another mud hole and got stuck again. Looking back he discovered he had lost all of his potatoes. Well, said he, here I am, stuck again and not a d—m thing to unload.

The correspondent feels a good deal like the farmer—news time and not a thing to unload.

Train Dispatcher Dousman is enjoying his two weeks' vacation but managed to get back to Madison long enough to get his check.

Lillian Quallman who has been employed in the train dispatcher's office has resigned and returned to her home in Milwaukee.

Austin Johnson has graduated from selling second hand Fords and is now trainmen's timekeeper. Austin gets to work on time occasionally. He has lots of speed between stations but he fails to start soon enough.

Our yard employees are enjoying a new screen door on the yard office.

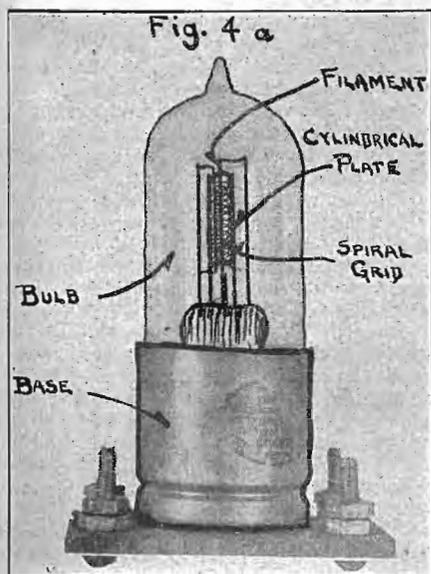
Passenger Agent Batty visited a friend at Basco a few days ago exchanging a trunk that was handled wrong at the baggage room. Art says she is a nurse from Los Angeles.

Ticket Agent Docterman held the lucky number in a Portage lottery and he is now supporting a Star touring car. Lucky dog.

We are ready to go to work now for the employes of the store department have all returned from their vacations.

Janesville is a busy terminal these days, lots of business and handling gravel from Wheeler Pit which is moving to the Prairie Du Chien (Some) LaCrosse and C. & M. Divisions.

Radio for Everybody



IV. Vacuum Tube and Socket

In Figure 4a is shown a view of the radio corporation type WD-12 three-electrode vacuum tube with elements drawn in more distinctly to show their relations to the whole. This tube is available for \$6.50 (the standard value) on down to bargain counter prices, throughout the country. The Radio Editor will be glad to help you locate such a tube from the city or town nearest to the reader's location.

As soon as the radio outfit here described is assembled, as will be described in the next two issues, the function of the vacuum tube will be taken up when the functions of the various other parts of the set are described. When you have obtained one of these vacuum tubes, handle it with the greatest of care and it will give you good service for a long time to come. The most important thing to watch is the lighting of the filament and you must see to it that not more than 1.1 volts of electric pressure are put across the filament terminals of the tube at any time.

The materials needed for the construction of the socket to hold the WD-12 tube are as follows:

One piece fiber 2 7/8 inches long, 2 inches wide and 1/8 inch thick.

Four paper clips of the style indicated in Figure 4c-I.

Four round head brass machine screws 3/4 inch long, 8 size and 32 thread with a washer and two hexagon brass nuts for each machine screw.

The location for the various holes to be

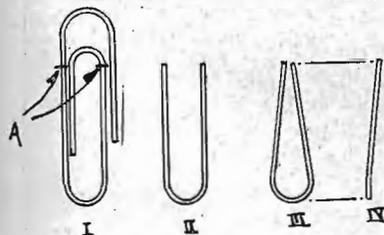
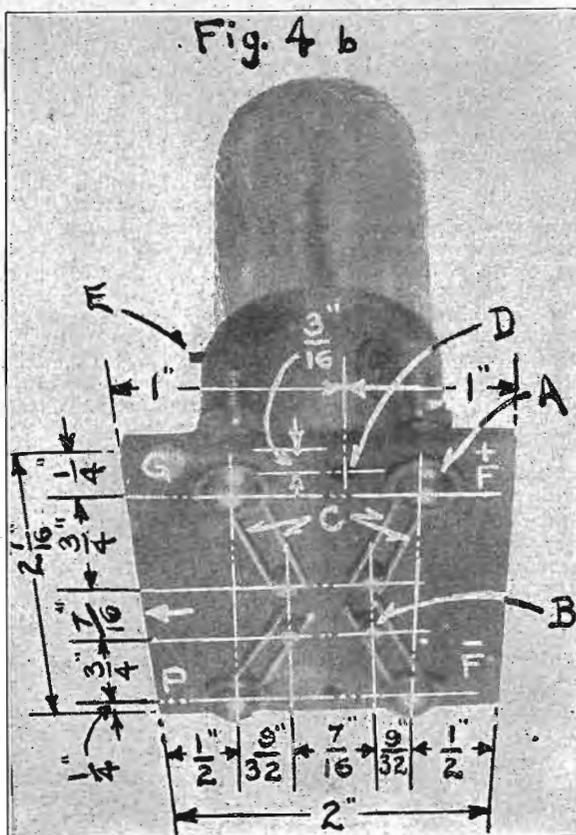


Fig. 4 c

drilled in the fiber piece is shown in Figure 4b.

The four holes for the four machine



screws as at "A", should be 1/8 inches in diameter.

The four holes through which the terminal prongs on the WD-12 tube base are to protrude should be drilled to a diameter of 3/32 inches, as at "B."

The two support holes as at "D," should be drilled as 1/8 inches diameter.

To make the contact clips, refer now to Figure 4c. Each of the four paper clips should first be cut apart as at "A" in sketch I of Figure 4c. This will give four "U" shaped pieces as in Figure 4c-II.

Press the open ends of the four "U" shaped pieces to the shape shown in Figure 4c-III, and then bend slightly as indicated in the side view of Figure 4c-IV. This is to hold the clips firmly up against the fiber piece when mounted in place.

To assemble the clips in place over each of the four center holes, slip a washer over each of the brass screws and in order, hold the clips just formed, in proper position so that they fall with the open ends, over the center holes and the loops under the washers of the machine screws. With the machine screw thrust upward through the terminal holes as at "A" in Figure 4b, draw down tight with one of the two nuts allotted to each screw using the other later for external connections when the whole set is assembled. This finished position is better shown in Figure 4a.

The WD-12 tube is formed with a base to fit the so-called standard socket. For use with such a socket a small pin is set in one side of the base a little below the edge nearest to the base of the bulb. We will here use this pin to locate the various terminals to the elements of the tube, namely, the grid, the plate, and the two filament terminals,

In Figure 4b the bulb base pin just noted is shown as at "E". For a location mark, on the upper face of the fiber socket, mark a small arrow in pencil. This position, but indicated on the reverse face from where it should be, is marked in white in Figure 4b.

On the upper face again, indicate in small capital letters and symbols and in the same relative position, the letter "G" for Grid, the letter "P" for plate, and letter "F" for filament indicating one terminal with a (+) for positive, and (-) for negative. These are again located in white but on the reverse side from where the indications should properly be, in Figure 4b.

In Figure 4b also and at "C" are indicated the positions of two of the four spring clips as spread apart when the terminal prongs on the base of the tube are inserted in position.

What might have been a very disastrous accident, was prevented by the quick and prompt action of switch crew, Overcash, Torrey and Sweeney at Sioux Falls when on June 15, a pile of straw become ignited near the Standard Oil Co., on our tracks. Box cars were removed and switch engine put into action as a fire extinguisher with no damage done. Special commendation is due this crew.

Nothing New Under the Sun

The Editor may search and search

Through all the jokes in store,

But someone's always sure to say:

"Aw, I've heard that one before."

—Selected.

The Hobo Miner

W. H. Shafer, Conductor, LaCrosse Div.

In the early nineties, eastbound on a stock pick-up, leaving La Crosse at ten-thirty a. m., I was front-end brakeman. Business was good. It seemed as though everybody that had stock to ship loaded out that day.

We arrived at Kilbourn about nine p. m. with orders to pick up three cars of stock there. While taking water, the operator came running out of the office and yelled, "Speed 'em up. There is an extra ordered out of Portage at nine-thirty and the dispatcher says he will stick you at Lewiston for them if you don't hurry."

Cutting off and backing on to the stock-yard track didn't take long, but there were two couplings to make, one of them required a link, the other a pin, and it was up to me to skirmish around and find them.

Those days in the old link and pin time there were always a few lying around. Quite a number of the brakemen had a pile hidden away in case of emergency. Mine was behind a stack of boards near the stock-yard fence, but some one had beat me to it and grabbed them all. They skinned that pile of links and pins clean. That meant for me to find the other fellow's. While squinting behind a pile of brick close to the warehouse, my lantern flashed on a hobo squatted down, trying to hide. I scared him on turning the light suddenly, but he didn't have me spanned for scare. He was the toughest looking hobo that I've ever had the pleasure to touch up with; about five feet four in height and stocky built, broad-shouldered and slightly stooped, whiskers that grew close to his eyes and stood out like bristles; long arms and big hands that reached almost to his knees; straight sandy hair that hung to his shoulders; dressed in a long black sack coat, three sizes too big for him, baggy overalls and a large slouch hat that lopped.

"What are you doing around here?" says I.

"I'm trying to get out of town," he replied. "I got ditched from the train that went through here about two hours ago,

and I'd like to get away as soon as I can."

"Holy Gee, the guy that bumped you off had a lot of nerve. There won't anybody bother you on this drag if you want a ride." Just then Smith, the conductor, came up and hollered, "Get a move on you, Bill, we want to get out of town or we'll get held up at Lewiston for an extra west."

"Come on over, Dan, and see what I've found." When Smith got a glimpse of that Bo, he nearly dropped, and blurted out, "Holy Moses, that's the worst I ever saw." I could hear him mutter as he walked away, "You can have it, I don't want it." Next to the three cars of stock that we had to pick up was an empty furniture car, then an empty flat. "Take this furniture car and flat, too, Bill," says Smith, "they are both billed out and it won't delay us any by taking them." I held on to three cars of stock when we backed in, and getting five more, left the flat eight cars from the engine. When we got coupled up and started out of town, I dropped back to see if the Hobo got on, and there he was, standing on the flat. Hopping on, I walked up to him, not being afraid now since I could hold my own on a moving car in case he started roughing it, but he acted very docile and kept backing away.

"Don't get too close to the edge there," says I, "you'll get swung off going around these curves." We had attained a pretty good speed by this time.

I was just going to tell him to sit down, when "snap" the link broke between the flat and the car behind it and the train began to part.

"Gee, fellow, this is tough, that hind-end will surely catch us and jack pot 'em before we get out of Murray's Sag, three miles away, if we don't keep 'em moving. Can you climb on to that furniture car?"

"It can't be done by me," says he, and talk about being frightened. I could see his long arms and big hands shake.

"Well, you sit down here and I'll beat it over to the engine and tell the engineer."

East of Kilbourn, those days before the

track was doubled and straightened, there were three reverse curves and the way that little old flat whipped around those curves was something fierce, and that furniture car next to it loomed as big as an elevator. Swinging out and grabbing the side ladder (there were no end ladders those days) was no easy job. I made it though, got on top and started for the engine. Doing this stunt wasn't soft work either at the speed we were moving, with those old cars aswaying and nothing but a lantern to light the way. Twice I stopped and listened and each time I could hear that rear-end coming, running wild and just roaring. I finally got to the engine by crawling half of the way. Emmet Robbins was pulling us that day. Robbins was an imported man, a boomer, that is one that hadn't worked up in the ranks—a thorough engineman though and an all around good fellow. He was with us five years. Nobody knew where he came from nor where he went when he left. He used to tell about the runs they made on the Sante Fe. "There's where they burn 'em up," he'd say, "seventy miles without a stop." We judged from that line of talk he'd been pulling passengers down there. He gloried in telling of taking them safe across the Needles, of the run he had on the Mexican Central between San Luis Potosi and Tampico, where the only white men on the job were the conductor and engineer. Said he contracted yellow fever at Tampico which nearly cleaned him up, and told of how he and the conductor had to leave suddenly because of running over and killing a greaser who was taking a nap on the track, which was no fault of theirs. Often he'd brag about having charge of an old eight wheeler out at the front when the C. P. R. was spreading into Western Canada; of the good run he had on the Q, but lost out with the engineer strike in eighty-eight.

Sometimes he would tell about the little family back in Ontario; a soft spot was touched then and we could invariably detect a slight tremor when he mentioned them.



Hoosier Car Men, Terre Haute Division, Terre Haute, Ind.

When I told him that we were broke in two and that the rear-end would catch up and pile 'em up before we got out of Murray's Sag if he didn't pull her out, he looked up and guffawed, "I'd like to see anything catch me, why kid, we're going fifty now." "That ain't fast enough," says I, "give her the works."

Out came the throttle about a foot and that old engine took a jump which nearly jerked me off my feet. I thought of the Hobo just then, and if he wasn't lying down, he'd surely get yanked off. We were over Norwegian Hill by this time and sailing across Cheney Marsh. I started back again to see how things were coming. Getting about half way to the flat, I sat down and listened, wondering if they would make the Hill and sure enough I could see the tail lights blinking and hear them coming as fast as ever.

It doesn't sound logical, does it, to say that the detached rear portion of a train would overtake the forward part coupled to an engine working steam. Nevertheless, it happened frequently, before the power brake and rigid steel truck became practical, usually in a sag and where the forward part would lose momentum ascending the opposite grade.

When I got to the furniture car, I held my lantern so the rays would reflect on the flat and there lay the Hobo on his stomach, both hands grasping a block of wood that was nailed to the deck and hanging on for dear life.

Just then the slack ran up and we began to slow down. The roar of that detached rear-end coming, sounded plainer than ever and I began to feel shaky.

Away I goes to the engine again. We were nearly stopped by this time, and yells at Robbins, "For God's sake, man, keep 'em moving, they're almost on to us." Out came that throttle again and we took another jump.

Good-bye to the Hobo, he'll surely get jerked off this time. "Keep 'em moving, Robbins," says I, "and don't stop until you get east of the curve east of Lewiston."

I didn't go back again, but waited until we stopped. Being sure the hind-end wasn't coming any more, we backed up and found them near the east switch at Lewiston, a distance of eight miles from where the train parted, climbing Norwegian Hill on its runaway trip, at that time one of our heaviest grades. It has since been cut down considerably and also climbing a small grade west of Lewiston—bear in mind though that it had a four mile down hill start east of Kilbourn. What a piling up there would have been had we met the extra at Lewiston.

Not seeing the Hobo on the flat, I surely thought he had fallen off and started to tell Smith. Just then he came shuffling out of the tall grass and said, "I'm all right, boys, but I'm awfully shook up and scared."

I rode the flat with him from there in. He began to inquire about Portage. "There's a yard cop there, I've heard about him and I'd like to keep out of his way."

"You bet there's a cop there," says I. "Jim Dawson is his name."

"That's the fellow," says he. "They tell me he's a bad actor. I've heard it all along the line."

"You're right," says I, "Jim Dawson is known from coast to coast and Canada to the Gulf. The Boes steer shy of Portage when they can. He don't show them any mercy."

"I'll tell you what you do when we pull into the yard. You unload and take to the woods on the north side of the track. There's a path there that will take you to the other end of the yard and you can wait for the next train out, by doing that you may be able to dodge him." But luck was playing against that poor Bo. Dawson, when waiting for trains to pull in usually stood at the crossing about midway in the yard, but this time, he was near the west switch and when the Bo unloaded and took to the woods, Dawson was hot on his trail. He gave him a merry chase at that and only two shots from Dawson's gun stopped him. He didn't hit him, however; said he shot high. He surely did, to miss the broad frame of that Hobo.

I got back to the depot as Dawson marched him in; a gun in one hand and hanging to his poor victim with the other. "Where are you going?" Dawson asked him.

"I'm bound for Wales."

"Have you any money?"

"No," the Bo replied.

"I'm going to search you." And he made him peel his coat and vest. A close search revealed a large horse shoe tied to a thick cord suspended from his neck, hanging down his back, and a big wad of bills sewed in the lining of his vest.

"Where did you get this money?"

"I saved it. It's my five years' savings. I'm a miner. I've been mining in Butte and am on my way to my native country."

"It's a hell of a way for a man to travel, that's got a roll like that. How much is there in it?"

"About eleven hundred dollars."

"Come with me. I'll have to lock you up." The Bo demurred but a poke in his ribs from Dawson's gun stopped all arguments and they started out.

It usually took him from an hour and one-half to two hours, to take a Bo to the up-town station, but in this case he was back in twenty minutes. "Did you get your man up all right?" says Bloomfield, the yard master.

"No, I let him go. He begged so hard. I didn't have the heart to lock him up." If Dawson had a heart, it was always left home. He never brought it to the yards.

Yet for all of that, his torn clothing, a limp which he carried for two weeks, a badly discolored eye and bruised nose, told too plainly that for once Dawson had met up with a bad man and that the miner wasn't as slow as he pretended to be.

Chicago Terminals

Guy E. Sampson

Here it is the 14th of July and we got to get busy again and tell the other readers what is doing around Chi Terminals.

Joe Holstrom, a fireman, quietly slipped away into Minnesota and was married the 30th of June and is at this time on an extended honeymoon trip on the Pacific coast. Yes he married one of Bensenville's young ladies and as usual we don't know what her name was but it don't make any difference, we all know what it is now and all join in wishing them much happiness.

Switchman Le Vern Smethurst has purchased a lot at Bensenville and is erecting a new home.

Switchmen Robert Smith and Cousins have both purchased new homes at Bensenville this last month. Also Switchman Bernath. Looks as tho all the boys are getting tired of getting the coach run to

and from work every day in the year.

Engineer Wm. Brecklin has started his new house and Engineer J. Plum has his completed and has moved in.

Harry Cameron's assistant, Mr. Kenneth Leigh, has earned another promotion and is now in Mr. Brown's office, while Tom Rycroft takes the position in Mr. Cameron's office.

W. H. Donald takes Tom's old place in Mr. Ingraham's office so there has been some moving up around here the last month.

Trainmaster E. E. Johnson is on his annual vacation (went to Janesville to exhibit that new suit too) and is taking an extended trip. More about this when he returns. James O'Keefe is taking Ed's place while he is gone.

Yard Clerk Ed Barry, of Western Avenue station, was married in May and we got wind of it too late for last issue of the Magazine.

Louise Wilson, who used to be relief operator on the Galewood switchboard, has a permanent position in Cashier Hoge's office.

Hurrah, the painters are here and such a change in the depots at Western Avenue and Franklin Park. Guess they thought it had to be done after our track department made such a cleaning around the yards and depots.

Oh, yes, we nearly forgot to mention the fact that Switchman Jack Rands and Miss Grobe of Bensenville, were married this month and after a short honeymoon spent out west they are at home. Cigars and ice cream was free around here for a few days. Congratulations.

Pat Cary, of the Bensenville roundhouse, took a vacation and went all the way to Niagara Falls and while there wrote a lot of letters to the boys here and then came home, arriving before the letters. Pretty hard to keep away from that little old job. (Apologies to R. Winsor McCay, Jr.)

Yard Clerk H. Severson has purchased a car and it is reported that he has hired a driver, claiming that he has heart trouble and is afraid some of the careless drivers will give him such a close shave that it would prove fatal. However, after having it about a month we saw Harry at the wheel—no not alone but with his gentleman driver and going slowly. In speaking of slow driving Harry said that a turtle won a race from a hare.

Assistant Roadmaster Stanley Core, who has done much to help clean up the west end of the Chicago Terminal, and put it in first class shape, will go to the East Lax Division and we know he will find a loyal bunch of men there to work with. Sorry to see you go old boy but duty calls and we know where you are.

Lyall Sampson, wife and daughter, spent his three weeks' vacation visiting Mrs. Sampson's people in New York City. Reported the weather some warm there,

Mr. and Mrs. Claud Steel rejoicing over the arrival of a daughter at their home.

Some of the boys and their wives met at the home of acting trainmaster.

A daughter was born to Mr. and Mrs. John Wolf on July 8. This is the only Miss Wolf in the entire flock of wolves and there was great rejoicing. Grandma and Grandpa Wolf are very happy over the only grand-daughter. The latest reports from the Wolves' den says the mother is getting along nicely and Baby Jean satisfied with the world.

THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor
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Get the Right Understanding

Under the title "Destruction or Construction," President Byram writes in this issue concerning the constructive efforts which are being put forth by the railroads to "carry on" and give to the country an adequate and efficient transportation service; as against the destructive elements that are seeking to discredit present railroad management and nullify any and all of its effort. Loyal railway employes should and do take every opportunity to refute and oppose these destructive influences, and their best weapon in helping to broadcast the right understanding of the railroad situation is a good and thorough understanding of the questions at issue. President Byram's articles in *The Magazine*, will help to get that kind of an understanding.

The Veterans' Meeting

The annual meeting of the Veteran Employes Association will be held in Milwaukee on September 18 and 19. The Committee on arrangements, of which W. D. Carrick is chairman have plans well along and this year's meeting promises to outshine all previous ones. Mr. Carrick is a whole committee in himself and with his corps of assistants, he expects to "put on a show" that no one can afford to miss. The plans being as yet only tentative, and the program not yet completed, it is not possible to do more than mention the features of the meeting in a general way. The full program will be published in the September Magazine, and programs will also be sent to the members of the veteran association together with the notice of the meeting. The sessions and the annual banquet will be held in the big Auditorium building where they were held three years ago, which assures plenty of room for all and ample accommodations for the various details connected with the business of the association.

The outstanding feature of the business session of this year's meet will be discussion of the proposed plan for an old age and disability pension having for its object, relief from want of employes when no longer able to work.

While it is proposed to have the pension scheme cover all employes of the railroad who subscribe to it, the idea originates with the veterans. The company, while entirely favorable to pensioning old employes, is not so situated as to be able to finance a pension plan. Therefore the veteran association has arrived at a plan by which employes may finance such a plan for themselves and their families.

circulars explaining the plan and blanks for signatures have been prepared to be sent to all employes on the system for the purpose of ascertaining as nearly as may be the number of employes who would accept the assessment, as outlined in the circular. Briefly it may be explained as follows: "It has of course been no easy task to arrive at a definite and actual cost to each employe; but it is a well established fact that since the younger employes must wait longer to receive the benefits of the plan (except in case of total disability), the immediate burden of its success as a sound institution must rest upon the older employes. The latter, while contributing greater initial payments than the former, will because of age, arrive earlier at retirement date. It is, therefore, proposed that all employes who, upon the date they become members of the pension association, are between the ages of

	Per Month
Under 30 years shall pay.....	\$.50
30 to 39 years shall pay.....	1.00
40 to 49 years shall pay.....	1.50
50 to 59 years shall pay.....	2.00
60 to 69 years shall pay.....	2.50
70 and over shall pay.....	3.00

No one over 70 years shall be admitted to membership in the Pension Association after January 1, 1924.

The prospectus goes on to state that all members of the Pension Association who have reached the age of 70 years on January 1, 1925 may be granted pension allowances if they retire from active service, of \$25.00 per month; and this sum figured allowances cannot be maximum until the total membership has been determined. Sixty-five years is the age at which members of the association may receive the benefit of the pension allowance upon retirement from service provided they have been members of the association for not less than five years.

Permanent physical incapacitation regardless of age plainly evident at the end of one year, may entitle a member to pension allowance after having been a contributor to the association for a period of five years.

The plan is to be administered by a board of trustees composed of seven employes in active service of the C. M. & St. P. Ry., and the method of selecting this board is to be decided at the September meeting in Milwaukee.

Of course the putting into effect of this pension plan is wholly dependent upon the number of subscribers and it is hoped that the enrollment will be nearly accomplished in time to make possible a discussion and definite action at the annual meeting.

The committee are endeavoring to reach every employe on the system with their circulars and enrollment blanks, and if any should have been overlooked, they can secure all information and blanks upon application to Mr. Grant Williams, Secretary Veteran Employes Association, 6167 McClellan Avenue, Chicago.

The Veterans' Association wishes to have it very thoroughly understood that while its organization is taking the initiative in the effort to put a pension plan in operation on this railroad, the Pension Association will be distinct and separate from the Veterans' Association and its affairs will be administered by officers elected from its own membership, and such membership is to include all employes of whatever age and whatever term of

Believing this to be a very general benefit to all subscribers, the Veterans' Association are hopeful that the enrollment will include practically every employe on the system. The assessments will be small and not burdensome upon anyone, even at the highest rate, and the feeling that the employes on the system are banded together to help one another cannot help but be a gratification to every member of the Pension Association. So let's get together and go together.

Things to Think About

Following are a few of the salient points of an address delivered by President Byram before the Commercial Club of Aberdeen, S. D. They cover vital questions of the day, concerning the railroad problems which are before the public.

The Price of Wheat and the Freight Rate

The present price for wheat is about \$2.00 a bushel less than it was in 1917, 1919 and 1920 while the rate is about 4c a bushel *more* than it was in 1917; 1.8c a bushel *more* than it was in 1919; and 2.1c per bushel *LESS* than it was in the latter part of 1920.

Now, frankly, what do you people believe is hurting the farmer most? The 4c a bushel increase in rate over 1917, or the \$2.28 a bushel decrease in price since 1917?

The decrease in price was 57 times the amount of the increase in the rate!

As the freight rate is such a small factor, and the fluctuation in price is so great, how would it be possible for the carriers to make any change in rates (if rate-making were within their power) that would be of noticeable benefit to the shipper?

How could the railroads make farming profitable by cutting 3 or 4 or 6 cents a bushel off the rate—thus cutting the transportation charge from Aberdeen in half—in the face of variations in market prices from day to day that make the freight rate appear insignificant?

Consider the question from another angle, and assume, for instance, that \$2.00 a bushel for wheat is the lowest price that would afford a pair profit to the farmer. That is about 80 cents a bushel more than the present market price. If it is true, as charged, that the carriers' rates are responsible for unprofitable farm operations, then it must logically follow that a big enough reduction in these rates would remedy the trouble.

Let me ask you, therefore, how much of a reduction in the present rate of 12.6 cents per bushel from Aberdeen should be made in order to add 80 cents a bushel to the shippers' returns? Not alone would the road have to cancel the entire rate and haul the wheat free but it would have to go down in its own pockets for an additional 67 cents per bushel to pay the farmer so that he might get \$2.00 a bushel for his wheat, if that price were considered fair.

The Milwaukee has operated at a loss for several years and does not feel able to guarantee the profits of any other line of industry merely to deprive the politicians of a popular argument.

The point overlooked therefore, is that government ownership without increased prices for farm products would not materially help the producer.

It might also be mentioned that the promise of pyramided wages held out to employes would more than likely not be realized because during the war, wages

obtain men in competition with outside industries engaged in the manufacture of munitions and other war supplies.

The Transportation System a Bulwark

It is becoming increasingly apparent from the attitude of the various groups in this country, from the ordinary government ownership advocate to the most sanguinary of the radical groups, that the political and other activities which jeopardize the existence of the transportation industry on a self-supporting basis, also contemplate the overthrow of all other lines of industry; that they strike at the very existence of our present form of government, and go even farther, into the moral and spiritual field, as indicated by developments across the water.

It has been pointed out by many that such changes as these are not brought about by majority action but by the persistent, insidious efforts of an "active minority,"—which was sufficient, for example, to cause the tremendous upheaval and revolution in Russia.

The third feature, therefore, of the railroad question, in which the public of this country is directly interested is the existence of the transportation industry as a bulwark between the present industrial system and the patriotic, home-loving and God-fearing majority of our fellow citizens on the *one* side, and the various groups of malcontents who are taking the greatest advantage of the present feeling of unrest in a period of post-war readjustment on the *other* side.

The question before all of us at this time is, therefore, not a railroad question, nor an industrial question, nor a moral or spiritual question, but it is a combination of all of these.

For this reason it is only right that every lover of those institutions which have made the United States great among nations should declare himself, whenever opportunity permits, as decidedly opposed to the domination of this country's affairs by men who are altogether out of harmony with its ethics and ideals.

Every man interested in any line of business; every owner of a home or other property; every man of family with children whose future is at stake, and every one interested in the integrity of our institutions, is vitally interested in the development of the present campaign against the railroad industry, which—I repeat—occupies the front line of defense of the nation's institutions.

You need not expect the more prominent critics of the railroads to express themselves as favoring such a revolutionary program, and some of them may not realize how far they are going in this direction by spreading unfounded and misleading charges.

But the connection is real. The strings are being pulled from various group headquarters, and many individuals and agencies are responding to the impulses—some having sympathy with communist principles and others having merely a desire to use such activities for their own selfish ends. The present attack upon the property value of the carriers is an illustration.

Worthy Commendation Not Condemnation

If the gentlemen who find criticism of the railroads so promising in profit to themselves, could only be induced to get off the field and sit on the bleachers for a while the country would be permitted to see the railroad game played squarely and

fairly and to the best interests of all concerned.

They would soon take notice of the fact that the roads in spite of their various handicaps growing out of the war, have been since last summer and still are handling a greater volume of traffic than in any similar previous period; that they are doing it at constantly decreasing freight rates, in the same process that brought down the rates under private operation before the war to the lowest point in their history in the year 1916.

They would have the opportunity to comprehend that instead of having "broken down" the roads have accomplished a remarkable recovery and are really worth commendation rather than condemnation.

They would realize that this better service, in increased volume and improved quality, and obligations for billions of dollars worth of equipment and other facilities, is being effected free from any taint of profiteering because the carriers as a whole are not yet making profit from their operations since the war, and the Milwaukee, for instance, has not paid a cent of dividends in the last five years.

The carriers are not asking for sympathy. They are asking, on occasions such as this, that men interested in other business or in the integrity of American institutions or in the maintenance of the home or the preservation of the moral consciousness of the nation, shall not sit passively by and permit a few well-organized bands of malcontents to have their way with the great industry without which the commercial relations of the nation cannot exist.

It is not a railroad question. It is a national question.

You will be directly affected by whatever happens to the carriers, for the program of those at the bottom of all this disturbance is a comprehensive one and with the railroads disposed of—they will be ready for the *next* step.

Wheaton's Brass Band Greets President Byram's Special

The official family headed by President Byram passed through Wheaton, Minn., on June 14 on a special, and when the business men of that village learned that Mr. Byram and party would stop for a few minutes, they got out the village band and marched to the station to greet him. Speeches and hand-shaking occupied the time of the stop. Mr. Byram, in his brief talk asked the co-operation of the public in building up an efficient railroad service; and expressed his appreciation of the number who had left their business long enough to come to the depot to greet him.

Dubuque Division J. J. Rellihan,

Gee, but this is some hot weather we have been having. The last one that went to hell must have left the door open.

Mrs. Catherine Hershey, nee Schmidt, has returned to her old love and is filling in at the Dubuque freight office while the other clerks are taking their vacations.

Where ever there is any fighting going on you can bet the O'Neill's are there, Brakemen Tom and "Am" went out to Shelby, Mont., to take in the fracas there the 4th and at the same time make their Uncle Jim at Great Falls a visit.

Agent W. H. Wyse, of Waukon Junction, has traded in his Ford and is now driving a nice seven passenger Studebaker.

Joe Thomas, who has been on the "Hi and Dry" for the past seven years, has returned to the main line and at the present time is braking on the north end way freight.

Miss Maybell Cantlon, stenographer in Mr. McEwen's office, and Miss Margaret Boerner, took a trip last month to Niagara Falls, Buffalo and Chicago. They report a wonderful time, at least Maybell does; we don't know about "Peggy" as she seems to have been lost in the shuffle and has not yet arrived in Dubuque. Guess maybe her Chicago sheik could explain the delay.

Agent Charles Petters, who has been laid up for about six months, returned to his duties at Guttenberg July 1.

T. M. Hogan, agent at McGregor, is the latest to get the bug and is now driving around a fine looking Overland sedan.

Conductor O. E. Dana returned to work the early part of last month, being laid up for a period of about three months.

Louis Jaeger, demurrage clerk in the Dubuque freight office, has taken a three months' leave of absence and is touring in the west. He expects to visit Denver, Colorado Springs and other points in Colorado. He will also take in Yellowstone Park and the big roundup at Cheyenne before returning.

A. E. Lambert, who has been absent for the past six months, resumed work as agent at Zwingle last month. Mr. Lambert spent about four months in California and the balance of the time has been sick.

Frank Duffy, chief bill clerk at the Dubuque freight house, is contemplating spending his vacation among the lakes near St. Paul in a short time. Where you going, Corky?

Martin Whalen, an old time Dubuque Division brakeman, but now yardmaster at Othello, spent a few weeks at his old home in Lansing the guest of his parents, Mr. and Mrs. Martin Whalen. While he was at home his brother Johnnie, who has charge of an extra gang on the Illinois Division, came home for a very pleasant visit with him.

About as pretty a sight as you care to see on the railroad is a string of ninety or so of our new box cars. Quite a few of them are passing over the Dubuque Division this month.

Engineer Tom Rellihan and wife of Perry, made Dubuque Division relatives at Lansing and Harpers Ferry a visit last month.

Lineman L. F. Cota is taking a three months' leave of absence. While Leo is enjoying himself Mr. Broderick is taking care of the wire troubles.

The many friends of Al Trude of the B. & B. department, were shocked on Monday morning, July 9, to learn of his sudden death. Mr. Trude was one of the Milwaukee's most faithful employes, a skilled mechanic in his line, and his sudden departure is regretted by a large number of true friends. The funeral was held in Dubuque on Wednesday the 11.

Jack McNeill, cashier in the Dubuque freight office is on his vacation, visiting in Waterloo and Spirit Lake.

Mrs. Adrienne Rosenthal, the efficient stenographer to Agent J. P. Whelan, has acquired a cottage near McKnight's Springs and will spend her spare time resting and camping.

Now that this job is off our hands we can commence to tune up the new sedan. Yours till the Bull runs.

Separate and Segregate Used Materials Mr. User of Material,

Anywhere On The Railroad.

Dear Sir or Madam:

What is your first impulse when you see yourself running short of some certain kind of material which you know you are going to need in your every-day work? Is it to make out a requisition? You are short of some items and more than likely long on others. Does it ever occur to you that possibly the thing you need is just what the other fellow may be long on and would rather you had it than he and this same other fellow may be in need of the thing that you could easily spare? Of course you have never felt like cussing the store department or some other department, but, presuming that you have, did you know that there is seldom, if ever, a time when there is an absolute depletion of stocks of the general run of materials used on the railroad? Did you ever try to picture in your mind a vast cover placed over the many thousands of miles of this railroad, and, at the same time, thought of this broad expanse as being a storehouse? No? Well, that is exactly what it is. The dollars you see here and there lying around have not been intentionally misplaced, the tools, the parts of cars, locomotives and of other appliances are not thrown away, so to speak, but they are there and require your attention as a user of material, as an employe, and, foremost, because you are just as much responsible for this material as any other man on the railroad. If you are in need of this material and don't make an effort to get it; if you are in the habit of depending upon some one else in the matter you are doing yourself and your fellow employe an injustice. It is humanly impossible for your storekeeper to keep all of this material at his hand's end all the time, no one man or a hundred men could do it, but you, as one man, can do your part in seeing that materials are not left lying around. You pass by them, the other fellow may not. Your eyes have caught sight of a coupler, a knuckle, or some other piece of material lying down a dump or in some other obscure place where it has accidentally rolled. Don't take the attitude that some one else is supposed to come along and find it. Let your foreman know the details and he can take proper action in seeing that it does not remain there.

Another thing, and one which we have been constantly striving to keep in the minds of everyone having anything to do with the picking up of this material, is that of properly separating the materials at the storing point, that is—keeping the known scrap away from the material that is either usable in its present form or that which can be made so when taken in to shop points. A Philadelphia lawyer couldn't judge the usable qualities of lots of this material but we will trust to the judgment of the railroad workmen in general in passing upon nine-tenths of the material which, from time to time, find their way to these many collecting points. At repair yards, switch yards, along storage tracks, at section tool houses or any other place where storing is done while awaiting the facilities for picking up this material make it a point to keep every good part, or that which is damaged, but which, in your judgment can be made serviceable, in a separate place. Material which is connected in part of whole units,

some parts of which may be damaged beyond repair should not be thrown in with the scrap until the good part has been removed.

Don't allow a piece of material which you know to be good to get into the scrap bin under the supposition that when the loading is done it will be picked out and saved. That is a useless waste of your time as well as the other fellows. It simply adds cost to what has already been paid for that particular article and it means, also, that the material, instead of being expedited back into stock is actually being kept out of the store house and out of the hands of the man who is in need of it.

The time to know what is and what is not scrap is at the time of first handling. Place it where it belongs when you bring it in. When the car comes along and the loading is done treat this material just as you expect to have the material treated which has just come to you fresh from the storeroom. The storekeeper is desirous of getting the material you are to use in your hands in perfect condition. That is a vital part of the service he is there to render. Is it asking too much to expect of you as the user of the material or the collector of it the same due consideration? This material belongs to the railroad and you are a part of it. Therefore, in justice to yourself and to your fellow workman don't jump at the easiest way unless you are satisfied that you are doing the thing to your interest. You, as an employe, have money invested in the material you use every day. No? Think it over and then sit down and make out that requisition you and I were talking about.

The money spent for materials on this or any other railroad is a huge sum. Every penny saved in the cost of materials reflects itself in decreased requisitions and these decreased requisitions mean that you and I are not forgetting ourselves to the extent that we expect others to come over and pick up the dollars that we throw away when we allow perfectly good material to find its way to the scrap pile.

Keep all these things in mind. Let's co-operate in every way to bring about one hundred per cent efficiency in the handling and disposition of these materials. We are desirous of serving you. Let us know what you are doing and we'll let the other fellow know. Suggestions? Certainly.

The Reclamation Committee.

Reclaiming Old Material by Tacoma Car Department

T. R. Morris, Special Inspector

I recently spent a week in and about Tacoma and looked very carefully into the material question. There seems to be a fair supply of car department supplies at Tacoma and a great deal of work in the way of re-building cars is going on.

I was very much impressed by the practice followed by the car department in reclaiming old material and using it again on the cars they are overhauling. There is no doubt but that these shops stand at the head so far as far-reaching savings are concerned. At no other points on the line, east or west, have I seen so little scrapping of parts removed from cars, and all of the other shops could follow the practices in vogue at Tacoma, with great financial profit to the company.

Broken channels are straightened and welded and cut to make reinforcements, brates, etc.; truck spring planks are welded and straightened; tie rods, brake rods and truss rods by the hundreds are col-

lected, straightened or repaired and used again for the original purpose intended or for other purposes as substitute for new material; air pipe of different sizes removed from cars is saved, tested and if in good condition used again.

In addition to the above the reclamation of bolts, nuts, lumber, forgings, old metal, roof plates, etc., is carried on as at other points, except that it is more extensively done. At the car department tin shop there was very little new galvanized sheet iron on hand, nearly all the parts being made out of the old sheets. An inspection trip among the cars being rebuilt developed the extent to which the reclaimed material is being used, which was certainly very considerable.

I think that Mr. Campbell and those associated with him should be commended for their activities along reclamation lines.

R. & S. W. Division

Lillian L.

Well, they have started—our vacationists.

Clara Furman, full of guile, did take a trip to Coney Isle. It's funny how those fish did bite, she seemed to land them all, all right. Reta Westrick went out to the farm because the weather was so warm. She returned all *a-glimmer* and aglow, of course, with *radiant health*, you know.

Now for the Lord's sake do not tattle, but Heine Funk took a trip to Seattle. He said he took his mother along—would you believe that old bird's song? We know that he did take some lady, perhaps it was his mother—maybe, but none of us were there to see, who this fair lady she might be. I suppose we'll have to take the word of this foxy wise old bird, and pass it along without a doubt, for, at that, he's a good old scout.

Mrs. Chas. Burkett, wife of Engineer Burkett, passed away at her home in South Beloit after a lingering illness. Interment was at Savanna. Our sympathy is extended to the bereaved family.

The Milwaukee baseball team took the Northwestern team down a peg, Sunday, July 1, to the tune of 16 to 15—a fast game (?). The super-heated second baseman, Freddy Miller, played air-tight ball, and if Flip Hannaford had not run away from a hot one, the Northwestern score would have been considerably lower.

C. M. & St. P. batteries—Tom Crago, pitcher, Verne Allen, catcher. Lane on first gets all comers. He covers a lot of territory and does it well. Captain Felix Rowinski also plays a good game, when he takes off his hat and displays his curly locks. He fielded 500% in said game.

The weed burner, with Conductor Roth at pilot, went over the west end the fore part of July.

A storm which amounted to almost a cloudburst, flooded Freeport and vicinity July 6, about 3:00 a. m., washing out over 200 feet of track just west of the Great Western viaduct, four miles west of Freeport, and causing a small washout at Shawnee St., Freeport. Roadmaster Zimmerman was on the spot, as usual, with a gang of men, who had the road open to passenger traffic at 11:00 a. m. and to freights at 5:00 p. m.

Business on the Southwestern between Kittredge and Bardwell was considerably increased on July 5, when three Illinois Division stock trains were diverted, due to a derailment on the main line. They were piloted by Desmond, Keefe and Heiderick, respectively.



President Harding Rides Motor

The Milwaukee was honored recently by having as its guest the President of the United States.

Mr. Harding, on a vacation trip, en route to Alaska, used our line from Sappington, Montana, to Spokane, Washington, and on that trip on the morning of July 2 rode in the cab of the electric locomotive from Falcon to Avery. The nation's chief executive expressed his enjoyment over this experience and, as all newspaper readers know, paid tribute in his Spokane speech to the accomplishment of the Milwaukee's electrification. The sixty press representatives, accompanying the party, saw the news value of this unique trip and broadcast bulletins and pictures, incidentally, but effectively, exploiting the "premier electrically operated railroad".

Double Tracking the Southeastern

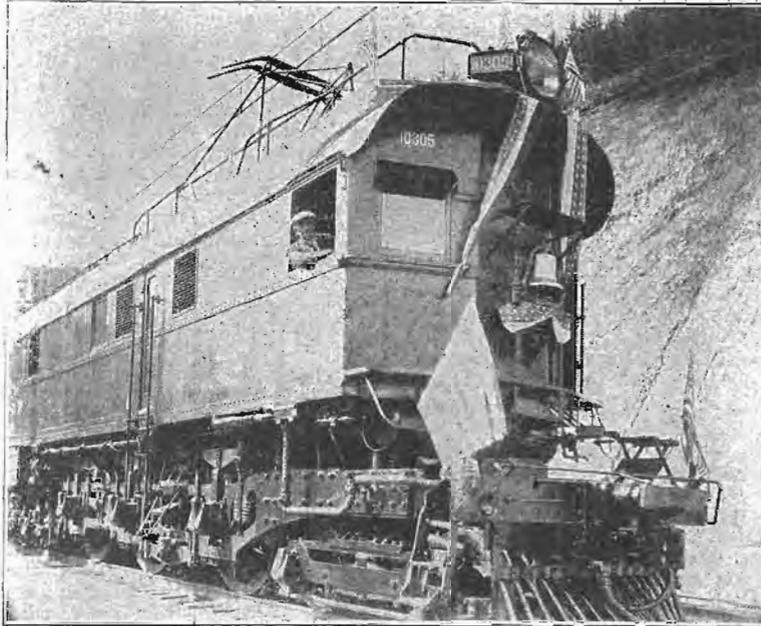
To decrease the expensive freight train delays on the C. T. H. & S. E., unavoidable under the present conditions, the Company is double tracking the 23 mile stretch from Tallmadge to Webster, Illinois, and the 13½ miles between West Dana and Bradshaw, Indiana. The railway will do its own ballasting, track laying and surfacing, but the grading has been contracted to the Peterson, Shirley & Gunther Company of Omaha and Roberts Brothers of Chicago. The new double track will be ready for operation about the middle of October.

The Chicago Union Station

The long talked of new \$60,000,000 Chicago Union Station has finally reached the stage where work on the superstructure of the Head House has commenced. So much had to be accomplished in connection with land purchases, condemnations, and preliminary construction, that the Head House itself seems a minor matter in comparison. The earliest scheme contemplating the rebuilding of the Union Station dates back to 1901 and the plan eventually adopted was laid out in 1906. The plan had to be coordinated with and worked into a scheme of the "City Beautiful" and there necessarily followed a long period of negotiation among the roads interested as to facility adjustments and with the municipal authorities as to approval of ordinance, which was finally concluded and agreed by all parties in the fall of 1914. These delays threw the beginning of actual work into war times and resulting high-

construction costs and labor difficulties.

The terminal layout includes something over thirty-five acres and extends from Carroll Avenue, on the north, to Roosevelt Road, on the south, about two miles, all lying east of Canal Street



President Harding Driving the Electric Motor

with the exception of the block west of Canal Street between Adams Street and Jackson Boulevard, upon which the Head House will stand.

This main building is to be 320 feet east and west and 372 feet north and south, covering an area of 119,000 square feet, the main waiting room to have an area of 26,500 square feet. Above the station there will be an eight-story building to be used by the Milwaukee and the Pennsylvania Railroads, which, however, will eventually rise to a height of twenty-two stories. The station will be served by ten tracks at the north end and fourteen tracks at the south end. South of the station on the river has been constructed and placed in operation a mail building, approximately 800 feet long and 75 feet wide, capable of handling approximately 3,000 tons of mail per day. This building was constructed by the Station Company and leased to the Federal government. It now seems possible to complete the entire project by the end of 1924, presuming that the labor situation does not interfere.

Railroad Valuation

When the Valuation Act was passed its sponsors anticipated a total expenditure of \$2,500,000. With the work still incomplete the roads have expended \$23,000,000, the Government, \$63,

000,000, a total of \$86,000,000, thirty-four times the original estimate.

Now that the tentative figures indicate the roads to be worth what the carriers' accounts show, disproving original radical assertions, the railroad baiters, whose name is legion, stand ready to throw the entire ten years' accumulation of data overboard and direct another personally-picked method of valuation to discredit the securities purchased with the funds of individual investors; savings banks, and insurance companies.

Let it be remembered that the Interstate Commerce Commission is compiling its valuation statistics on a basis of "pre war" prices (1913-1914), not present inflated costs; this in spite of the recent ruling by the Supreme Court of the United States in the Southwestern Bell Telephone case, that reproduction cost at prevailing prices must be taken into consideration in ascertaining the value of a public utility.

Insurance companies permit insurance to 100 per cent of reproduction value irrespective of how high such costs may be inflated in comparison with so-called normal values.

What farmer, for example, would today sell his land for the purchase prices of 40, 50 or 60 years ago and yet the increment has accrued principally through the agency of transportation. Without the railroads his farm would today be worth hardly more than when he first broke land. This "original cost" or original investment figure is what the advocates of the Plumb Plan propose on which to allow a return to the railway companies.

A teacher was trying to illustrate the outcome of laziness and idleness. She drew a terrible picture of the habitual loafer, the man who hates work, and his ultimate fate.

"Now, Jimmie," she said to a little boy who had been looking out the window and whose mind was far from the lesson of the hour, "tell me who is the wretched, miserable individual who gets clothes, food and lodging and gives nothing in return?"

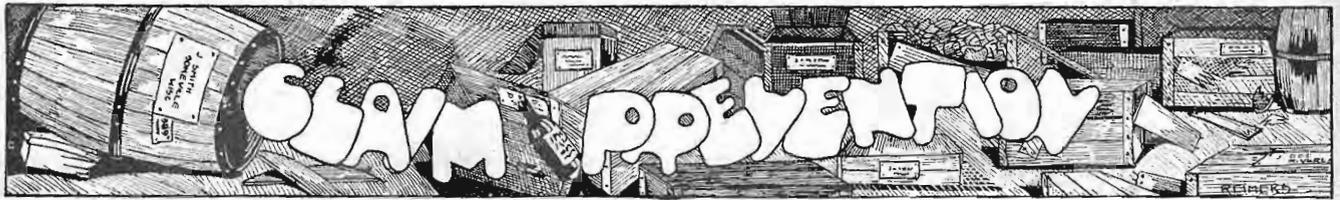
Jimmie's face glowed. "Please, Miss," he replied, "the baby."

Judge—Guilty or not guilty?

Rastus—Not guilty, suh.

Judge—Have you ever been in jail?

Rastus—No, suh; I never stole nuthin' before.—*Royal Gaboon.*



Rough Handling Prevention Program

Rough handling of cars, particularly in yards, is deserving of special attention not only by reason of the excessive claim expenditures from that cause but also by reason of damage to the equipment and resulting expense for repairs.

Pounding of cars together is a primary cause of serious damage to the lading as well as to the equipment. The impact of cars AT A SPEED IN EXCESS OF 3 MILES PER HOUR, whether the cars are loaded or empty, may so weaken their structure that while resulting defects in equipment may not be in evidence at the time, these defects will subsequently develop at which time the car may contain a commodity readily susceptible to loss and damage through defective equipment.

DEFECTS IN EQUIPMENT RESULTING FROM ROUGH HANDLING, WHICH MAY FOR A TIME REMAIN LATENT, ARE LIKELY ANY MOMENT TO BECOME THE PRIMARY CAUSE OF A DANGEROUS ACCIDENT.

The following suggestions will be found of benefit in the prevention of rough handling damage to freight and equipment:

1. All air hose on trains should be separated between cars that are to be uncoupled.
2. Careful testing of hand brakes before cars are humped.
3. The speed at impact between cars should not exceed 2 miles per hour and cars should be ridden home when necessary to obtain this result.
4. Rear knuckle of cuts in classification yard should always be open after cars are stopped.
5. Cars should never be bumped or cornered in the clear.
6. Record should be kept of all cars damaged in switching and report of such damage with car numbers should be made daily to yardmaster in charge.
7. Car inspectors and repair men should give most careful attention to light repairs to air brakes, brake and draft rigging and to the replacing and tightening of nuts, particularly column bolt and box bolt nuts on arch bar trucks.
8. At each yard the men in charge of the various departments concerned must arrive at some joint agreement to govern the use of blue flags and lights by inspectors and repair men **WHICH MUST BE DISPLAYED IN ACCORDANCE WITH THE BOOK OF RULES.**

The following is a suggested program that each division superintendent might adopt with advantage in our three months' campaign against rough handling:

"Whereas rough handling results from both equipment failure and man failure it can only be controlled by the best of team work.

"Whereas the mechanical, operating and transportation departments help produce both classes of failures, team work cannot prove successful unless the men from these departments can get together occasionally for a discussion of their common and joint failures and how to overcome them.

"Granting the above to be true the best method for working out the plan IS THROUGH A PREVENTION COMMITTEE ACTIVITY in every yard and terminal and on every division backed by the authority of the superintendent.

"Whereas damage represents 34% of the entire loss and damage bill divided 14% unlocated damage, 17% rough handling and 3% improper loading and stowing.

"Whereas damage is the result of excess handling, plus failure to pack and unload to withstand the ordinary hazards of transportation."

Now be it resolved:

1. That employees be educated to determine from the nature of the damage and position of packages and condition of load whether or not the damage resulted from improper container, improper stowing, improper or rough handling. This information to be shown in every case on the O. S. & D. Reports.
2. That a special study be made of each class of O. S. & D. to determine the particular commodity and style of container predominating in each class.
3. That cause of damage as appearing on the O. S. & D. be used in preparing our cause and commodity statistics unless investigation indicates a different cause.
4. That a loading, stowing and bracing committee of em-

ployes be formed on each division for the purpose of aiding in this work and for the purpose of maintaining the interests of all employes.

5. That wherever possible tests be made to determine the best methods of bracing the various classes of carload freight forwarding to the General Prevention Committee detailed outline of plan of loading methods found to be effective in preventing damage with names of shippers using same.

6. That an Employees Committee on rough handling be formed in each yard and terminal.

7. That the interests of the mechanical and car department be maintained in this work on each division by supplying a statement each month of the freight and equipment damage caused by rough handling.

8. That these committees encourage the study of signaling methods in yards.

9. That all interesting conclusions reached by these committees be transmitted promptly to the General Prevention Committee, Chicago.

10. That members foster the practice of having employes in each class of service write papers on the subject of rough handling from the standpoint of their work and how it may be controlled, such writings to be distributed and discussed at all freight claim prevention meetings.

11. That every possible means be adopted to gain and maintain the interest of all employes in the prevention of rough handling and damage.

Other Causes of Damage to Cars in Yards

- A. Cars not being ridden.
- B. Cars not ridden proper distance.
- C. Careless signaling.
- D. Yard enginemen unable to see signal account steam leaks.
- E. Poor yard lighting facilities.

Some remedies for yard damages are as follows:

F. Immediate investigation of all cases of cars of freight, however slight, and such proper immediate action as is warranted.

G. Close supervision by yardmaster and the interest of yard clerks and other employes working in yards.

H. Keeping of statistics as to cars damaged in yard handling and their use as a comparison from time to time of the existing ratio of cars damaged to cars handled with similar figures for previous periods.

I. Education of new, inexperienced men.

Each division on the railroad is now engaged in a special campaign during the months of July, August and September for the prevention of freight and equipment damage by rough handling and by the 10th or 15th of each of the next three months it should be possible for each yard to make a report of progress and of practices set up or arrangements made that are producing results.

After you read the figures below, which show our actual claim payments in the year of 1922 to cover damage caused by ROUGH HANDLING and DEFECTIVE EQUIPMENT, you will understand how important it is that everyone do their utmost to prevent loss and damage of this kind.

Rough Handling and Defective Equipment Claim Payments in 1922

	Defective or Unfit Equipment Rough Handling	
	C.L.	C.L.
1. Clothing, dry goods, notions...	\$ 3,686.09	\$ 35.49
2. Butter, cheese and dairy products	C.L. 1,324.89	C.L. 370.68
3. Eggs	C.L. 15,667.77	C.L. 909.57
4. Fresh fruits and vegetables...	C.L. 50,713.78	C.L. 1,989.05
5. Live stock	C.L. 59,394.36	C.L. 1,559.41
6. Meats, packing house products, poul., game, fish...	C.L. 1,674.80	C.L. 281.52
7. Grain	C.L. 1,430.63	C.L. 115,429.43
8. Flour and other mill products	C.L. 3,258.95	C.L. 34,593.10
9. Sugar	C.L. 649.96	C.L. 21,036.93
10. Groceries	C.L. 4,342.43	C.L. 3,274.45
11. Liquors and other beverages	C.L. 2,227.66	C.L. 79.77
12. Furniture (new)	C.L. 11,138.75	C.L. 742.86

13. Household goods	C.L.	4,303.08	C.L.	258.94
14. Glass, glassware and crockery	C.L.	2,955.95	C.L.	2,169.49
15. Stoves, furnaces, radi- ators and parts	C.L.	6,136.94	C.L.	674.46
16. All other iron and steel articles	C.L.	2,568.02	C.L.	738.48
17. Automobiles, trucks and accessories	C.L.	5,968.50	C.L.	480.89
18. Plaster, clay and their prod- ucts, cement and lime.....	C.L.	29,964.10	C.L.	3,505.19
19. Coal and coke	C.L.	192.64	C.L.	24,409.90
20. Lumber and forest prod., sash, door and mill work..	C.L.	5,873.69	C.L.	3,531.36
21. Petroleum and its products..	C.L.	9,542.38	C.L.	5,143.15
22. Vegetable oils	C.L.	6,007.79	C.L.	237.57
23. Machinery and hardware....	C.L.	7,988.05	C.L.	78.64
24. Canned goods	C.L.	5,639.33	C.L.	844.11
25. News print paper	C.L.	1,095.45	C.L.	191.23
26. All other commodities.....	C.L.	22,347.62	C.L.	14,544.68
Total carload	C.L.	\$266,643.61	C.L.	\$237,112.75
Total, rough handling	C.L.	22,645.21	C.L.	10,323.71
and defective equipment..	C.L.	\$289,288.82	C.L.	\$247,436.46
				\$536,725.00

For Stowers

Help truckers in letting down barrels of molasses or other heavy freight.

Call attention to slight car defects that may be corrected at house.

Keep sacked goods away from door when possible.

Start with a clean floor—it is good claim prevention.

A small block of some kind under heavy freight gives the unloading gang a chance to get under it.

Try to pull exposed nails—don't drive them in.

Keep your eye open for good claim prevention suggestions.

You have the best idea of what will or will not ride safely.

Some freight is damaged by shifting against protruding bolt ends. Watch this on old cars.

Sacked goods and rugs are torn by shifting in contact with rough sides of car good thing to take into account.

Early Day Master Mechanics,
Northern District
Joseph Ormund Pattee
James Nellins

Joseph Ormund Pattee was the first master mechanic of the Northern District when the locomotive and car department headquarters were established in their present quarters in South Minneapolis, Minnesota. He was the second official to fill this position on the lines then known as "west of the river" as his territory then included the Sioux City Division, and he succeeded the late James Watters in the early seventies. He was both an experienced machinist and locomotive engineer, working as a machinist under Master Mechanics, Dwight Goodrich, Edward M. Hall and James M. Lowry. He was promoted from fireman to engineer in the fall of the year 1858 and was associated with such pioneers as James Tremaine, Patrick Lyons, George Buck, Charles Sanborn, Luther Sanborn, Hall Brothers, John C. Fox, David Burke, Calvin Brickall, and others of that time.

The old shops located at sixth avenue south and second street outlived their usefulness and the present shops were erected in the years 1881 and 1882, Mr. Pattee taking personal charge and with a fellow worker, Jack Chalmers, located the machines, erected the line and countershafting and in the summer of 1882 had the place in operation and the old shops abandoned.

It was on the third day of October, 1882, that the writer came to the shops to act as

clerk and telegraph operator. At that time Earl A. Wescott was master car builder, Frank E. Pattee was storekeeper and the train dispatchers were John R. Ryan, Iowa and Minnesota Division, Edson H. Graves, Hastings and Dakota Division, and Edward W. Batchelder, River Division. I handed my letter of introduction from Mr. Batchelder to Mr. Pattee who opened it and read aloud that portion saying, "I trust Mr. Nellins will give satisfactory service to you, to Mr. Wescott, Mr. F. E. Pattee as well as to Mr. Ryan, Graves and myself."

Mr. Pattee laughingly said, "My lad you see that you have six masters; do you think you can learn to love them all?"

The subject of this article was a close student of his duties and a very conscientious and painstaking official and was considered as such by his many friends. He preached and practiced the closest economy and watchfulness, giving particular attention to the conservation of both new and old material and at the same time not carrying economy to extravagance. He was also a close observer of the performances made by engines and enginemen on coal, oil and engine expense and in all his work he had and enjoyed the support and cooperation of the General Superintendents C. H. Prior and C. W. Case as well as that of General Master Mechanic J. M. Lowry.

He insisted that all engines in his territory should present a tidy and trim appear-

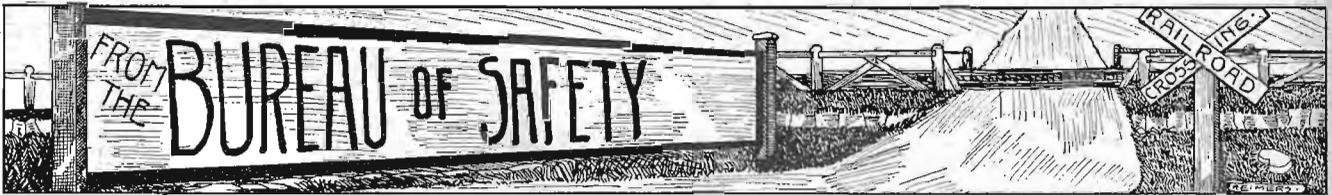
ance and in addition to the necessary mechanical work on them, he looked to their paint work and demanded that this be done neatly and with just enough brass work about them to give them a "lively" appearance and thought it a step backward when orders came to give them a plain black coat of paint without gold leaf or other trimmings—nothing but mourning black.

During the early days here, there was a conglomerated and motly lot of engines of different builds so there could be no exchange of different parts, hence no robbing of one engine to pay another. There were such makes as Roger, Fairbanks, Mason, Lawrence, Niles, Menomonee, Tweeds, Hinkley's, Breese & Kneeland, Norris, McKay and Aldus, Rhode Islands, Amoskeag and Schenectadys and when any part of an engine was wanted it was necessary to state the make of the engine wanted for. They were a cute lot of little fellows with cylinders 14x20 inches up, the engine was measured by the size of her cylinders.

Mr. Pattee was what might be termed a very "high minded" man. He had a splendid physique, tall and erect with a well poised head, broad shouldered and with a pleasing personality, giving him a commanding appearance, but withal he was a regular chum with his associates and subordinates and he enjoyed a chat with his old fellow workers, recalling pleasant days with such men as Andy MacElroy, E. Fairbairn, Sid. Alcott, Mr. MacDonald, the old pattern maker, and such engineers as the Little Brothers, John, Thomas and James, Benjamin Eels, Walter Crosby, Smoky Wilson, Cyrus Washburn and Seth Pollard. He always had a laugh over the caper he played on Andy MacElroy when engine No. 39 (E. M. Hall) was built at Watertown, Wisconsin. A celebration was held in honor of this event and the engine hauled an excursion of old employes from Watertown to Waterloo, Wis. Messrs. Pattee and MacElroy were at the head of the procession marching through the town of Waterloo when Pattee espied a pumpkin that had formed just outside a garden fence and he made the remark to MacElroy what a joke it would be to toss the pumpkin into the big bass horn of the band and MacElroy thought so too, for he picked it up and dropped it in the big end of the horn and Mr. Pattee ducked and run leaving MacElroy to take the scolding from the man blowing the horn.

He remained in that position for a term of eleven years and on December 31, 1899, resigned intending to retire from all work and live a retired life, but Russell Harding, of the Missouri Pacific Railway induced him to come to St. Louis as general superintendent of motive power of that road. Mr. Pattee soon tired of the south and returned to St. Paul determined this time to remain out of all business and work, and enjoy himself. He built a new home in St. Paul and lived there up to the time of his death.

Mr. Pattee saw with great sorrow the passing of so many of his former associates such as S. S. Merrill, H. C. Atkins, Geo. W. Sanborn, Daniel A. Olin, L. B. Rock and the withdrawal from active duty of C. H. Prior, J. M. Lowry and John Baillee that he felt himself among strangers and was lonesome. In the spring of the year 1888 he negotiated with the Great Northern Ry. to become their superintendent of motive power and on April 1, 1888, bid us all adieu as our superior officer and went to the Great Northern with headquarters at St. Paul, Minn.



Judging from the way accidents have decreased, with the increased volume of business on our railroad since the time that I first started railroading, I must say that the Safety First movement has wrought great benefit, not only for employers, but also for ourselves, and I would dare to say that through its lessons of safety preached by the men, it has been the means of saving hundreds of lives, and millions of dollars.

I remember a time when the trainman who could get on, or off the fastest moving train, was a peer among his craftsmen; also the engineer who could run his locomotive, at the fastest speed under any conditions, was considered a star, but now thanks to the educational influence of the Safety First lessons, things have changed. The trainman who is now looked up to, is he who is commended for his carefulness, who uses his brains, and takes time to consider what risk he is taking in all of his movements around a train, not necessarily slow, but should cultivate a keen conception of where danger lies.

Also today the engineer is considered above the average who can use good judgment at all times in controlling the speed of his train, even though the rules do not specify a certain speed over some portion of the road which necessitates his good, and careful reasoning to keep the train on the track. No matter what orders or instructions are issued by our operating officials, good judgment must be paramount to the conditions which he knows to be so, from daily contact with the same, and I feel sure that none of our officials will unjustly criticize an employe, even though some time be lost, when employe deems it necessary to be a little more careful than the rules call for, when track or weather conditions will not permit the usual speed. If safety means anything for the individual, it certainly means much more to those who are responsible for the division as a whole.

Nevertheless we must not allow the Safety First movement to get us in the habit of "Dragging our feet". We can practice safety by using our brains more, and our feet less. Let's actuate the faculties we possess above the neck, and thereby save the powers we have below it, for we must not forget that we live in a competitive world, and if we don't

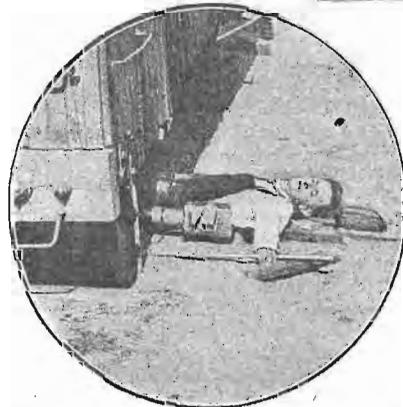
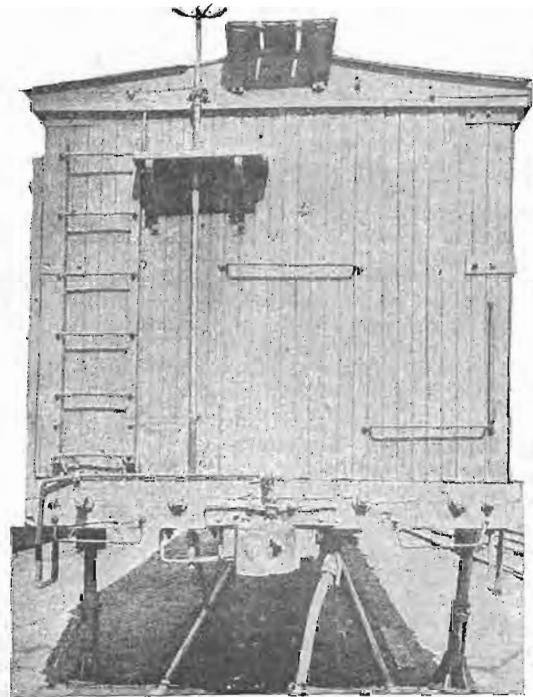
make good with the movement of our trains, the other fellow will get our business, which we can't afford to lose. Therefore the Safety First movement, if properly applied, devolves into the fact that we must take time to think what we are going to do before we do it; and not blunder into it unthinkingly.

Some of the foremost railroads of this country, who maintain the best schedules with their trains, are very insistent that their employes practice Safety First at all times, and are making a success of it, which goes to prove that railroads can be run both safely and efficiently.

No. R. 174

A MAN TRAP

Trucks
removed
and car
left
supported
by jacks
only



Wooden horses
or tripods prop-
erly placed
would have saved
a car man's life

I understand that Henry Ford has adopted the slogan "Safety Pays", and I firmly believe it does. If it pays in Mr. Ford's factory it surely will pay on the railroad, not only for our employers, but also for ourselves, and those dear ones dependent upon us. Those little feet that patter to the door and look for Daddy when they hear his train whistle into his home town. Will Daddy come, or will he not? Yes, Safety pays in more ways than one. No matter how generous our company may be in the adjustment of our disability or death claim, we are bound to be a big loser, and there can be no doubt that safety pays, and a second's forethought will often pay much larger dividends, than a life's afterthought. With best wishes for the continued success of the Safety First movement, I am

Yours truly,
Geo. W. Blackford
Engineer R. & S. W. Division
Beloit, Wisconsin.

Wisconsin Valley Division Notes *Lillian*

Mrs. Joseph Clark wishes to take this means of extending her appreciations to all those who assisted her during the death of her husband. She is particularly grateful to the employes for the courtesy shown her while enroute to Wausau, at which place the body of Joseph Clark was laid to rest.

The wedding of Miss Meda Jean Munger, daughter of Mrs. A. H. Munger, to Arnold J. Heise, took place on June 23. The affair was rather unique, the ceremony being performed at the fair grounds, before thousands of people. The young couple were chosen by the local delegation of Eagles as the convention bride and groom during the Eagles State Convention which was held here June 20 to 24. The happy couple received many beautiful gifts besides hearty congratulations for a long and happy wedded life.

Several of the roundhouse employes who recently moved down to Wausau from Tomahawk, have purchased homes and expect to make Wausau their permanent home. Pat Danberg and Paul Stoff are among those who have closed contracts along that line.

Thos. Burek was called home from New Lisbon on July 4 on account of injury received by Mrs. Burek. It was fortunate that the injury proved to be less serious than at first expected.

We may seem to be a trifle late in mentioning the news of the marriage of Roul Bertrand to Miss Edna Manthey, which took place on May 2, but the affair was kept rather quiet by the newlyweds and the news just came to us at this time. All join in wishing the happy couple a long and peaceful married life.

Did you hear anything about the fishing trip. Jay and some of his friends went on in the early part of the season? We heard all about it weeks in advance, but if they were not seen about their daily duties no one would ever even know that they returned. You could say that you ate most of them and gave some to others who were less fortunate than yourselves.

Has anyone an extra bell? It seems that one is needed to keep track of the whereabouts of Karl Kropla—Another case of "My wife's gone to the country, etc." Go to it, Karl, time is nearly up.

The Work of Small Inspection and Repair Points

Being Article No. 5 of a series dealing with work of the Car Department

C. G. Juneau

It was once written of the fighting Scots that they went into action with the enemy in front of them and the bagpipes behind, but chose the enemy every time. It seems a general rule of nature to choose the lesser of two evils, but it is also true that some people are born in trouble, some make trouble, and others have trouble thrust upon them. Those in charge of small inspection and repair points would not, generally speaking, deliberately assume the varied responsibilities associated with their work—they more often have them thrust upon them.

As this gigantic railroad of ours "grow'd up" (for that is exactly what it did) it underwent the natural changes connected with big expansion. Repair points laid down on smaller railroads were, at initiation, well situated, but when these railroads were taken into and became part of the Milwaukee system, their location became altogether wrong. The big variation of density of areas served, changes on account of development of the country and expansion of the railroad are constantly making necessary changes in the disposition of our repair forces, with the result that correction of wrong locations must of necessity be slow, but in the meantime many difficulties are thereby created.

By process of time it is hoped to have fewer but larger repair points, thereby enabling us to obtain better facilities, and to enjoy the advantages associated with substantial runs between inspections. While progressing towards this end we have in the meantime a mixture of equipment consisting of obsolescent cars that are simply being allowed to serve their period of usefulness without undergoing heavy repairs or reconstruction, and of modern steel underframe cars of the latest design and very finest construction commensurate with economy. This in itself would be sufficient reason for the maintenance of some of our small points, whose principal purpose is to keep freight moving. The work usually consists of inspecting freight and passenger trains, and making repairs in accordance with the ability of the point to handle. The inspection is made in accordance with a prepared schedule, some points giving trains a second class inspection and others a third, while in certain instances small points are required to give, say, branch line trains a second-class inspection and main line a third only.

Foremen at small points must be very resourceful, and inspectors and car repairers men of all round ability. Insufficient men, shortage of material or inadequate facilities are no longer accepted as reasons for a point not functioning to standard. The problems of the small point are largely local, necessitating working out on the spot; thus to a large extent it must help itself. With the knowledge that very few men are going to be available to make repairs, facilities should be conveniently placed close to the point at which cars will be spotted. Material racks, rod racks, knuckle racks, etc., should be stencilled with the names and sizes of all articles, so that men can obtain any item required without a moment's delay, and

so that the foreman can tell at a glance if he is getting low on anything and order a further supply. There is quite a field for small scale organization in order to insure a complete supply of the minimum quantity of all the different items used at a small repair point, while guarding against carrying dead stock or running out of anything. Despite all care in this direction, foreign cars will from time to time call for some article not carried in stock, and the ability of the point to handle the car without delay resolves itself largely into the foreman's resourcefulness. The many kinks the handling of this particular difficulty has developed would make an interesting book, and we at all times endeavor to pass this information along, which is done by traveling inspectors, and by district general car foremen and general car foremen as they go around their respective territories.

In the yards the material boxes should be developed to the utmost in accordance with local needs. They represent the inspectors' base for operations, and unless a box is kept properly supplied it fails in the very purpose it is there for. Some points have their boxes numbered, and inspectors are required to mark on a board in their shanty anything a box is getting low on. The ability of inspectors to repair cars in trains as against having them switched to repair tracks has considerable bearing on the prompt movement of freight, and in turn the inspectors are dependent upon the condition of their material boxes. The material box is a comparatively new innovation as our standard, and is still being developed, but we are making good progress in this direction.

The handling of first-class passenger trains at small points occasionally presents the greatest of difficulties. Our passenger equipment is such that day after day the small point looks it over and finds it OK. The train stops for say 5 or 10 minutes, possibly mainly for the purpose of changing the engine or motor. Weeks may go by without the inspector having anything to do beyond look the train over. Then one day the train will come in with a pair of wheels skidded flat, a draw-bar out, brake-rigging down, the pipes burst or train frozen up, or having any one of several serious troubles, and with probably anything up to half a dozen hot boxes thrown in for good measure. It is at times such as these that the small point shows what it is made of, and what its organization for such contingencies consists of. While we have not by any means been able to immediately overcome all these difficulties, we have had some very creditable performances by our small repair points.

The work of the small inspection and repair point is, therefore, paved with difficulties, calling for tremendous resourcefulness, energy and determination, which in turn develops character in men. So much is this in evidence that it is worthy of note that many of our leading officials of today served their "apprenticeship" at the "small inspection and repair point".

AT HOME



HAZEL M. MERRILL, Editor



Wayne Erwin Mitchell, Son of Clarence Mitchell, Chief Clerk to the Division Freight and Passenger Agent, Mason City



Margaret and Martha Thomas, Twin Daughters of Division Storekeeper, Ottumwa



Layton and Brodie Brown, Grandsons of Illinois Division Conductor W. J. Brown

One Hope Chest

The editor of this department has gone on vacation and left me to "understudy" her. I never understudied before, and I am afraid the consequence will be disastrous for your regular At Home lady, for if the big "blue pencil" comes down very hard on me, I am afraid our Chief Editor will blue pencil vacations as well as copy.

Now, I went browsing around shops to see if there might be something new to tell you about fashions, but the middle of July is a poor time to forecast fall wearing apparel, for the shops are busy getting rid of their summer stuffs, and "sales" are the order of the day. And I am no particular good when it comes to "sales," because I abhor a crowd, so I left the shops quite in a disheartened frame of mind, when who should I meet but a nice little girl who will be an October bride, and she asked me to go home with her and see her "hope chest." Well I went, despite the heat, and because Miss Merrill is off in Yellowstone Park or up on Mount Ranier or somewhere out there, where she can't say a word that I can hear anyway, I am going to leave fashions out of this page this time, and tell you of some of the pretty things I remember to have seen, that this pretty, little bride has gathered into that wonderful chest of hers.

To begin with, it's a big cedar chest, which makes about as nice a hope box as I know, and that big cedar chest is packed, crammed and jammed with the loveliest bits of embroidery, crocheting, tatting, knitting an' ever'thin'. All of the things have been judiciously selected. Much of it was purchased at "sales" when there was more or less discount in price, so the money would go as far as possible to make it, for this bride-to-be earns her own living, but when she is ready to change her occupation and take a partner, she will have just as nice a setting out as any girl needs, and perhaps nicer than many.

I first looked at six fine, small-sized Turkish towels, with pretty blue and pink and yellow borders, which were to be used for hand-towels in the bath-room. Then there

were four good, substantial, plain white large Turkish towels, large enough and rough enough to delight the soul of a man, who rubs up to reaction with his bath-towel. Then there were seven or eight fancy bath-towels, some in stripes, some with fancy borders and some with tatted trimming—most of these were gifts, and were intended for the guest in the household.

Below this layer of Turkish delight, were the pillow slips and sheets. There were three pairs of every day sheets, three with plain hems and three hem-stitched, and eight hem-stitched slips to match; two scalloped sheets with crocheted edge—lovely things they were and these had slips to match. There was one sheet and pair of slips which had an insertion above the hem that was quite the prettiest idea I have seen. The insertion was a dainty pattern crocheted of fine thread to both sides of a flat serpentine braid. It represented an infinite amount of work, and had been made by my little girl friend's mother to add to her daughter's wedding things; and then the mother laid her needle down and passed on to the sunny pathways; and so this set is priceless, and when it was laid out for me to admire, I touched it reverently and loved it for something apart from its beauty—beautiful as it was. There was a sheet and lovely pair of slips embroidered with an elaborate pattern, full of eyelets and dainty stitches; and one pair of beautifully embroidered day slips, made envelope shape, with the flap covered with fine hand-work.

The towels were the next layer. There were one dozen fine hand embroidered huck towels with embroidered initial; six good, heavy half linen and half cotton kitchen hand towels; and nineteen dainty towels of varying sizes, from the smallest guest towel to the regular hand-towel size, all of finest fancy huck of different patterns, and embroidered and bordered with crocheting, tatting, etc. Two or three were entrancing with eyelet embroidery and filet brodet; three had colored linen hems hem-stitched on, pink, blue and yellow, respectively; they were most attractive and a bit

of novelty among the array of wonderful embroidery and crochet work. There was also a sprinkling of dainty colored embroidery designs on the towel ends with touches of black knots in with the blue and pink and yellow flower garlands. I thought I should like to be a guest in that new home one day and have some of those dainty towels placed for my use.

The table linen followed next: Among this supply, I noted three table cloths of fine linen damask; one three yard length for the family dinner parties; two shorter ones for the "little dinners," and with these were napkins to match. Two hemstitched linen square cloths for daily use, and one Chinese blue and white cloth with napkins, also far daily use. Then there were luncheon sets galore, and here I found the first expression of the present vogue for unbleached muslin. Several handsome luncheon sets were made of this material and embroidered in colors on the corners while colored rope cotton crisscrossed on the rolled edges. One cloth and four napkins constituted these sets. One was particularly pretty, because of a little teapot and two cups and saucers worked on opposite corners, the body of the teapot and cups being of an appliqued cretonne rose. Another luncheon set was pure white worked in blue dots, which was charming. Another had flower filled baskets on opposite corners of the cloth, with bunches of flowers on the napkin corners. Another had an oblong center piece and doilies large enough to hold plate, cup and saucer, etc.

Next were the tea-towels and never was or will be a bride, I believe, who will go into her new home with a more varied supply of dainty tea-towels. There were a dozen of real linen crash, all hand hemmed; and dozens and dozens, it seemed to me of fancy ones of all kinds. I recall 12 fancy checked and striped linens with etched designs of various kinds on the ends; and an equal number of flour sacking muslin

(Continued on page 20)

THE PATTERNS

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1923 BOOK OF FASHIONS. Address, Miss Hazel C. Merrill, 1241 Railway Exchange, Chicago.

4269. Ladies' Dress.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 2½ yards of 36 inch material for the waist, and 2¾ yards for the skirt. The width at the foot is 2¾ yards. Price 10c.

4452. Misses' Dress.—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 5¾ yards of 40 inch material. The width of the skirt at the foot is 2 yards. Price 10c.

4417. Child's Dress.—Cut in 4 Sizes: 4, 6, 8, and 10 years. An 8 year size requires 2¾ yards of 27 inch material. Price 10c.

4440. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4¾ yards of one material 32 inches wide. Price 10c.

4473. Juniors' Dress.—Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size requires 3¾ yards of 36 inch material. Price 10c.

4454. Ladies' House Frock.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 5 yards of one material 32 inches wide, or, 1¾ yard of plain material for waist portion and belt, and 3¾ yards of figured material. The width at the foot is 2½ yards. Price 10c.

4457. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. To make the dress as illustrated requires 2½ yards of figured and 4¾ yards of plain material. The width of the skirt at the foot is 2 yards. Price 10c.

4447. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2¾ yards of 32 inch material. Price 10c.

4376. Child's Dress.—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 3 yards of 27 inch material. Price 10c.

4429. Ladies' Apron.—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 2¾ yards of 36 inch material. Price 10c.

4403. Ladies' House Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5 yards of 32 inch material. The width at the foot is 2 yards. Price 10c.

4432. Ladies' Blouse.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 2¾ yards of 40 inch material. Price 10c.

Good Things to Eat

Blackberry Shortcake. Make a rich biscuit dough. Roll thin and cut in two rounds. Moisten the bottom layer with melted butter and bake in quick oven. Slightly crush the berries and sweeten to taste. Butter the shortcake plentifully and cover each layer with the crushed berries. May be served with whipped cream. Many people like blackberry shortcake best when the berries after being sweetened are heated sufficiently to draw the juice, but not to boil.

Blackberry Puffs. One cup of sifted flour; one scant teaspoon of baking powder, pinch of salt, and milk enough to make a soft dough. Sweeten blackberries to taste and put a thick layer in the bottom of buttered cups and put a spoonful of the dough on top. Steam half an hour in tightly covered steamer. May be served with cream or a pudding sauce flavored with blackberry juice. This is a quick and easy dessert during berry season, and may be made any time with the canned fruit.

Tomato Bouillon. Break a small soup bone in several pieces; place in soup kettle together with small piece of raw ham bone; one diced carrot; two diced onions; one diced green pepper; one small piece of garlic; and tablespoon of mixed pickling spices. Cover the soup pot and allow the bones and vegetables to braise slowly for twenty minutes, stirring often to prevent burning. When the vegetables have become slightly browned, add two quarts of canned tomatoes, or an equal quantity of fresh tomatoes which have been washed and cut into small pieces, together with two quarts of water or beef broth, and allow to simmer for two hours. When done strain through a sieve and season to taste with red pepper and salt. Serve either hot or cold.—Union Pacific Magazine.

Club Sandwich. Toast three large slices of bread, sliced thin, brown but not crisp. Spread each slice with butter. Cover one slice of the buttered toast with crisp lettuce leaves, on top of the lettuce place a layer of sliced cold boiled chicken breast, then a slice of crisp bacon on top of the chicken, and one-half teaspoonful of mayonnaise dressing. After spreading the mayonnaise slightly, place a second slice of buttered toast on the mayonnaise and proceed as with the first slice. Cover with the third slice. Trim the sandwich carefully and cut crosswise, making two triangular sandwiches of three slices each. Place the sandwich on a bed of lettuce leaves and garnish with quartered tomatoes, sliced dill pickles and olives.—Chief Hilborn in Union Pacific Magazine.

Household Helps

To cut a pie without breaking the meringue top, mark deeply with a silver knife the sections into which it is to be cut just before spreading the meringue and before putting into oven to brown. When served, the pie may be cut without tearing the meringue.

Never wash a waffle iron, if you would keep your waffles from sticking. After through using wipe with piece of tissue paper and place in

large paper sack, tying up tightly. This keeps out the duts and the iron is clean and ready to use.

Mrs. E. D. T. writes that the secret of making confectioner's sugar icing taste like cooked icing is always to add something hot to the sugar, thus taking away the raw taste. If it calls for butter, melt some, or use cream, milk or water, hot.

A delicious nutty flavor may be imparted to cookies by using part peanut butter for short-crusting.

A radiator brush is useful for cleaning a coil bedspring, as it reaches into all the corners and between the wires.

Mrs. M. K. of New York, in Good House-keeping, makes a good "Ironing Board Suggestion," which is: to pad both sides of the ironing board and make a muslin bag to fit it snugly. A few tacks at the wide end of the board hold this cover in place. One side is then used for pressing trousers, serge skirts or anything liable to stain or soil the cover, leaving the other side clean and ready for the regular laundry work.

Make the baby's bread and butter into sandwiches and thus save sticky fingers.



A washing soda solution kept on a handy shelf, is excellent to use in the care of the sink drain. Flush once a week with the solution followed by a generous supply of hot water.

One Hope Chest

(Continued from page 18)

with fancy edges and embroidery and a dozen or more of plain hemmed sacking with just one initial in the corner. This is merely what I recall.

There were dresser scarfs and doilies and centerpieces of every imaginable kind and decoration, some with a world of beautiful embroidery, eyeletted and heavy with fine stitches; and some with exquisite crocheting and tatting to finish the edges.

And aprons. Girls, you'd die of envy if you could see those aprons. All were of good size, some were cover-alls, and with one exception they were made of unbleached muslin decorated in every conceivable manner known to the modern fashion. Some had gingham appliques, most were embroidered in colors and unique designs. They were beautiful and made one wonder how a girl could possibly put such lovely garments away in the bottom of a chest.

At the bottom of the chest lay the masterpiece: It was a wonderful white counterpane of fine white sheeting on which was an elaborate design all done in French knots. It made you breathless to think of the stitches it represented, and all so beautifully done that it looked as if it had been put on by a rule of the most exact science; and it was fringed all the way around. There was a bolster cover to match. Then there were two old-fashioned crocheted bedspreads which were heirlooms in the family; and a bedroom set of blue and white chintz, consisting of bedspread, bolster, valance, curtains and dresser covers.

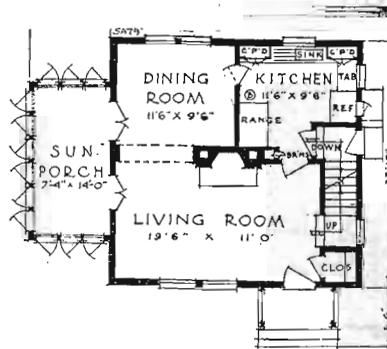
Then came two of the most exquisite quilts that I have ever seen. Both were of white unbleached muslin, both had appliqued designs, one in green and orange and the other in bright yellow sateen that was quite the most beautiful idea I have ever seen for a bedquilt. Both were elaborately quilted, and both were the work of a darling grandmother; and can't you just see her stitching, stitching, stitching her needle through those dainty and tiny pieces and fashioning those fundamentals for the hopechest of blessed granddaughters?

Now all this, and not a "shower" has been given yet.

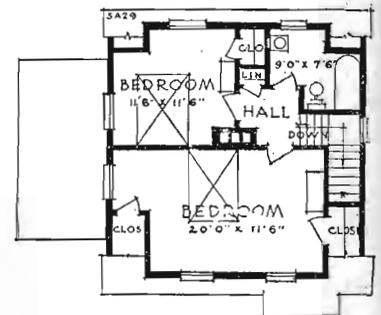
A Convenient Small House

A man who had exhausted a lot of time and patience looking for a house to suit his wife, upon being asked if he had found one, replied, "Not yet. My wife wants a small house with a great many large rooms in it, and I don't seem to be able to find that kind." The house shown here, however, comes near to being "that kind". Note the size of the living room, and the splendid big front bedroom. The glassed in porch at the side is an attractive feature, and one which is very generally taking the place of the one time indispensable big front porch.

This house may easily be placed upon a 50-foot lot, and an even narrower frontage will accommodate it nicely. It is built of wood on masonry foundation, the outside walls being of wide drop-siding; although this special feature is a matter of choice, lap siding being equally effective. To get its best effect, it should be painted white and the shutters green. The living room has a fine fireplace with



FIRST FLOOR
CEILING HEIGHT 8' 6"



SECOND FLOOR
CEILING HEIGHT 8' 0"

wood mantel shelf, and you will note that there is ample wall space to accommodate large pieces of furniture. The sun porch is entered from the living and dining rooms and the dining room is separated from the living room by a cased opening. The kitchen is conveniently arranged with cupboards that take the place of a pantry. The refrigerator has an outside opening for icing.

The stairway ascends from one end of the living room, and no space is wasted by a stair hall and the bedrooms are reached through a square hall. The front bedroom has two closets, the back bedroom, one, and there is a convenient linen closet in the hall.

The basement contains the laundry, heating plant and fuel room. All of the appointments and fixtures for this very attractive little house are of the most modern type; and the plans show among other conveniences, electric outlets available for iron, washing machine, cleaner, toaster, floor and table lamps, heaters, etc.

Full information concerning working plans, probable costs, etc., may be secured upon application to the Editor. Also a book of 69 house plans will be furnished upon application, for one dollar.

The Gallatin Valley Branch
Bozeman, Montana
June 29, 1923

Dear Editor:

A. J. Busch, our superintendent on the G. V. Branch is day by day getting better in many ways. Bruce's lumbago cure is the orange's hind leg, we'll tell the world.

Otto is still comparing Florida with our Valley. Otto is a bloated citrus magnate you know old chap, he owns acres and acres of grape fruit vines or whatever they grow on and orange bushes galore, not counting numerous cucumber trees and asparagus lawns.

I'll bet six bits we have the niftiest station of any town our size on the system. We are also all dressed up with paint and calomine. Some class to our baliwick—come see.

The annual storage of cars is on. Send us a thousand, folks, we'll need them all this fall.

Francis Murphy is acting very suspicious these days. Some say she meets a dark gentleman every day several times and that he has very sinister designs about transferring her duties. I say nothing. He's bigger than I am. Comprenez vous?

Craig took a jaunt to Livingston recently with one Gasoline Gus. The boy hasn't looked the same since. I wonder.

Fitzgerald has stepped out and defied Biggs by buying unto himself a very new Dodge car. Biggs now claims Fitz is a capitalist. Strange.

The Passing Track

Cold Nut

Said a bald headed man to a waitress bold,
"See here, young lady, my cocoa's cold."
She scornfully answered, "I can't help that,
if your cocoa's cold, put on your hat."

An engineer was giving evidence in a case in which a farmer was suing a railway company for damages resulting from the death of a cow which had been run into by a train. The farmer's lawyer was heckling the engineer, and kept reverting to his pet question, which was:

"Now, tell me, was the cow on the track?"

At last the engineer became angry, and answered the question:

"Well, if you want me to tell the real truth, the cow was bathing in the stream on the other side of the track. But the engine saw her, leaped off the rails, dashed over the bank, and, landing right on top of the cow, strangled her to death without a word." (It is strongly suspected that Superior Division Engineer DeGinne was the man who gave this testimony.)

A little chap climbed on his father's knee and said, "Daddy, can you still do tricks?"

Somewhat surprised, the sire asked, "Why, what do you mean, son, 'do tricks'?"

And in all innocence the little lad responded, "Well, mama says that when you were young you used to drink like a fish."

She—"I am very proud of my family tree."

He—"Well, I don't know anything about the tree, but the limbs are worth bragging about."

1st Co-ed—"When I let my hair down it falls to my knees."

2nd Ditto—"Yes, and if you didn't catch it, it would fall to the floor."—*Puppet.*

Thought He Had Escaped

At a certain university one of the lecturers visiting the college was a professor whose name happened to be Walter Raleigh.

A student was deputed to meet the great man at the railway station. The student did not know the professor, by sight, but, walking up to a man he thought

looked like him, he said:

"I beg your pardon, but am I addressing Walter Raleigh?"

The man looked at him a moment, and, thinking he must be mad, replied:

"No, I am Christopher Columbus. Walter Raleigh is in the waiting room with Queen Elizabeth."—*Answers, London.*

A Reliable Mining Business

"I think you said, Rastus, that you had a brother in the mining business in the West?"

"Yas, suh, dat's right."

"What kind of mining—gold mining, silver mining, copper mining?"

"No, sah, none o' dose; kalsomining."—*Everybody's Magazine.*

Another Parlor Drammer

The lights were dim, the curtains down and two on the settee.

He—"Does your mother object to kissing?"

She—"Do you want to ring the whole family in on this party?"—*Puppet.*

Mother—"No, Bobby; for the third time I tell you you can't have another chocolate."

Bobby (in despair)—"I don't see where father gets the idea that you're always changing your mind!"—*London Opinion.*

Sweet young thing driving through suburb—"Would you like to see where I was vaccinated?"

He with enthusiasm—"Sure."

S. Y. T. (pointing toward house which they had just passed)—"Well, right in there."—*Lyre.*

The Formality of Banking

Bank Teller: "This check is all right, but you must be introduced. Can't you bring in your husband?"

Woman: "Who, Jack? Why, if Jack thought you wanted an introduction to me, he'd knock your block off!"—*Union Pacific Magazine.*

Why Preachers Leave Home

This startling advertisement recently appeared in a town newspaper:

—The ladies of the Plum Creek Church have discarded clothes of all kinds.

Call at 44 North Plum Street and inspect them.—*Brown Bull.*

Properly Prepared

Teacher: "What became of the swine that had the evil spirit cast into them?"

R. Rieter: "They made them into deviled ham."—*Steele's Lion (Dayton.)*

How Changed!

The Lodger: "Oh, Mrs. Grabb, you've made a mistake in my washing this week. You've kept my shirt and sent me half-a-dozen very old handkerchiefs instead."

Mrs. Grabb: "Lor' bless yer, sir, them ain't handkerchiefs; that is yer shirt!"—*London Mail.*

Twin City Terminals

"Molly O"

The marriage epidemic is still raging around the district accountant's office. Among the latest are Lawrence Hollstadt whose marriage to Miss Astrid S. Anderson took place in June and Walter Hagen and Miss Ruth Tucker on June 29. A set of silver was presented to the former couple and a French mirror to the latter with the best wishes and congratulations of the office force.

Earl McGuire of the claim department, and Miss Mary Hayes, whose marriage also took place in June, are honeymooning on the Pacific coast taking in Hollywood and San Francisco.

Vacations also seem to be the order of the day. Miss Hilda Krogh has returned from Pittsburgh, Pa., where she visited friends and relatives and Miss Grayce Walsh from Milwaukee, where she and her sister spent a few days accompanied by friends.

Miss Florence McCauley, of local freight, leaves about July 18 for a trip to nature's wonderland, Yellowstone Park.

Clarence Prescott is now making two trips a week to the penitentiary at Stillwater. Oh, no, not a continuous sentence, just an intermittent one which will expire with the completion of the 500 tie plates now being made there and which he is inspecting. Though he says he is cultivating the friendship of the warden just as an insurance against the future.

Joe Kilgriff has returned from another trip to Chicago where he again took part in the presentation of the "Honeymoon Express." They say that every day in every way Joe grows better and better. But we hope the lure of the white lights and chorus girls will not take him too often. From reports that reach us Joe is pretty nearly the whole show in himself when it comes to drawing the crowd.

Why is Ticket Clerk Peot wearing that desolate heartbroken expression. Oh just because school has closed and teacher has gone away for the summer.

The picnic held by the associated lodges of the brotherhood of railway clerks, freight handlers, express and station employes of the city of Minneapolis at Big Lake, Minn., on Sunday, July 15, was one of the big events of the picnic season. Big Lake is located 39 miles northwest of Minneapolis on the famous Jefferson Highway and thousands were in attendance, many driving by auto and others using the magnificent special train service so courteously furnished by the Northern Pacific railroad. Representatives from every lodge in the Twin Cities and surrounding points were present and the list of prizes and events is too long to attempt to mention here.



Office Forces of D. M. M. District General Car Foreman, Storekeeper and Chief Carpenter, Terre, Haute, Ind.



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

On the evening of May 25, fire was discovered at bridge AA-178 near Hettinger, N. D., by Raymond Anderson, who immediately got in touch with the operator at Hettinger and informed him of the fire. Engineer Floyd Way and Fireman Leslie Croy, on an east bound freight, were ordered to cut their engine off and go to the fire. Engineer Way had the presence of mind to take a water hose from the coal dock at Hettinger, and this aided materially in saving the structure. Both Engineer Way and Fireman Croy assisted in removing the tin decking from the bridge so that the fire could be reached. Section crews in charge of Foremen Goplen and Mullens did good work in putting the fire out, as did also Conductor Middleton and Brakeman Lowry.

Illinois Division Brakemen A. Gradt and F. Schenck assisted the ice house force in icing train No. 70 which was delayed at the ice house on June 25, account power failure; these men worked voluntarily for over three hours to help get the train iced. The spirit manifested was splendid and greatly appreciated.

William Anderson, porter on Pacific Limited, June 7, found a purse containing \$500.00 in cash and \$1800.00 in checks and delivered same promptly to the owner who was on his way to Copenhagen, Denmark.

River Division Conductor Canton gave information to St. Paul City Passenger Agent T. A. Marxen which resulted in securing a party going east for the Pioneer Limited to Chicago. As this party had on previous trips used another railroad, it was good work on the part of Conductor Canton to influence them for this line. This is only one of many instances in which Conductor Canton has successfully solicited passenger business, as he always talks the Milwaukee "strong" to passengers.

A Favor Granted Brought Rich Return

C. M. & G. Conductors V. B. Anderson and James McGlynn, Brakeman Elmer Spoff, Engineer John Leary and Fireman Eugene Nelson, on June 25 were requested by the manager of the Creamery Package Company at DeKalb to push a competing line empty down to their loading platform for loading.

The manager of the packing company said he had asked the switching crew of the competing line to perform this service and they had declined, although the Creamery Package Company as a rule favors said competitor with its business. But notwithstanding, our switching crew willingly performed the service, and the manager of the package company when it had been done, said "Now, to show you that I appreciate a favor of this kind, I am going to give you the routing on two cars now routed via this same competing line. You may set them in at once, and I thank you."

Section Foreman Hugo Schultz, Burlington, Wis., stopped No. 65, June 21, two miles east of Burlington, on account of a broken truss rod dragging on the rail. His watchfulness no doubt prevented a serious derailment.

C. & M. Division Engineer Walter Edwards secured two California passengers for the Milwaukee, who had practically decided to use another line. Also gave information on a church picnic party going to one of the lake resorts.

Section Timekeeper Peter Cavallo, Western Avenue, Chicago, discovered two cross ties burning on No. 3 main at Sacramento Blvd., June 26, at 2:30 p. m. He procured three pails of water and extinguished the fire.

Roy Johnson, clerk, Fairmont, Minn., noticing something wrong on Extra 4207, east, freight, June 18, called the attention of Conductor Ferris who stopped the train and found a broken arch bar on a truck of one of the cars in train.

Section Foreman J. Van Schapen of River Junction, Minn., discovered a cracked wheel on St. P. car 59626 in train No. 92, June 18.

R. & S. W. Division Conductor W. H. Smith found two broken rails east of Kilburn Avenue, Rockford, June 16, and promptly notified the following train and section men.

James E. Dame, Freeport, Ill., is commended for watchfulness in detecting broken wheels under Frisco car 74350, pig iron from Mayville, Wis., May 28, from Freeport.

C. & M. Division Conductor H. L. Jewell, while pulling out of Corliss discovered a broken arch bar on C. I. M. car 3674, June 27, and backed into Corliss to set the car out.

Idaho Division Engineer H. H. Haas while deadheading on train No. 18, June 25 and riding in the smoking compartment noticed what he thought either a defect in the equipment or that the train had run over a broken rail. Investigation disclosed that something was wrong with the truck. The train was stopped and a journal was found broken on one of the trucks. This watchfulness and prompt action no doubt prevented a very serious derailment.

Compliments the Agent at Glenview, Illinois

The following letter contains a very nice acknowledgment of the courtesy and good service rendered by Agent Moverly at Glenview, Ill., to a convention party gathered in that village:

June 29th, 1923.

Mr. N. P. Thurber, Supt.,
C. & M. Division, C. M. & St. P. Ry.,
Milwaukee, Wisconsin.
Dear Sir:

During the week of June 16th to 25th, inclusive, the Eleventh General Assembly of the General Church of The New Jerusalem was held at Glenview, Illinois, about four hundred people attending, coming from all parts of the world, and I wish to take this opportunity of expressing my appreciation of the very kind and courteous treatment accorded our guests by your agent at Glenview.

The baggage of our guests, both incoming and outgoing was handled with care and dispatch and every effort was made to relieve us of the little inconveniences which usually attend affairs of this kind. This may not seem like a great undertaking, but for a little village the size of Glenview, the handling of that amount of baggage in one week's time, is a good sized job, and it was most successfully accomplished. I am sure that I express the thanks of everyone who was in attendance.

Very truly yours,

(Signed)

LOUIS S. COLE,
Chairman Assembly Committee.

Dan Healy's Mantle Has Fallen on Worthy Shoulders

The Magazine takes pleasure in printing the following letter complimenting the service and courteous attention of Steward Naething of the Pioneer Limited dining car Dan Healy. Mr. Naething is an apostle of good cheer and good service and the compliment paid him is fully deserved

June 18, 1923.

Mr. H. E. Pierpont,
Traffic Manager
C. M. & St. P. R. R.
Chicago.

Dear Mr. Pierpont:

The writer has just returned from an extended trip to the East, and it is a pleasure to write you that the best service and food served to him on a diner on the many railroads he traveled was on the Pioneer Limited of your road, which he used enroute from Minneapolis to Chicago, and that the best steward he ever saw was the one you had on the diner. His name is A. R. Naething.

I never met any steward who is so interested in seeing to the comforts of the diners.

REE:F

Very truly yours,
RUFUS E. EGGLESTON.

Gallatin Valley News

Come, visit us, you eastern city men and women. Come, play you are children again and wade our cooling streams, come with your cameras, your rods and baskets and I promise you tenfold what I have told you. Here is your playground you have dreamed about, vast enough not to be crowded, beautiful enough to satisfy any craving you have to be away from crowded spaces.

Our genial D. F. & P. A. visited us recently. He also has joined the Rockefeller club—he buys gas from John D., I mean. Some class to your Nash sedan, P. J. Peckens.

Conductors Null, Ferris, Scott and other members of our branch train crews are still arguing who can bump a car the hardest, No. 10 or the hay burner twins. Null says his engine didn't have power enough to break the bottles. I say, old chap, eh what, go on, pop bottles is what we are talking about.

Agent Rector at Three Forks is taking his annual vacation. We understand friend wife is also taking five.

Walter Campbell visited Butte recently. He returned in good condition. Thatta boy, Walter.

We report the advent of a main line guy amongst us, namely Albert Davey, late of Harlowton. He assumes the position of warehouse foreman. We like him and trust he will land his Maxwell safely from the last mentioned city.

FORM C. T. THE STEWARD

ROCK ISLAND LINES

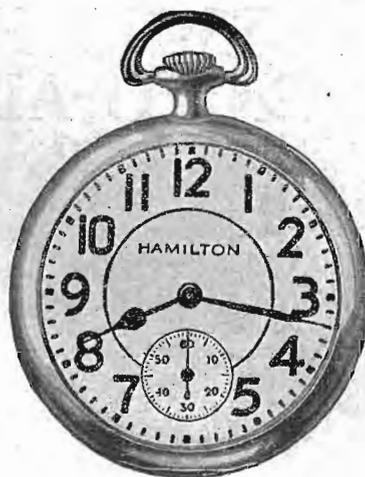
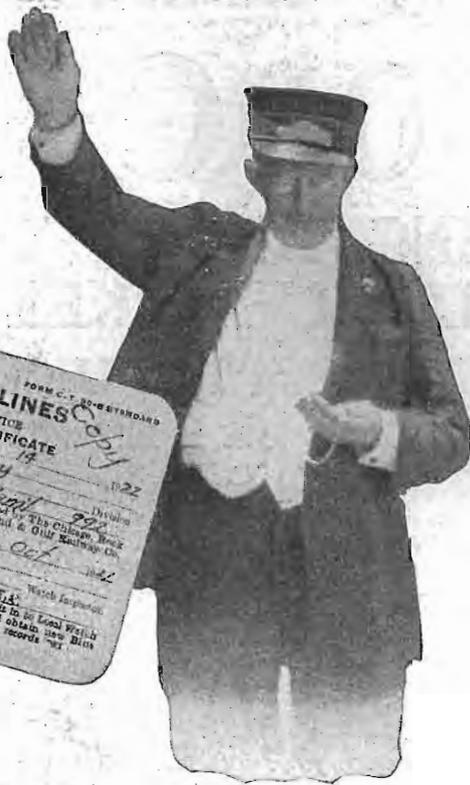
TIME INSPECTION SERVICE
EMPLOYEE'S CARD CERTIFICATE

This certifies the watch of
 employed as Conduct.
 No. 992
 of Rock Island & Pacific Railway Co.
 who is performing his services in the line of this certificate
 Who registered by Bracket
 work-house condition, etc.

Address A. S. WILKINSON
OKLAHOMA CITY, OKLA.

EMPLOYEE MUST PRESENT THIS TO THE INSPECTOR OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. AND OBTAIN THE SIGNATURE OF THE INSPECTOR OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. IN THE SPACE PROVIDED FOR THAT PURPOSE.

Inspector of the Chicago, Rock Island & Pacific Railway Co.
 Date Oct 1914



“A Hamilton 992 has timed my trains since 1910”

WHEN Conductor A. I. Cowdrey, of the Rock Island, purchased his No. 992, the Hamilton was already famous as The Railroad Timekeeper of America. Railroad men everywhere were demanding Hamiltons, for they were accurate watches that could be counted upon to answer the requirements of railroad service.

Accuracy, sturdiness and dependability have always been built into every Hamilton. That is why it has become increasingly popular among railroad men and stands today as the greatest railroad watch.

Ask your jeweler to show you the Hamilton No. 992. It will better than pass time inspection on any railroad, and is the watch that times America's fastest trains.

For other than time inspection service, ask to see the No. 974, a model that gives you Hamilton quality at a lower price.

Send for a copy of the “Timekeeper,” our booklet that pictures and describes all Hamilton models and gives much valuable watch information.

HAMILTON WATCH COMPANY
 LANCASTER, PENNA., U. S. A.

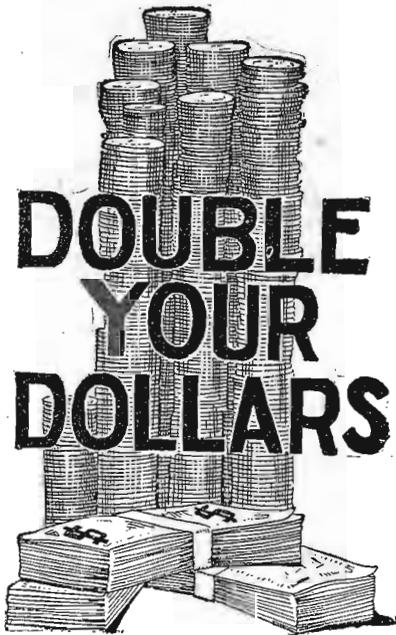
Hamilton Watch

“The Railroad Timekeeper of America”

\$25.00 CASH PRIZE

COSTS NOTHING TO TRY, OR TO WIN THE PRIZE IS

OPEN TO ALL MILWAUKEE EMPLOYEES, BUT



DOUBLE YOUR DOLLARS

You Can Pile Up the Dollars Like This. We Will Help You.

We are inaugurating a campaign among the employes of the Milwaukee Railway System to stimulate the starting of savings accounts. We believe that there is not an employe in our whole system but what could lay aside a little of their earnings each week, or month, to build up a savings account. If you will only try as hard to put a little in a savings account as you do to pay your grocer, you will soon have a nice little "nest-egg" of no mean proportion, and perhaps the foundation of a fortune—because no one will ever get very far in accumulating riches until they have started and learned to save. It is the foundation of success.

If you only make up your mind to start a savings account you will realize probably for the first time in your life the marvelously rapid growth of a dollar when placed on interest—even at a low rate of interest.

breath, always stretching their incomes to cover their necessities and barely making life? Let us ask the bread line men of them will talk freely because they have arrived at the place where pride is restrained. Some will "pass the buck" to ill-fortune, sickness, a bad start, a choice of companions, and habits which are the foundations of character. Some are right, but the above are only secondary causes. If you summarized the men which this rank of broken men were compelled by honesty and honor to do it would be that their failure was primarily to a lack of determined purpose.

It is a safe assertion that a determined purpose which refuses absolutely to be tracked will insure success in spite of any obstacle which cruel fate can interpose.

I think I can hear some pessimist say this as he broods over and magnifies his difficulties, but could any one be more capped in the race of life than Helen, born mute, deaf and blind. Or he might hear of James Morrison Heady, who a few weeks ago in Louisville, Ky., at the age of eighty-three? When six years ago a flying chip destroyed the sight of his eye. When sixteen he fell in a scuffle and lost his left eye, and was thereafter blind for life. Nevertheless by diligence became an expert musician. However, at forty-four he lost his hearing, so that he could no longer earn his living by his music, but he found a way to compose music books for children and the blind. In spite of his terrible afflictions he fought his way cheerfully. He got a lot out of life beyond mere living. Hundreds of children love him, and he was to them the personification of a good fairy.

I specify these current instances of manly and querable courage to make the assertion only less extravagant, but actually sober and sane, that a determined purpose must and will win success.

Purpose to do what?

Purpose to live within your income? you have to live in a hall bedroom if married, in a three-room flat and on two meals a day; so far within

The Bread Line AND The Bank Line

By Fred'k L. Chapman,
Editor Better Farming

IN most big cities you will see frequently, but more often in winter, two different lines of people, twenty, fifty, or one hundred in each rank, moving, waiting, moving. They are mostly men. Few of them are old. But in one line not even the younger have their faces lit with the buoyant hope of youth; while those of forty and over carry the furrowed lines and carking weariness of age. *They are the bread line.* You cannot mistake them. Their rusty clothes, their soiled and ill-fitting shoes, their hats of various vintage, their shoulders humped as they shiver in the cold, their hands only half covered in trouser pockets, faces seamed with worry, furrowed with despair, vacant of iron purpose and resolution. These are the marks of the bread line. Their goal, their life objective is ten, twenty or fifty feet away,—a mug of hot soup or coffee and a hunk of bread.

Three blocks away another slowly moving line files before a glass wicket. It is not uniformly well dressed, but very one is comfortably clothed. Shoes are not all polished, but every foot is well housed in sturdy

leather and there is no appearance of being "down at the heels." But you will not look at these externals. It is the firm, well-set figures and hearty cheerfulness and assurance in their faces that makes the difference. *This is the bank line.* Business men, business women, clerks, porters, engineers, mechanics, leaving a portion of their pay which they set aside as savings. If you could look at the deposits which the clerk enters in the pass book you might smile at the small dole which some leave as a hostage against the future evil day. But the bank clerk does not smile except in welcome. "Many a mickle makes a muckle." The savings depositor, however humble his hoard, is despised nowhere.

It is the sorrowful contrast between the bread line and the bank line which haunts these reflections. How explain the extremes of human conditions in a land of equal opportunity where, as Garfield once said, humanity is not stratified, rank upon rank, class upon class, where a member of the so-called lower strata cannot force his way through the granite upper crust and emerge into freedom and open air. Our life in America is rather like the waters of the ocean, restless and moving; particles which may be in the darker and denser depths today may be dancing on the billows or sparkling in the sunlight tomorrow.

Why are so large a number submerged or at best only keeping their heads just above water, struggling, fighting, gasping for

How Your Money

Saved Per Week	1 Year	2 Years
\$1.00	52.98	108.08
2.00	105.96	216.16
3.00	158.94	324.24
4.00	211.92	432.32
5.00	264.90	540.40
10.00	529.80	1080.80

IZES FOR YOU

ONEY TO NO OTHERS

\$15.00 1st PRIZE \$10.00 2nd PRIZE

Here's How to Win the Cash \$25.00 Free

WE are going to present each month to some of the employes of the Milwaukee Railroad \$25.00 to start a savings account, and other prizes will be offered from time to time, thru the columns of the Milwaukee Magazine which will enable you to add additional nice sums of money to your account.

We ask you to read our plan in this magazine very carefully, and you will see just how easy it will be for you to open a savings account with our help.

**A Dollar earns its daily keep
By working night and day,
It does not tire, it does not sleep**

The last line of this limerick is omitted. Read it carefully and see what you can write as the last line to complete the verse and rhyme. To the person who sends us what we consider the best last line for this limerick verse we will award a cash prize of \$15.00 to be deposited to your savings account. To what we consider the second best line we will award \$10.00 to be deposited to your savings account. Contest closes August 31, 1923. In case of a tie the prizes will be duplicated.

Remember it costs you nothing to try. Just add your line to the verse above, and send it in and carefully sign your name and address on the coupon below.

DON'T ENVY THE CAPITALIST! BE ONE?

By Harvey A. Blodgett

Some people think of a Capitalist as an overfed person, extravagantly dressed, surrounded with money bags.

Others picture a Capitalist as a very rich person whose home is a mansion; who owns costly automobiles; who lives on the fat of the land and never works.

Both ideas are wrong.

If you have money in the Bank at interest you are a capitalist.

If you own a sound investment, large or small—a bond, a share in an enterprise, a mortgage, you are a capitalist.

If you have made your first payment on a home, you are a capitalist.

A capitalist is one who believes in making some of his earnings work for him instead of using them all for his keep and for amusement.

The person who hoards money secretly isn't a capitalist. His money isn't working. Money at work, is capital. Idle

money, like an idle person, doesn't earn anything.

One can earn a bare living with his hands; a better one with his hands and his head—particularly when he uses his head to save some capital.

If dependent on mere wages, pay stops when work stops.

If one has capital it works for him while he sleeps, when he is ill, and whether he has a job or not.

So don't envy capitalists. Be one yourself.

Getting a little capital makes you eager for more. And your capital will earn more for you while you, yourself, are earning.

And by constantly combining a portion of your earnings with interest on your capital, your fortune grows faster and faster. As success comes you will look with pity on the fellow who spends all he earns while he rails at capitalists.

SEE OUR LIST OF PREFERRED BANKS ON NEXT PAGE

Mail This Coupon NOW

The Milwaukee Magazine, 141 W. Ohio St., Chicago.

Attached and enclosed herewith find my "last line" to complete the Limerick. I hope I win the prize.

Name
Street No. City State.....

What bank do you prefer in your town?.....

Have you a savings bank account?.....

In what department of the Milwaukee do you work?.....

not the money value of thrift alone every week. A dollar is not much, any-two of them heaped on top of two yearly for twenty years, compound-five per cent, make \$1,768.67.

important; it is the moral value. young man or woman who works for or salary realized what prestige is with the employer when it is known employe has a bank account there be a quick cutting out of the frills lies and converting the little wast- go to chewing gum and cigarettes dime a day or a dollar a week or ten dollars a month for the bank Such an employe is as sure to be as he is sure to be a person of and respect.

often said that the first thousand is the hardest to get. Perhaps that But it is also true that it is the and that is hard to get, so much comparison does the second, third, and fifth thousand come along. If I young man with just two hands and ous, calculating brain I would fight first thousand as I fought for the when I played half back or second I would take it and flash it in the my banker, and ask him to advise to invest it in a good stock or I would be tickled to death if I hap- work for a company whose stocks he could recommend. I would something more than a hired man. feel at least that I was one of the would not speculate, but if a good got in my way I would not hesi- my stock or bond as collateral and I would pay that loan if I eat the food and wear the clothes the Baptist.

a pursuit of industry, frugality and not land a fellow somewhere top story in the edifice called "Suc- experience is no teacher and history But the real question remains, "Is line or the bread line for YOU?" be content with being a colorless half way between; just living but attaining, never quite achieving.

grows at 4%

Years	5 Years	10 Years
100.00	288.16	639.38
100.00	576.32	1278.76
100.00	864.48	1918.14
100.00	1152.64	2557.52
100.00	1440.80	3196.90
100.00	2881.60	6393.80



SAFETY
FIRST



Below is a list of Banks that we prefer and suggest that if you are near to them that you call, and take up the matter of starting a Savings Account, **Today**, not tomorrow. Don't keep your money in a sock or mattress; put it where it is safe in a Bank, to earn its keep, and grow. It's a delightful feeling to have a Savings Account protected and earning for you in a good Bank. **Start Now**. You can open a Savings account in any of the following Banks for \$1.00, and when you have opened it add a little to it each pay day. If your Bank is not listed, ask them why.

ILLINOIS

CHICAGO

Central Trust Co. of Illinois
Continental & Commercial Banks
Illinois Merchants Trust Company

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

DUBUQUE

Union Trust & Savings Bank
"The Bank that boosts Dubuque"
4% Interest paid on Savings Accounts

PERRY

Peoples Trust & Savings Bank
"Perry's Foremost Financial Institution"

MINNESOTA

MINNEAPOLIS

First National Bank
Merchants & Manufacturers State Bank
Minnesota Loan & Trust Company
Northwestern National Bank

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

MONTANA (Continued)

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

Commercial Trust & Savings Bank
"The Bank for your Savngs"

WASHINGTON

SEATTLE

National Bank of Commerce
Peoples Savings Bank
Seattle National Bank
Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

Spokane & Eastern Trust Company

WISCONSIN

GREEN BAY

McCartney National Bank
3½% on Savings Accounts
"The Bank that Boosts Green Bay"

JANESVILLE

First National Bank

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

WAUSAU

First National Bank

Keep Your Balance

One of the most useful and difficult lessons to learn is always to keep your balance. Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

CENTRAL TRUST COMPANY OF ILLINOIS

125 West Monroe Street
CHICAGO

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$380,000.00

Special Attention Given to Savings Depositors



The Merchants Banks

announce the opening on June 27th and 30th of the new banking rooms of the Merchants Trust and Savings Bank, Fourth near Robert, Saint Paul.

With increased facilities these banks offer you a greater service.

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

The Banking Home of Railroad Employees

Checking and Savings Accounts
Deposits may be made by mail.

Deposit

AND WITHDRAW YOUR MONEY

By Mail

The largest Bank in the Northwest .. Fully qualified to handle your account by mail.. An ample, speedy mail department insures prompt attention to your business .. Ten Million Dollars of Capital and Surplus will safeguard your deposits

WRITE FOR INFORMATION

First National Bank
Minneapolis

LARABIE BROTHERS BANKERS

INCORPORATED

DEER LODGE, MONTANA

Capital and Surplus \$200,000.00

The Oldest Bank in Montana
1869-1923

Old in years but young in spirit.

We invite you to use our Banking Service.

DEPARTMENTS

Commercial Foreign Exchange Savings Trust Safe Deposit

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4% Interest on Savings Accounts.
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MILES CITY NATIONAL BANK

Miles City, Montana

Member Federal Reserve System
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The First Bill Paid

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

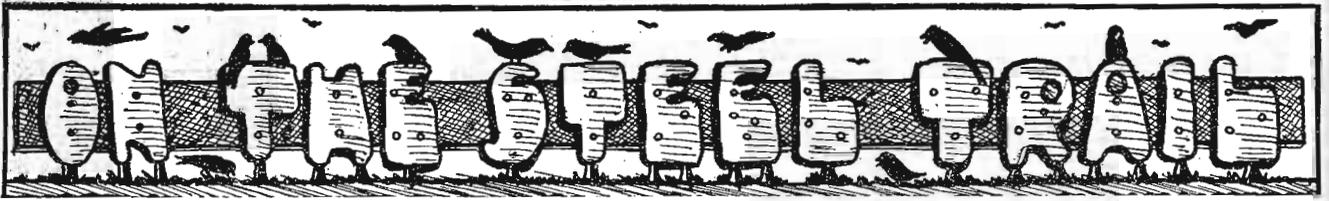


FIRST NATIONAL BANK
MILES CITY MONTANA

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000



Sound Ripples!!!

Breezes!!!

Another Month gone into the Past
And as they roll by to the last
Leaving the memories to bear us through
Reflection whispers "All there is for
Mortals to do

Is to leave a character good and true!

—W. B. Jr.

Please excuse our touch of Idealism,
but Dear Colleagues you'll remember this
is the "Old Soldiers Home Division". Ex-
cusable—thank you.

All those who would be initiated into
the Royal Order of the Spring Flask Car-
riers are now able to gain some points of
interest regarding the organization from
Georgé W. Blair, member of the alumni
and an ex-snapp associate who has just
recently returned from the center of ac-
tivities. Anyone desiring to make a
thorough investigation of climate condi-
tions and the like may do so at their
own expense by visiting Excelsior Springs!

Please keep this a secret—it is rumored
that the train dispatcher is going to move
into the station if a midnight logger and
another switch crew are added to the
present list of trains. If you will keep
this quiet a suggestion might be made
which will add to their scheme, the
establishment of a hot dog stand (we pre-
sume that the latter will be more of a
necessity as they won't get much sleep,
but will need plenty of mustard). Intro-
ducing to you A. H. Wilkins our train
dispatcher, more commonly known as the
"Chief", and John J. Guerin, ticket agent
(please excuse Guerin from further con-
versation as he will be soon riding over
the steel rails to Montreal where he ex-
pects to spend his vacation visiting his
folks).

Bellingham was honored with the north-
western international bowling tournament
this year—yes, and it is all over but the
shouting. E. N. Brooks team of Seattle
walked away with first place, closely fol-
lowed by the Butte No. (1) which re-
ceived second. The doubles were coveted
by Tacoma and again in the singles Seattle
carried the honors. The cities sending
delegates to the bowling convention were
Portland, Spokane, Wenatchee, Aberdeen,
Vancouver, B.C., Westminster, B.C., Vic-
toria, B.C., Walla-Walla, Seattle, Tacoma,
Butte, Wallace, Idaho, and Great Falls,
Montana.

During the early part of the month of
May, Bellingham Division was visited by
Mr. Barrett and Mr. Middleton. N. A.
Meyer who has been recently appointed
assistant superintendent of transportation
also spent some time in the same month
in our "Fair City".

Charles E. Brook, master mechanic of
the Bellingham Division made a trip in
the month of May to Denver, Colorado, so
as to be present at the graduation of his
two sons from the "School of Mines".

All the division accountants of the lines
west of Moberidge were called to assemble
at Chicago. Bellingham (as you all know)
was represented by P. S. Dunn. P. S.
Dunn will have the distinction of being

the farthest from home although located
in the east at one time.

The chief whom you met only a few
moments before was called to Seattle upon
a meeting of train dispatchers was held.

Bellingham is at last able to claim its
own tourist trade. The dream of Belling-
ham has at last been realized. The C. P.
R. has joined Bellingham with Victoria
by a ferry which has a capacity of fifty
automobiles and approximately 500 people.

H. W. Gillespie is on his way to the
big fight at Shelby, Mont., July 4th.

Thomas Hughs, traveling time inspector,
paid our division a visit for a few days.

Iowa Middle and West

Ruby Eckman

Caller Howard Whitlock and wife spent
a couple weeks of July visiting with rela-
tives at Pasco, Washington. Howard is
on the force at Perry.

Mrs. M. O'Loughlin left Perry the lat-
ter part of June to make her home with
her daughter in Savanna. The O'Lough-
lin family moved to Perry close to twenty
years ago when the late Engineer O'Lough-
lin was transferred from the eastern
division.

Hilry Rawlins, who is in the U. S. navy,
spent a couple weeks in June in Perry
with his parents, Mr. and Mrs. G. E.
Rawlins. Hilry, whose father is a switch-
man in Perry yard, was in yard service
before he enlisted in the navy.

Mrs. C. C. Marchant was in Marion and
Iowa City during the latter part of June,
having gone to the latter place to attend
the commencement exercises at the State
University. Her brother, Frank Cornelius,
son of Conductor F. B. Cornelius, was one
of the graduates in the medical depart-
ment. Frank was selected as one of the
two members of the class to remain at
the Iowa City hospital for his interne
work.

Engineer L. F. Johnson, who went to
California last Christmas, returned to Per-
ry the latter part of June to resume work
as passenger engineer. Frank was sick for
several weeks while absent, otherwise his
trip was a most enjoyable one.

Conductor W. T. Stockton has had a
force of carpenters at work making some
extensive improvements on his residence
property in Perry.

J. E. Kent, who has worked for many
years in the oil room at the Perry round-
house, was in Ottumwa the latter part of
June attending a reunion of the Hornet's
Nest Brigade. The brigade included five
regiments of the Iowa Infantry during the
civil war and there are only about fifty
known survivors. Mr. Kent, who is very
active for one of his age, has also attend-
ed several other G. A. R. reunions held in
the state this summer and enjoys them all.

A train consisting of eight cars of silk
which arrived at Seattle on the steamer
"President McKinley," June 21, was hand-
led through Perry in a special train. A
fine run was made with the train on both
divisions.

James Lee Kelley, Jr., is the name of a
young man who was born in Perry June

16. The lad's father is a roundhouseman
at Perry.

Leo Bohrer, a brakeman on the Western
Division, while walking through Council
Bluffs' yard during a severe electrical
storm the latter part of June, was blinded
by an electric flash causing him to fall and
strike his arm on the rail. A piece of
bone was splintered off the large bone near
the elbow.

D. J. Herron, Jr., arrived the latter part
of June to take up his abode in the home
of Don Herron, the storekeeper at Perry.
The child is a grandson of Baggageman
Taylor who works between Council Bluffs
and Marion.

Miss Ivy Stoner, daughter of Engineer
E. Stoner, and sister of Engineers Jerry,
Charles and Harold Stoner, has been at the
Kings Daughter hospital in Perry recover-
ing from a very severe operation.

Clarence Anderson, clerk at the round-
house and Clarence Duitman, a machinist,
left Perry the latter part of June for a
trip to the west coast, expecting to be
gone about a month. Walter Anderson
is working as a clerk during his brother's
absence.

Claim Adjuster E. W. Webb, who works
the Iowa Division, had an experience re-
cently which does not come often to a man
in his position. Several weeks ago a man
named Peterson from Sheddahl, drove on-
to the track in front of a Milwaukee train.
His team was killed, his wagon demolished
and Mr. Peterson injured. When Mr.
Webb went to make a settlement all the
man would take from him was an ac-
knowledgegment that the company would
pay his hospital and doctor bill. E. W.
was expecting something entirely different
but knows now that there is at least one
man who does not feel that a railroad
company is public prey.

Agent A. K. Fullerton, of Bagley, had
a lot of excitement the latter part of June
when a swarm of bees took up their abode
in the depot.

Mrs. Scott Carhill and daughters left
June 20 for a two months' trip through
the north and west. Switchman Scott Car-
hill is going to batch while his family are
gone and his friends are all expecting to
see him reduced in weight.

Agent C. A. Lee, of Dawson station, is
spending a few weeks visiting with rela-
tives and friends in California. Mrs. Lee
accompanied him on the trip. During his
absence Charles Kinner worked as agent
at Dawson.

Harold Borg, son of Alex Borg, foreman
of the Perry coal shed, was married June
14, to Miss Dorothy Young, of Clear Lake.
The ceremony was performed at "The Lit-
tle Brown Church" at Nashua, Iowa, a
church which is being made famous for the
number of weddings performed in it. Har-
old, who is a graduate of Ames, is field
manager for a creamery company.

Charles Sullivan, son of Machinist Den-
nis Sullivan of the Perry force, had the
misfortune to break his arm while doing
some athletic stunts the latter part of
June. The injury caused him considerable

trouble as the bone did not knit properly and had to be wired.

The children of John Krohn, yard foreman at Perry, all gathered at the family home on June 17 to help their parents celebrate their wedding anniversary. With the exception of one daughter who is married to a dentist and another to a farmer, all the Krohn family are Milwaukee employes, representing various positions in the traffic and operating departments. The gathering was a most pleasant one for all concerned.

Roundhouse Foreman Guy Abell went to New York and Canada on his summer vacation. Harry Pyle, assistant foreman, was in charge during absence and Frank Hoos took Pyle's place as slip foreman.

Dan Searles of the Des Moines Division, was in Washington Boulevard hospital in Chicago the latter part of June taking treatment for blood poisoning in his arm.

Irene Stapleton, trainmaster's clerk from Perry, was in the office of the superintendent of employment several days in June checking over the service rosters.

Engineer Thos. Penty's home in Perry was the scene of a pleasant family reunion when his wife's sisters, Mrs. Wm. Baldwin of Seattle and Mrs. M. Grady of Kansas City, were there on a visit.

Engineer Peter Anfinson was quite badly burned when steam escaping from a squirt hose struck him in the face. The valve worked loose on the hose and in attempting to fix it, Peter got the full force of the steam in his face.

Engineer Grover Patterson and wife were in Cleveland in June to attend the Grotto convention. Grover is a member of the Grotto band at Dubuque, Iowa, and felt quite elated to think that their band was awarded third prize in a list of nearly one hundred contestants.

Heard Above The Air Hammer's Rat-A-Tat-Tat at Bedford Shops

Red

Ho, hum. Fourth of July has come and gone and we never lost nary a finger.

We extend our sincerest sympathy to Machinist Johnnie Trueblood. But cheer up Johnnie, they can't all be boys, you know.

Another one of the old timers has punched the clock for the last time. Lafa Buckles, for years night hostler at Bedford, but who had been employed as night watchman for the past year, died June 8, at his home, after being confined to his bed for several months. Mr. Buckles was a familiar figure around Bedford shops, having been in the service of the company for the past 25 years. We extend our sympathy to the bereaved family.

Just a few things to wonder about: Who swiped Johnnie Holmes' soap? Why Dave Long talked so long over the telephone? How long it will take a first class machinist to learn stenography? Just how fast Firecracker's Katydid would run if it had special gears in it? Also how fast it would run with no gears in it at all? Where Red gets all this dope, anyway?

The local daily papers have been carrying some mighty satisfying reports as to the building program of the C. M. & St. P. for the past few days now. According to them, the line is to be doubled tracked from Chicago as far south as Linton at once, work having already been started and later on to be carried on into Bedford and probably as far as Seymour. They also state that present intentions are to build on into Louisville and eventually

into Cincinnati. According to the Democrat of July 5, an employment office for the hiring of colored laborers had already been opened in Bedford. Let the good work go on. Forward is our motto, you know.

And now while the choir renders that latest and most pathetic ballad entitled, We can't go to bed very early tonight, We must wait up for our old man; Cause he's swiped the best sheet off a mom's spare bed.

To march with the Ku Klux Klan, the janitor will pass the hat and take up our usual evening's collection of tobacco tags, overall buttons and three-eighths washers, after which we will bid you all a fond good night and retire to our bed to dream about the last back-pay check we ever drew.

Milwaukee Terminals

Renay

Heat and more heat. We have been expecting it for a long time, and now that it's here we don't know what to do.

C. H. from Chestnut street and his friend formed a partnership and bought a nice new flivver the other day on a 50-50 proposition and it was agreed that C. H. was to be the silent partner and was given charge of the rear seat and said friend, who by the way was an expert mechanic, was given charge of the front seat and incidentally do the driving. Friend partner held his head a trifle too high the other night and failed to notice the stop sign at one of our arterials and was arrested. C. H. had to live up to his agreement and pay half the fine. We leave it to you to decide who the "silent partner" is now.

Mr. Bush, how do you figure? 15 hens and 16 eggs!

Understand Breckenridge and Yepsen have formed a truce and are now on speaking terms again.

Some of us are getting away up in "G." Malcolm Haslam with his swell Buick coach and Fred Grieb with a wonderful Essex coach. Be careful of the arterials, boys.

On April 21 the boys of the Milwaukee freight house pleasantly surprised Ed. Franzen in honor of his tenth anniversary as foreman in the warehouses. After recovering from the shock Mr. Franzen gave a little talk to the boys, dwelling upon what it meant to be a loyal employe, not only to their foreman but also to the "Milwaukee" and hoped that in ten years hence he would see the same true and faithful faces under his supervision.

Milwaukee Shops Items

H. W. G.

The little granddaughter of John Horan, who has been sick since February when her parents died, is only slightly improved.

Messrs Bilty, Anderson, Bjorkholm, returned from Pittsburgh and Philadelphia.

Draftsman Freeman has gone to Deer Lodge in an advancement. We sure miss him.

W. B. Hinrichs, depot master, has been off sick for the last two months. We hope he will be able to get back on the job when the weather warms up.

The familiar face of Geo. Kemp was in the office the other day, in fact the whole of George was here. Glad to see you, George.

Machinist Chas. Wood, laid up two weeks, is around again.

Watch out spelling Menomonee—Meno-

monnee River, Milwaukee, Manomonee Falls, near Milwaukee, Menomonee, Dunn County, Menominee, Mich.

All aboard for the pioneer's meeting at Tacoma. Jno. Horan has his sing rehearsals down fine with the big tire as a gong struck with a sledge. Ed Young will have to go some to beat it. John's "Spirit of Olympia" is winning him fame already. Ask him to show you the "caprice."

The new L2b locomotives are nearing Milwaukee. We will have an enlargement made of one of them. They are beauties.

Chas. Pfeiffer was on the plant the other day.

The car shops north of the city had a scorch the other day.

Assistant G. S. M. P. Nystrom was a caller during the week.

There is quite a demand for photos of our old wood burning locomotives and other railroad history from all over the country, even from New York.

H. E. Brownell, superintendent foundry, with his wife, have returned from a month's visit in California where they had a most enjoyable outing.

Slow items this month. Send over anything suitable to go in the column.

Signal Dept. Wig-Wags, Lines West

F. G. M.

The timekeeper tells us Seeburger's time-slips are late coming in this month. While we were speculating on the probable cause, a note from the party in question arrived and explained that he was busy escorting President Harding's train over the Rocky Mountains and Missoula Divisions. All right, Slim, we knew it would be a good reason. But are you sure the big fight at Shelby didn't have anything to do with it?

An old personal friend, Engineer Joe Meyers, of the Southwestern Division, dropped in to see us near the end of June. Joe was full of his usual pep, and looked almost as hearty as ever, in spite of a recent accident near the Milwaukee union station, in which he had most of his ribs cracked. Well, Joe, you got by that time, so we'll probably have to put up with you for some years yet, but our advice is, stay away from that trap.

Here's a brush-comber story on Tyler. What, you don't know what a brush-comber is? Well, then, listen and learn. Roy was driving his new Parlyvoo Lizzie to his summer camp the other day. The road was real "narrow," he says. Anyway, he managed to rake off most of the side feathers on his car during the trip. As he says, "I thot I could drive the fish thru the woods, but I didn't calculate on the fins sticking out so far." Better take a cut-widener along, Roy, the next time you travel on that division.

L. R. Bartholomew, on Cap Person's crew, suffered a paralytic stroke the middle of June and after a few days in the hospital at Tacoma, was able to be removed to his home.

Say, did you know the B. & B. department in Tacoma has a near celebrity on its pay roll? He is said to look enough like ex-President Wilson to be him, but he aren't.

Supervisor Allen has moved his family to a summer resort on the west side of Puget Sound. With Tyler located on an island half way across, the rest of us have to listen to alluring tales of fishing and swimming in the warm (?? br-r-r-) waters of the Sound.

Electrification of the Virginian Railway

H. G. Wells points out the fact that the United States does not owe its existence to democracy, to naval prowess, nor to its location, but to the fact that the railroads were invented and developed at the critical period in the growth of our government. It was this fact and this fact alone that enabled the United States to grow into one united, organized country instead of into a group of nations such as Europe has. Thanks to the railroads, our country has grown beyond the "horse-drawn-size" country, and has developed into a full grown, "train-drawn-size" nation.

Now that the country has developed to its present size and strength, now that we, as a nation, are giving thought to prosperity within our borders rather than to conquest and expansion beyond our prescribed boundaries, and now that present indications predict rapid advances in future prosperity and continued development, all railroads are facing the important problem of increasing their capacity to take care of the increased traffic that they will surely be called on to handle.

There are two methods of increasing the capacity of any railroad; one, by increasing the equipment on the road, the other by increasing the efficiency of the present equipment. The Virginian Railway Company recently foreseeing the call for additional capacity has decided on the latter method of increasing their capacity.

This railway, like the C. M. & St. P. R. R., hauls a large amount of freight over the mountains. Last year they hauled 7,000,000 tons of coal over the Allegheny Mountains down to the seashore. With prospects of increasing this capacity to 12,000,000 tons annually and with limited track space and mountain grades between Roanoke, Va. and Mullens, W. Va., they faced a serious problem of how to manage such a tremendous increase.

After a thorough study of the conditions, the engineers decided to electrify the 135 route miles lying between these two points, using the alternating current system with a single phase overhead trolley and split phase A. C. motive power units. About mid-way of the electrified section on the New River will be the large central station power house, containing three 12,500 Kw. single phase, 25 cycle, Westinghouse turbine generator units which will generate the power for transmission at 88,000 volts to the 13 outdoor transformer stations, most of which will contain 2 transformers of 3,000 Kv-a. each to step the voltage down to 11,000 volts A. C. 25 cycle single phase for the trolley.

The electric motive power units will be similar to those now used on the Norfolk & Western Railroad. Trains of 6,000 tons up a 2% grade at a speed of 14 M. P. H. will require 12,000 H. P. at the wheels.

These electric motive power units will replace the articulated mallet type steam locomotives now used on this section, which are among the most powerful steam locomotives built, having 20 driving wheels and 4 cylinders. But even with three of these powerful steam locomotives on a train (combined H. P. 7,000 H. P.) the railroad can haul trains of only 5,500 tons at a speed of only 7 M. P. H.

Electrification, permitting more than the present tonnage per train to be hauled at twice their present speed, will, therefore, enable the Virginian Railway to handle over twice their present load over the mountains.

By means of regenerative braking the speed of the down grade trains can be regulated without wear on the brake shoes and the company will be able to save 15,000,000 Kw. Hr. of electricity a year.

The contract for furnishing the complete equipment covering the motive power units, the power house, transformer stations and trolley line has been let to the Westinghouse Electric & Manufacturing Company of East Pittsburgh, Pennsylvania.

Snowball Lane spent a few days in Seattle and vicinity in June, being relieved by E. H. Taylor, of Lind.

Ted McPherson got a shot of high voltage June 5, at Bearmouth, due to some blasting having crossed up the line wires with the trolley. Dick Griffith from O'Dore's crew, relieved him for a few days.

F. W. Anderson, maintainer at Warden, and Miss Josephine Banks of Lind, joined hands for life June 20. Their wedding trip took them to Chicago, Milwaukee, Tomah, and other eastern points. George Haugan is acting as maintainer during Anderson's absence.

Mr. Smith was one of those who shook hands with the President on July 5 at Tacoma, making one of about 5,000 who pump-handled the nation's chief that day, in that city.

There are two times in a man's life when he should not speculate: when he can't afford it, and when he can.—From Mark Twain's foolish wisdom.

I&D Radiograms

H. S. F.

Messrs H. E. Byram, president, J. T. Gillick, general manager, Geo. B. Haynes, general passenger agent, and T. W. Proctor, general freight agent, were Mason City guests June 12. A luncheon, sponsored by C. H. McNider of Mason City, was held at the Hotel Hanford, at which time Mr. Byram spoke, pointing out the conditions of the railroads at the present time. It was estimated at least five hundred attended the luncheon, made up of the different business clubs and Milwaukee employes of Mason City. The officials left on train No. 1 for Mitchell, S. D., where Mr. Byram was scheduled to speak. Supt. C. S. Christoffer accompanied the party from Mason City.

J. L. Burns, third trick operator in the dispatcher's office at Mason City, is planning a vacation to New York state, where he will visit his parents.

Mark J. Ramsey, train dispatcher at Mason City, spent several weeks' vacation at Tulsa, Okla., where his parents now reside. Mark says everybody goes to bed oily down there.

Yardmaster F. H. Dickhoff has been off the past two weeks building a new porch, but we think mostly fishing.

Sheik S. O. Secory has moved to the lake for the summer, in order that he may keep a better check on the women.

Miss Pearl Philipson spent two weeks' vacation visiting her parents who reside at Whitehall, Wis. Also visited relatives and friends in Milwaukee.

Charles E. Lighter, one of our veteran engineers, died suddenly at his home from a stroke of apoplexy. Mr. Lighter has been in the service many years and leaves many friends among the railroad employes.

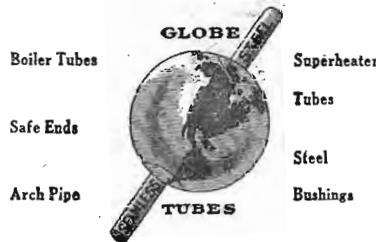
A. W. Kitto, wrecking engineer, spent several days in Minneapolis attending the carmen's convention, as a delegate from the local union.

Mason City expects to have one of the best stock yards on the line in the future. Work is now going on in the rebuilding and additions. This will assure the shipper a better service and convenience.

Understand that Faye O'Neil is contemplating a trip to Yellowstone Park very soon and also does not expect to make the trip alone. Evidently congratulations are in order. How about it Faye?

GLOBE STEEL TUBES CO.

COLD DRAWN SEAMLESS STEEL



MILLS—Milwaukee Wis.,

Baldwin Locomotives and Industrial Expansion

THE history of the locomotive closely parallels the expansion and growth of industry and commerce. Since 1832, when Matthias W. Baldwin built his first locomotive, industrial progress has marched hand and hand with the development of the locomotive and the expansion of the railroads. Few persons realize to what an extent the life of the nation depends upon the railroads, and therefore upon the product of these Works.

THE
Baldwin Locomotive Works
PHILADELPHIA

Tom E. Crago, chief timekeeper on the R. S. & W. Division, located at Beloit, Wis., was in Mason City over Sunday visiting friends and relatives. Tom was formerly train timekeeper at Mason City.

Splinters from the Wooden Shoe
Brownie

Engineer P. H. Gavin has taken the swing run on the west end.

Conductor C. B. Kempley has been laid up for the past two weeks with an injured foot, but we expect to see him with us again soon.

B. H. McNaney has been very active lately on this division posting the boys up on the standard code of rules.

Conductor A. A. Melville has just returned from a lengthy vacation in Iowa and has taken a way freight run out of Green Bay for the balance of the summer.

Conductors S. J. Robbins and W. W. Pritchard are wearing the blue on the Iron River runs.

Roundhouse Foreman Curry is taking his vacation.

Boilermaker Foreman M. Kennedy and wife attended the fourteenth boilermaker foreman's convention at Minneapolis.

Robert Heyde is acting roundhouse foreman while E. B. Curry is on his vacation.

Engineer J. Rhiner reported for work after being off during the winter months, displacing C. W. Fogle. C. W. Fogle has taken the log pick up job.

F. H. Price is the new foreman in the back shop under W. A. Bender.

Harvey Borman has been appointed new stenographer in the store department.

Switch Foreman Glen Jones had the misfortune to fall through a car and sprain his ankle.

Chief Timekeeper Joseph Heyde is leaving our service and going to sell insurance. We all wish him good luck in his new undertaking.

Henry McConnell, veteran lineman, passed away at his home on June 10 after a lingering illness. Mr. McConnell had hosts of friends on the Superior Division and shall be missed by all of us. We extend our deepest sympathy to his wife and family.

George Berghauser has at last decided he could not buy the railroad between Milwaukee and Kenosha and so has brought the young lady here. We all wish George all kinds of good luck, but only wish he had given us a little advance notice, as Matty said he would have taken us all down to Kenosha to meet him in his Dort and brought them back so we all could have had a rattling good time.

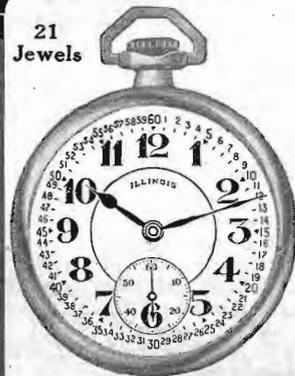
"News from the Connecting Link"
Elizabeth Koelsch

Say, listen to this then judge for yourself. Are we prosperous or not? John Smith rides around in a very new Dodge roadster, Levi Haslett has a very, very shiny Dodge touring car. Harry E. Clark has a Dodge sedan and Oh! boy! be sure keeps the windows nicely polished. Most any time of the day Arthur Lindsey may be seen driving up to the office in his new four-door Ford sedan. Earl Massey is the proud owner of a new Buick car. Mr. Schmitz kept a very discreet silence, he admired all of the new cars, then surprised us all by displaying a highly polished Studebaker.

Mr. Flint and Mr. Robertson have been doing some very good work. They have succeeded in pleasing the dispatchers. Say



J. H. MACE
Official C. M. & St. P.
Watch Inspector



"Bunn Special" Watch

Adjusted to 6 Positions
No. 16 Size, 21 Ruby and Sapphire Jewels; Accurately Adjusted to Temperature, and Ischronism; Compensating Balance; Polished Gold Train Wheels; Double Roller Escapement; Conical Pivots; Beveled and Polished Steel Escapement Wheel; Breguet Hairspring; Micromatic Screw Regulator; Recoiling Safety Click. All beautifully finished and artistically damask-keened. Plain or Montgomery Dial; New Model; in a Case of your own selection. Made to meet the hard service of railroad work.



Dept. B, 104 Mace Bldg.
KANSAS CITY MISSOURI

BUY Your Watch

From Your Company's Watch Inspector

Now is the time to buy your Railroad Watch. Whether it be a Hamilton or a Bunn Special—if you buy it from M. A. C. E.—Official Railroad Watch Inspector—it is right in every respect and sold to you on my positive money back guarantee. Liberal terms—no money down—and my easy monthly payment plan, makes the buying of your Railroad Watch from me as simple and satisfactory as though you came into my store and made your selection from the immense stock I carry.



Send No Money I Trust You Watch Sent On Approval

And remember I deliver the Watch direct to your address without one cent in advance—you see just what you are getting. you examine the Watch and the Case—if you are entirely satisfied, you pay for the Watch in Small Monthly Payments while you are wearing the Watch. I need not tell a Railroad Man much about the Hamilton or Bunn Special Watches, and you need not hesitate to buy either one of these famous Railroad Watches. Fill out the Coupon, mail it to me today and I will send you my Free Watch Book; when it comes select the Watch you want. Remember you send me no money when you order your Watch, and you wear it almost a month before you make your first small payment.

Send Coupon Today

Hamilton Watch

Adjusted to 5 Positions

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boys, you certainly are successful linemen.

The garage has been completed at last, and it surely is a work of art. It did us all good to see Mr. Cook in a pair of overalls trying ever so hard to hit a nail on the head. I forgot to mention the trivial fact that the garage has no doors as yet.

The roadmaster's office boasts a new roof. I think the roadmaster's clerk, although very substantial looking, was rather nervous about these rains we have been having. No, of course not, I don't mean he was afraid he would melt; I mean, well, you just ought to see the wave in Connie's hair.

The C. M. & G. held a picnic; we all had a fine time; Hurley ran the special

from the end of the line, Schmitz was the ringmaster, Bill Mohr held the stakes, while the traveling engineer took us down to the lakes. We left the Joliet office at 9:30 in the morning, fifteen autos sounded the klaxon to give the cops warning; Bill Mohr in a Ford truck led the parade, and kept the sun off the ice and lemonade. Arriving at Plainfield about 11:30 everybody had dinner before they got dirty. Some brought chicken and some brought ham and those that didn't, didn't care a damn. The ball game was called at half-past one, old man Clark brought in the first run, the trainmen were too slow the engineers too fast, eleven to nine was the score at the last. The fat men raced, Adams won

the prize, why wouldn't he—look at his size. In the ladies' race Mrs. Lichtenauer won, but the rest of the ladies had all the fun. The boxing match was called a draw, Seeman was tired, and Ole was raw, for three good rounds they went 'round the ring, before they were through they heard birds sing. The tug of war was short and sweet, enginemen pulled the trainmen clear off their feet, this ended the sports for the afternoon, except those who had bathing suits in the locker room. Everyone voted a jolly good time, and elected me to write this rhyme.

It appears Beech Nut Kid picked a very appropriate time for his vacation as he wasn't at the picnic July 8. You see it happened this way. Cupie got his last week of vacation the week prior to July 8, and we are of the opinion that Beech Nut Kid got wind of the great training quarters in Chicago and took it for granted Cupie would be in A1 condition on his return. Of course, the promotor, Mr. Bates, did not care to disappoint the spectators and still did not care to have Cupie show his stuff on some other poor victim so through the efforts of Mr. Schmitz a slugging feat was pulled off between Seeman and Olson; the result—Oley lost a cuff button. Later it developed Beech Nut Kid was scheduled to meet a cargo of Beech Nut Tobacco due at the northwest coast sometime around the same date as the picnic. However, this was the initial C. M. & G. picnic and probably next year or some other year we will have a chance to witness this great bout.

Town Named After Railroad Employee

Dubuque Shops, July 14, 1923.

The following appeared in a recent Milwaukee (Wis.) daily paper. Mr. Parkinson was former D. G. C. F. of the southern district, now supervisor of lubrication on Lines East and West.

Michael Parkinson, 123 Sixteenth street, supervisor lubrication for the Milwaukee Road, on Saturday slid into fame. In consideration of nearly fifty years of service with the road, in all of which time Mr. Parkinson has never once slipped up, the station of Midway on the Superior branch will hereafter be known as Parkinson.

Though now but a station, officials of the company declare that by a proper greasing of the wheels of progress, there is nothing to stop it from becoming a thriving and bustling metropolis destined to slide past many a more populous center.

Slickers and other slippery customers will find downfall in the coming community of Parkinson, as a well oiled program of expansion is already planned for it by Mr. Parkinson's brothers' of the line.

Mr. Parkinson has a son also in the employ of this road.

Dubuque Shop Jingles

"Osie"

Vacations

Blacksmith Foreman Graff and frau spent theirs in Seattle, Spokane and Portland. George reports he likes the west just awful well, but had to come back when 'twas hot as—anything!

Miss Marguerite Berner of the district storekeeper's office, is spending hers in New Yawk City and "Niagara Falls." We hope she'll come back both safe and sound, fer she's our baby—(the lucky hound.)

Assistant General Foreman Bell and wife went back to their home town in Oelwein, I-o-way—Jim sez. The natives

of the whole dern town lined in the streets both up and down, to greet him and to say howdo—(I wonder if that's really true?)

Miss Mattie Keibler, district storekeeper's office and Miss Mildred Schuster of the district accountant's office, are spending theirs in Seattle. They write: "We like the climate way out here; would like to stay, but can't, we fear!"

Mrs. Frank Fernstrom and sons, Frank and John, family of our general foreman, are spending the summer in Los Angeles and Southern California. As a result our G. F. looks—

Rather seedy, frayed and thin—

Like the product of a bachelor's inn.

Pipe Shop Foreman Howell Howell and wife are enjoying a motor trip through Illinois and Indiana. Lewie states: The roads are fine and the weather great; of grub I've eaten a ton to date.

Traveling Engineer Einarson, wife and baby daughter are at Milwaukee and northern Wisconsin. Skulie says:

The fish he caught, oh my what whoppers; Filled up a car right to the hoppers.

(As a result everyday's been Friday, 'round these parts for a week.)

Ye scribe expects to be taking hers, when you are reading her humble words.

Boiler Foreman Smith and wife can't agree on where to spend theirs; so they're going to stay at home on the front verandy. Jim may "fish a little and drive some too; in fact—spects to cover a mile or two."

(Checkers, it's your move!

Chief Clerk Tschudi of the M. M. office, was transferred to the car department and C. C. Conrad of that department takes Mr. Tschudi's position.

Division Accountant Geo. Ehmer and his force of clerks have been moved up to the shops from the down town office. Mr. Ehmer is now district accountant, having jurisdiction over the shop and division accounting. Their offices are now located in the north end of the shops. The office formerly occupied by the shop accountant, we regret to state, is empty, bare and desolate. Of course we hated to lose them all, but miss the WATER BOTTLE most of all. (We won't mention the pencil sharpener—if they'll forget the fan.)

Assistant District Storekeeper Richards just returned from a trip over the southern district, having made same in his new coupe. General Storekeeper Curtis accompanied him and upon his arrival at Dubuque shops reports: "It's a nice little 4 cylinder Dodge, that takes the hills on high; but is closed up like a hoosegow cell, so the ride you don't enjigh.

Stuart's gang and his good cook are stationed at the shops, we hope that they will stick 'round, until the merc'ry drops. If you wanta know the latest

Both in china and glassware;

Just ask our Mr. Hickson,

And note his glassy stare.

(Note: Tom's "cousin" works in such a shop.)

Five dollars down (and move,) now buys a brand new flivver; so Sully signed the contract—when he drives, pedestrians shiver!

Lilian bought herself a car

(A Ford I shoulda said)

And then to keep right up to snuff

She went and bobbed her head.

We have George, the first. (that's G. T. R.) and George the second two; and George the third—you'll have to guess, just which is which and who. (Instead of number, please—it's "which George dye mean?")

Des Moines Division Items "Frenchy"

Miss Thelma German has returned from a visit in Twin Falls, Idaho, and Great Falls, Montana, and reports, a fine time. Says she found a lot of nice relatives she didn't know she had. She was in Great Falls when Dempsey was training there and wanted very much to stay over for the big fight but could not arrange it. Never mind, Tillie, maybe there will be another one some of these days and you can "be there" and help them out if necessary. We understand Tillie is a very good after dinner speaker as she had some experience while in Twin Falls visiting the Rotary Club there.

The Misses Jean Dallas and Florence Nelson left July 14 for a trip through Yellowstone Park. They expect to bring some big game back with them but whether it will be men or bears remains to be seen.

Some one asked Leo McGovern how he liked the town of Ames. He said he hardly knew as he had a blowout just before reaching it and two more just after leaving, so he was hardly a competent judge.

Mrs. C. A. Lemley visited her people in Rockwell City recently.

Miss Linda Nelson visited in Kansas City in July. Must be some big attraction there, she goes so often.

Train Baggage man Frank Eldridge has been off duty for some time account illness of his wife.

The superintendent's office was cooled off quite a good deal one of those very hot days as Chief Clerk McGovern was dictating some letters where he frequently referred to the big blizzards that we had in March and the consequent shoveling of snow, etc.

The following items from Rockwell City: Our popular car foreman has just returned from an extensive tour through the mountains of the west. He claims his Jewett did not have to go on the repair track once during the trip.

Engineer Pete Griffith could not land a job at Hollywood so he came back to his old job on 95 and 96. Of course he blames his wife, and thinks if he had only left her at home he could have landed a job.

A fire broke out on one of the cupolas of the roundhouse at Rockwell City recently but owing to the efficient fire fighting force there, that structure is as high as it ever was with the exception of couple of feet.

We now have Chevrolet taxi service between the depot and that part of Rockwell City where Paul Black lives.

Engineer Griffin and Agent Farran enjoyed a swim at Twin Lakes one summer Sunday afternoon. They must have had some time getting all the dirt off for they stayed in so long, and the sun beat down so hot, they acquired some most beautiful sunburns. Mr. Farran has quit wearing suspenders and taken to wearing a belt, something which he has never been known to do before. They have solemnly vowed never to bathe in Twin Lakes again, except on a very dark night when there is no moon shining.

Like the inquisitive small boy who wants to see the inside of a watch, Paul Black wanted to know what was on the inside of an automobile storage battery, so he dipped his fingers inside said storage battery, and then tasted them. He has decided that Chevrolet storage batteries are not very good to eat anyway. Perhaps a Ford battery would taste better.

We hoped to have a few good song hits

from Berman and Bollard but they claim they have finished their contract for the season and are taking their vacation. If their services can only be contracted for the next Milwaukee special to Spirit Lake, we think double the patronage would be assured.

"West I. & D. Inklings"

Dott

Mrs. A. A. Ricks and niece Jessie are spending their vacation in Salt Lake City and other points further west and will be joined by Roundhouse Foreman Ricks the latter part of this month. He will complete the trip with them.

Fireman Walter Clemens is here from Seymour, Iowa, where he has spent the past winter on leave of absence. Walter is quite a proud man now days and the reason is little Herman Stanley Clemens, who arrived not long ago.

Engineer Joe Malone arrived July 11 from a short trip into the Hills. He gives such a wonderful description of the beauties of Sylvan Lake and other points of interest up there that I believe I'll take the trip myself to find out if it's all true.

Mrs. J. A. Farrell, wife of Roadmaster Farrell, and children returned home July 1 from a visit in their former home at Ottumwa, Ia. Miss Gertrude's friend, Miss Lucile Gentry, accompanied them home and will spend some time visiting here.

Fireman and Mrs. Melvin Hurlbut drove out from their home at Mitchell and spent about a week with relatives and friends at Murdo.

Blacksmith George Sherlowsky took our advice to heart and a quiet home wedding was the result. Miss Lola Roan, of Murdo was the bride and the happy pair have settled down to make their home here. All well, only George won't come across with the box of chocolates now, and therefore this is all the writeup he's going to get.

Engineer Fred Deihl and family are spending a few weeks over on the ranch at Eli, Neb. They are making their home at Chamberlain.

Fireman and Mrs. Fred Kemper are enjoying a vacation in the Hills and visiting relatives and friends in Rapid City this month.

Are your shoes still missing Stickey?

Mrs. Matt Anderson, who is attending summer school at Mitchell, spent the Fourth at Murdo with her husband, Fireman Matt Anderson.

A very deplorable accident occurred at Writan June 27, when way-freight No. 97, west bound, collided with a car of tourists, instantly killing a woman, Mrs. Curtis, and seriously injuring her son and daughter, while Mr. Curtiss was also injured but not so badly. The car was driven onto the crossing right in front of the oncoming train, either not being seen by the driver or else being seen too late. The car was enclosed and the party was trying to make Murdo by night, on account of it looking like rain. The engineer, C. E. Williams was not able to stop the train and it had dragged the body of Mrs. Curtiss for about 75 feet.

Mr. and Mrs. Charles Salmon came down from Rapid City to spend the Fourth with Mrs. Salmon's parents, Car Repairer and Mrs. C. E. Lathrop. Mr. Salmon is a former employe, being at one time a machinist helper here.



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Tests on Trolley Current Collection

Tests which disclosed a new type of overhead trolley construction for electric locomotives with a greater capacity for current collection than any type now in use, were held July 16, 17 and 18 at the Erie, Pa., Works of the General Electric Company before a distinguished group of railway executives, engineers and operating men.

These public trials were for the purpose of showing that the heaviest future railway traffic, up to four times present capacity, can be successfully handled by electric locomotives operating on the direct current system and a new record for current collection of more than 5,000 amperes was set up. This is more than twice the amount of current now collected for normal requirements. Current collection varying between 4000 and 5200 amperes at speeds from 50 to 60 miles per hour were made. The test train consisted of a 110-ton passenger type locomotive arranged for operation on 750/1500 volts and equipped with four bipolar gearless motors, a gondola and New York Central observation coach was attached. On account of the short length of the cab, the second pantograph was mounted on this gondola to simulate operating conditions. The normal pressure of the pantograph against the trolley wire was between 30-35 lbs.

By means of remote controlled contactors, sections of loading grids indicated in the gondola were inserted or removed so as to draw whatever current was called for under each particular test.

Some of the guests were invited to ride in the locomotive

cab. Others rode in the observation coach which was equipped with indicating instruments to show the amount of current collected and the speed of the train.

Four tests were made. Number one collecting 4000 amperes and 1500 volts at 60 m. p. h. with one pantograph; number two, 4000 amperes at 50 to 60 m. p. h., 850 volts; number three 5000 amperes at 850 volts, 30 m. p. h. two pantographs; number four 5000 amperes at 850 volts 50 to 60 m. p. h. As a final exhibition a test was made collecting 5400 amperes, 850 volts at 58 m. p. h., with one pantograph setting the high record of the trials. The higher amperage tests were made at the reduced voltage because of the limited power available. Witnesses of the tests stationed on the observation towers remarked on the complete absence of sparking.

To provide facilities the General Electric Company makes use of the Eastern Division of the East Erie Commercial Railroad. These tracks are equipped with up-to-date overhead line construction and third rail and are supplied from a substation with whatever trolley voltage may be required.

That portion of the track which is used for testing purposes is at present $2\frac{3}{4}$ miles in length. An extension is now under construction which will give a total length of $4\frac{1}{4}$ miles. The length of track used for high-speed running is about $2\frac{1}{2}$ miles long, the remainder being used for slowing down the train. Included in this high-speed section, there is 1 mile of level tangent track. Beyond this tangent there is a slightly ascending grade with curves of from 1 to $1\frac{1}{2}$ degrees. The rail weighs 100 lbs. per yard and is laid with 24" tie spacing in slag or stone ballast. There is also about 1 mile of extra rail

which is used for testing odd gage locomotives.

The working conductor was located 22 feet above the rail. The overhead construction was compound catenary with a steel messenger and a secondary copper messenger to which had been laced duplex copper working conductors. A portion of the secondary messenger was 1,000,000 c. m. copper and the remainder 750,000 c. m. The overhead line was fed from the substation at one point.

The steel supporting structures begin about 600 feet west of the substation with latticed column bridges extending up to bridge No. 13. Bridges No. 14 to No. 18 inclusive are Bethlehem column bridges. The structures from No. 19 to No. 23 are latticed channel bracket poles; from No. 24 to No. 28 inclusive, 10" Bethlehem bracket poles; from No. 29 to No. 33 inclusive, 9" Bethlehem bracket poles. Bridge No. 34 is latticed column type used for an anchor. The steel structures are spaced 300 feet throughout. All of the steel structural work was supplied by the Archibald Brady Company, Syracuse, N. Y.

The primary messenger consisted of a $\frac{5}{8}$ " 7-strand high strength steel cable, from structure No. 1 to No. 34.

The secondary messenger was a 1,000,000 c. m. stranded copper cable between bridges No. 1 and No. 15, and a 750,000 c. m. stranded copper cable from bridges No. 15 to No. 34.

From bridges No. 1 to No. 16 and from No. 20 to No. 34, the working conductor consists of two No. 0000 grooved hard-drawn copper wires hanging side by side. From bridges No. 16 to No. 20 two No. 000000 copper wires are used.

The laced suspension was installed throughout with a No. 0-stranded copper cable supporting the working conductors from the secondary messenger. Droppers from the primary messenger supported the secondary messenger at points 30 feet apart. The working conductors were supported from the secondary messenger by clips spaced 15 feet apart on each wire.

To conveniently witness the current collection observation towers had been erected to a height of approximately the top of the pantograph, at various points along the track.



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Notes from the Local Office, Tacoma R. R. T.

The social calendar has been well filled here for a month past, due to the blushing brides and bridegrooms of our force.

The first event of the season was the marriage of Miss Selma Margaret Bolander to Edward Christiansen, both of Tacoma, which took place at the home of the bride's parents Mr. and Mrs. J. Bolander, at 2306 South L Street, on the evening of May 31. The young couple will be at home to their freinds at their new home on Waller Road, Roosevelt Heights, Tacoma. Miss Margaret was a member of our dock and local office forces for a number of years as bill clerk and as stenographer. Her friends in this office showed their esteem and good wishes by presenting a magnificent set of cut glass.

On June 4 Robert Dee Shipley, our handsome and rotund chief delivery clerk, surrendered his liberty to Miss Rose Zurfluh, well known and highly popular as "Rosie", one of the telephone operators in the Milwaukee central at Superintendent Dow's office in this city. At 6 p. m. the happy couple left on No. 18 for a visit to the groom's old home at Cross Plains, Wisconsin, and thence to Milwaukee, Chicago, Detroit and other points. The office and warehouse force was represented by splendid presents and its cordial good wishes. At this writing the newlyweds have not yet returned from their wedding trip.

On June 27 Miss Myrtle Calkins, daughter of Mr. and Mrs. S. C. Calkins, was united in marriage to Chester D. MacLennon, our tall and handsome claim clerk. Numerous friends from the Milwaukee force were present and offered beautiful presents. The bridal couple left the same evening for Southern California and Mexico; on their return they will reside in Tacoma.

We are creditly informed that Miss Marty, Mr. Alleman's stenographer, made a mistake and kissed the bridegroom instead of the bride, while even our staid and sedate cashier, W. S. Burroughs, kissed the bride. Worse still, Ray Powels, our tall Oriental clerk, got flustered and after kissing the bride attempted to kiss all the bridesmaids also, until Mrs. Powels interfered.

On June 6 a baby girl was born to Mr. and Mrs. Keith Williams and the office force enjoyed the usual offerings with all good wishes to the new arrival. Keith at the present writing is acting as chief bill clerk during Roy Kidd's vacation; Mrs. Williams is well known to our readers as Coral Frost, formerly of our Dock 2 force.

Billy Woodard, our universally popular car clerk, was suddenly taken sick shortly after coming to work on the morning of June 8. Assistant Agent Ralph Bement took him to St. Joseph's Hospital where it was found that he was suffering from appendicitis and he was immediately operated on. Fortunately he made a rapid recovery and we are pleased to report that he is back at work again at this writing, apparently none the worse.

Captain Kirby, the famous janitor and watchman at Dock Two, took one of his periodical trips to California points in June. We are quite sure that he enjoyed himself there as usual.

Joe Gordon, of our warehouse force, was on the sick list about the middle of June, but was fortunately back on the job soon. The warehouse force has been somewhat shorthanded, more men than usual being

required to ice refrigerator cars due to the heavy movement of lettuce to Eastern points.

Miss Frieda Marty, Mr. Alleman's stenographer, returned to work June 11 after a month's vacation in the cheese regions of southern Wisconsin. She pictured the charms of Tacoma to her relatives there so vividly that several of her nieces are coming out here to live and Miss Marty is at present engaged in buying a residence for them and herself to occupy together.

On June 13 Tom Dolle, our demurrage clerk, otherwise as regular as clockwork in his habits, closed his books right after lunch and went home, the reason being that he had just received a message to the effect that his first baby, a boy of eight pounds, had arrived. Candy, cigars and congratulations were the program next morning. Tom says he will handle the boy under Average Agreement rules.

Mrs. McKay, our popular switch clerk, was recently suddenly taken sick and had to go home; the illness proved to be so serious that it will probably be a month or six weeks before she is able to return to work.

George Tvite, our janitor, was off for some weeks on a trip to Chicago, Detroit and other eastern points. In the meanwhile his grandson, Leonard McKay, familiarly known as the Duke, attended to the janitor work, assisted by his younger brother Albert, otherwise known as Olsson. They are pretty good janitors at that. After Mr. Tvite's return Leonard went on a week's vacation to Spokane.

Switchman Hagerty on June 20 went to Mount Clemens, Michigan for medical treatment, as he has suffered for a year past from an illness which the medical men here seem unable to name, let alone cure. We wish him an early recovery and safe return.

Signal Department Bubbles— Lines East "Ochy"

Most of the boys were vacationing the past month and the signal engineer's office would have been a quiet place had not McConahay spent a few weeks with us.

W. F. Seemuth, formerly signal valuation engineer, now office manager in the signal engineer's office, spent a week in Minnesota. Fishing was not very good as most of the big ones got away.

H. W. Chevalier, our honored draftsman, and friend wife, were rustivating in the wilds of New Hampshire. Howard reports a dandy time.

B. E. Wilkerson has taken his family for a visit to Tuscon, Arizona, in the hope of catching a Gila Monster.

And then our Martha took her time off to become the wife of Walter Zerr.

We have also learned that Miss Stoltenberg, clerk to Signal Supervisor Swift at Savanna, has taken the name of Mrs. Nevitt. We hope that before Ruth severs relations with the signal department she will make a trip up her bringing the Mi Lolas and O'Henries in that big shopping bag.

The signal poles on the bridges at A-13 interlocking plant have been cut down so that trainmen will have no further trouble locating them. Pattee can now climb to the top of the signal within eight hours.

J. F. McConahay, who will make his

headquarters around Terre Haute for the next few months (a couple of Ha Ha's from Otto Olsen) has favored us with a few of his original items: No. 1. Gene writing up requisitions for A.F.E. material inquiries what a ditto is used for, F. D. Morehart answers that it is used for the same purpose as parsley on fish. Foolish question number two: Gene: "What is a No. 2?" B. E. Wilkerson answers: "An instrument of torture used on the Lines West."

A big ball game was held at Forest Glen on June 12, between Pattee's Bootleggers and Bassett's Blueshirts. Although it is not necessary to publish the score as the big odds offered would show that the Blueshirts were big favorites. After the riot that followed the game the victorious Blueshirts were carried away on the shoulders of the mob and the other sympathetic fan gathered around Pattee's warriors to seek solitude in Pattee's cellar. Capt. "Mississippi" Range is now the idol of Forest Glen.

Maintainer Warn at Roundout, who has been off during the past two months due to having undergone a serious operation, has again returned to work.

J. C. Mill and Signal Supervisor Gillan spent a day at Watertown conferring with the city fathers who have requested more crossing protection for their city streets.

Harry Kasten, signalman in Bassett's crew has a unique way of enjoying all pleasures of an automobile without any cost to him. He usually gets a couple of good cigars for good measure. Early in January he sent out a circular letter to all automobile concerns in the city telling them he was interested in buying a car and now every Sunday an automobile drives right up to the door and takes him for a ride. It has gotten to the point now where he has to refuse some of them and only takes one ride from a dealer.

H. W. Wood and wife spent a few days around Pembine trout fishing and blue berry picking.

S. V. Bassett and crew, with the exception of Stienke, Kasten and Range have moved to the Terre Haute Division to take care of the signal and interlocking work due to double tracking.

Trans-Missouri Gossip M. E. H.

Roundhouse Foreman W. E. Lloyd and family are spending their vacation at coast points.

W. E. McFarland and family have returned from the west where he has been employed for a short time on the Bellingham Division.

Cecil McNeeley and bride have returned from their honeymoon spent at Tacoma and Seattle and are now at home to their friends at Moberge. The very best wishes are extended to this young couple.

Mr. and Mrs. Howard E. Clark left July 14 by car for South Haven, Minn., to spend a short time at Lake Augusta.

Miss Zella Harris has taken a month's leave of absence and is visiting at Aberdeen and Frankfort, S. Dak. Frank Riecke is relieving her at the round house.

Roderick Weir is attending a meeting of the Crafts at Chicago. He was accompanied there by his two small sons.

Alex Bugby, traveling engineer of the Musselshell Division, spent several days on this division recently.

Mrs. W. F. Reicke accompanied by Miss Mabel Meyers, spent ten days visiting friends in Tacoma. They report having seen the Bakers and other Moberge families living there now.

Miss Mary F. Heys of Barnsville, Minn., is filling the temporary position in the dispatcher's office.

Leo Swanton has taken a leave of absence and the last heard of, was at Sisseton, S. Dak.

J. G. (Mollie) McGuire, who was injured some time ago, is now able to be around with the aid of crutches.

Mrs. Walter Horn and Gene Warner spent several days in Minneapolis and Chicago recently.

Mrs. Chas. Slaughter and sons Terrence and Harry, left recently for Wayne, Neb., where they will visit with relatives.

Mr. and Mrs. Martin Tasnady of Marmarth are rejoicing over the arrival of a baby boy on July 4.

Mr. and Mrs. R. S. Lewis have just returned from their vacation which was spent at Bozeman, Montana. They visited their daughter and family there and on their return journey, stopped over at Marmarth for a couple of days with their other daughter, Mrs. Chester Helmev.

Mr. and Mrs. Lester G. West are the proud parents of a baby girl born at the Moberge Hospital, July 3.

R. P. Waters, lineman in the telegraph department, met with a serious accident the evening of July 12 when a motor car which he was running jumped the track. In the smash-up, Mr. Waters received a badly crushed foot which had to be amputated later. The accident occurred in the vicinity of Selfridge, N. Dak. and as the way freight and passenger train had passed, Mr. Waters laid on the prairie all night until the way freight of the next morning found him. He was brought to Moberge on a special train and taken to the hospital where it was found necessary to amputate his foot between the knee and ankle. At the present time he is getting along as well as could be expected under the circumstances and every one hopes for his recovery.

Word has been received from Max Obst and wife that they are on their way to Yellowstone Park, having completed the tour of Glacier Park.

E. E. Clothier, Edw. Murray and A. Yappen are starting on the annual bridge inspection of the main and branch lines. They expect to have this completed in the next ten days.

W. P. Moran returned recently having spent several days at Rockford, Savanna, etc., namely, the haunts of other days. His bag seemed so heavy the morning he arrived.

It seems that Engineer Morrison and Fireman Sparks of Marmarth are fishermen of great repute. During July they, in company with their families, journeyed to the Black Hills to take in the sights and indulge in a little of the fishing that is supposed (?) to be so good in that part of the world. Of course, one can't say whether it was the fishermen or the fish, but the streams out there are minus one fish.

Traveling Auditor John A. Dolle dropped into the office on June 16 just in time to receive congratulations on his birthday which happened on that day and on the birth of his first grandchild—Tom

Dolle's boy—which occurred only three days before. He bore his double honors modestly and shows no signs of the aged appearance which one usually associates with grandfathers. We hope that he may live to see many more similar occasions.

This office was singularly quiet on the morning of June 15, not because any of our girls were absent, but because a derailed street car over night had knocked down all the telephone cables running into the freight house. It was noon before our telephones were again in commission; it is surprising what a difference in sound they make.

Incidental to changes made in the heating system of this building the B. & B. put in a new drinking fountain in the checkers' lunchroom for which those who have wrenched their necks in the past drinking from the old one offer many thanks.

We learn from good authority that Ralph Washburn, the elongated secret service man of this line who formerly made his headquarters here but now is at Seattle, recently had the mumps for two weeks. When the mumps arrived they surveyed Ralph's lengthy frame and despaired of being able to cover the entire ground, deciding to confine themselves to his throat.

A lawn has now been put in under the windows of Mr. Alleman's private office, and on occasion he may now be seen wielding the sprinkling hose in person in the endeavor to coax the grass along. If it does grow it will be a great improvement to the station grounds.

We have done our best to dig up some misdeed of Tubby Gleb, the rotund and good-natured member of our warehouse force, but all his associates out there assure us that he has behaved unusually well of late and that there is really nothing against him this time. We are hoping for better luck next time.

C. V. Division News N. E.

Everyone up this way is either away on a vacation or trying desperately to keep cool; hence, few items of interest to report.

Jack Monarski, cashier in the Eau Claire office, left for Camp Douglas July 14. He is a member of the "Cavalry Band", of the National Guards and will be absent from duty for about two weeks.

Chief Clerk George Benz of Eau Claire, spent a few days in Winona visiting relatives and friends.

Mrs. W. A. Ebersole has returned from a month's visit in the west.

Mr. King and Roadmaster McLellan were business visitors in Eau Claire July 6-7.

Abie Ebersole, son of Agent Ebersole, who has been sojourning in the west for the past year, has returned home. Margaret Ebersole, of Ohio, daughter of Agt. Ebersole, is spending the summer with her father and family. Now that blueberry season has arrived Agt. Ebersole is rejoicing that he has so many fine berry pickers.

Francis Thibault, rate clerk at Eau Claire has been granted thirty days' leave of absence.

Cashier Carl Pierson of Chippewa Falls has recently purchased a new "Chevrolet."

Archie Donaldson, yard foreman, accompanied by Mrs. Donaldson, spent a few days in Minneapolis visiting their son, George, and wife and their little granddaughter Barbara. Congratulations.

Illinois Division
Mabel Johnson

Machinist Apprentice Ted Neilson, Savanna roundhouse, was married June 27 to Miss Mary Altenbern, daughter of Conductor C. A. Altenbern. The roundhouse boys gave Ted a thrilling ride around town on a springless truck, but the young man in question was not as enthusiastic over the attentions paid him as one would imagine! Congratulations are extended to the young people.

Boilermaker Foreman Jos. G. Reese has returned from the boilermakers convention which was held at Minneapolis. Joe remembered the roundhouse and D. M. M. office girls and brought them some real good candy.

Last month we asked who was "next," and our answer comes this month—Iona George from the D. M. M. office has followed Grace's example, and has parted with all but about nine inches of her "crowning glory."

Sympathy is extended to the family of P. J. Bradley, stock shower man, Savanna, account the death of Mrs. Bradley, July 1, after a long illness.

Congratulations are extended to D. M. M., P. L. Mullen and wife on the arrival of a son, "Frank Edward," born June 28 at Savanna.

Congratulations are extended to Machinist Max Cottrall and wife on the birth of a daughter July 4. Mrs. Cottrall was employed in the rail mill office for a long time.

Because the girls are all getting their hair bobbed, Walter G. is finding comfort in letting his mustache grow. (Yes, we suspected it for a long time, but now you can really SEE it!)

Miss Yevone Losey, steno to chief dispatcher, spent a week in Oregon, Ill. It's all right Yevone, we KNOW what the attraction is in Oregon now.

And say, have you been down to the card office recently? And did you happen to notice the "sparkler" on Grace's left hand? Some people can do wonders while on their vacations, I'll say.

Hans Jess has left us to take up the position of assistant division accountant at Dubuque. Just a word of warning, girls—don't believe everything he says and here's a secret (don't tell anybody) but we hear he's going to be married. We believe in telling the truth Jess. Dubuque's gain is our loss. They'll find that out soon.

Charles (Happy) Plattenberger is the new clerk in the chief carpenter's office, filling the vacancy of Hans Jess. Mr. Plattenberger was formerly transit clerk at the freight house.

R. L. Holthfeld is the new rodman in R. Heck's office. John Buckley is the new comptometer operator. Don't you think he has nice red hair, girls?

Miss Ruth Stoltenberg, clerk to Signal Supervisor A. O. Swift, at Savanna, was married to Keith Nevitt, June 25. Mr. and Mrs. Nevitt will reside in Chicago.

Miss Gertrude Bahwell is the new clerk in Mr. Swift's office. Gertrude used to work for Mr. Swift and we are glad to see her back.

Brakeman J. Anderson acted as dynamo baggage man on the Grotto special to Cleveland, leaving Davenport June 11, returning June 15. He reports a good trip and fine time.

Changes at Savanna freight house as follows: H. Trunniger now transit clerk in place of Chas. Plattenberger. Miss Nell

Nolan, O. S. & D. clerk in Trunniger's place. Parker Pierce is new clerk in Miss Nolan's place, acting as abstract clerk.

We are pleased to learn that Conductor Deards resumed Spaulding job July 12, after quite a lengthy "vacation" account injury.

Splinters from the Wooden Shoe
Brownie

Conductor John Graham is relieving Conductor Donley for a week or ten days.

Conductor Frank O'Malley and Engineer Jim Lehan bought an auto for \$50.00 at Iron River. With the exception of backing through plate glass they are having a pretty good time with O'Malley at the wheel.

Conductor Lenz is now on the day run on the Appleton Line.

Conductor A. A. Melville has been off for two weeks with an injured arm but will be on the job again soon.

Conductors Geo. B. Phillips and Geo. Le Fevere are now running in the West End ring.

First Trick Operator T. M. De Lanty at Hilbert Jct., has been appointed manager of the Hilbert baseball team. Tom has a good strong team all right but we have been told not to do any betting on the players.

Now that the Cleveland compact has been naturalized a good many of the boys have pulled stakes in the Iron country and have returned to Green Bay.

W. G. Hess, agent Hilbert Junction, is making a tour through lower Michigan and Eastern Canada. Tony Weber is acting agent while he is off.

Engineer Jess Hammett has taken the night run to Menominee and we understand he bought a carrier pigeon which he has trained to return to Green Bay to carry his messages of—?

We believe Roundhouse Foreman Curry must be in Alaska as no one has heard from him.

Peter Blesch, coal shed man, is remodeling his home.

Two switch engines are going to be put on at Elkhart Lake.

Walter Bender is looking for a new clerk.

Oren Constance is going in the back shop, leaving the roundhouse.

We understand Wm. Ristow, boiler-maker, is practicing up on the piano. Please invite us to your first recital Bill.

Old age is creeping on Henry Bennet—the eye specialist wished glasses on him.

Brakeman George (Jap) De Laurelle got the Oconto Branch by bulletin.

Boy Heyde is acting roundhouse foreman while Curry is gone.

Harry Jaegers went to the fight at Shelby, Montana, but has not returned yet. We understand he is to drive Fred Price's Ford back.

Carl Mathews, Clarence Shaha and Reuben Scoglund are the new clerks in the superintendent's office.

Freight Auditor's Office
Rein and Rott

President Harding's re-election is now cinched. Cora Blodgott had the pleasure of meeting the chief executive in Yellowstone Park on her vacation and incidentally had a word with him. Cora says he is just lovely and she will vote for him any time. (Just like a woman!)

Thru the generous offerings of the broad casting trio Vendegna, Rottman and Becker, it has been made possible for Eric

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Heimerlie to purchase a Henry.
Not to be outdone by George Walschon, "Big" Ben Reinert took unto himself a life partner—Lydia Sage, June 30. They received the best wishes and a beautiful floor lamp from their many friends.

It is rumored that Messrs. Sefton and Rennhack have placed large orders with Haig and Haig for delivery at Montreal or Quebec where they plan to spend their vacation.

Jitney service is being maintained between the office and Crawford Avenue by John Coughlan in his good Maxwell (for ladies only).

J. Griffin has bought a new Oakland car. Pat. Kirwan says that he passed Griffin and his Oakland on a country road and that Griffin was fanning the radiator and reading a rule book. Some mean person in the office had Warshawsky call him by phone. John says that if his driving instructor's patience holds out he will learn to drive all right.

Geo. K. Christ of the switching bureau was united in marriage to Margaret Hahn. They have our best wishes for a happy future.

After a week up in the north woods, Flint and Ganzer flivvered their way home and buried their fish in the alley. (Good fish story.)

For those who do not know the reason for the big gathering in our gasoline yard after work on July 5, John Y. Ericson had his Cadillac down and was trying to show how it worked.

When Frieda Glanner returned from her vacation after spending some time at "The Dells," she felt very proud over the fact that she had gained five pounds. Corn-fed life surely agrees with Frieda.

H. C. Brisbane, formerly from this office and now freight cashier at Great Falls, paid us a visit.

We wonder what Jerry went east for, Detroit, New York or Baltimore,

But the first is the bet
For from there one can get

To the merry wines of Windsor.

"Sheik" Haidys is now sojourning at his Fox Lake summer home collecting a new following among the ladies.

East Wind Mile a Minute

On the evening of July 17 occurred a very tragic accident to Mr. Goetz, secretary to the president. Mr. Goetz was driving in Western Avenue and upon reaching Ogden Avenue his attention was attracted to a disturbance and, wishing to avoid it, he stopped his car and waited until it seemed the crowd was dispersing. An Italian, evidently mixed up in a domestic affair, had shot and killed his benefactor, so the newspaper story goes, and was attempting to get away. He jumped on the running board of Mr. Goetz's car and sticking a gun in his side gave him instructions to drive as fast as he could. Mr. Goetz had to start his engine and had gone but about ten feet when a car cut in in front of him and he had to put on the brakes. The Italian, half crazed, shot Mr. Goetz twice in the head. One bullet passed through his jaw, taking out a tooth and grazing his tongue. To ward off the second shot, Mr. Goetz put up his right hand, the bullet passing through one finger and his ear and embedded itself. He was taken to the Cook County Hospital by the police and later removed to our own Washington Blvd. hospital. The bullet was

extracted the following day without serious difficulty and at this time he is doing very well and expects to be back on the job within a few weeks.

Miss Pleis, of the general manager's office, is going to be able to tell us all about what is being done in the east when she returns from her vacation, as she is sight-seeing in that portion of the country.

July 16 was a long-looked for day as far as Bessie Gregg, the young lady who jumbles the files in Mr. Greer's office, and Logan John Finlayson were concerned for on that day they were united in the holy bonds of matrimony. We haven't learned any of the details because Bessie has not as yet returned to the office, but we wish Mr. and Mrs. Finlayson (get used to that name because you will have to use it from now on) all the happiness in the world. Sending the candy, Bessie, was a sweet thought and we all thank you for it.

We regret that Mr. Stowell, the contract clerk in the general manager's office, is going to leave us, and hope he will drop in often and say hello. We understand we will see Mr. Elliott, of the engineering department, in that position in the future.

We respectfully recommend that Mr. Smullen, our safety supervisor, make a visit to Orchestra Hall and see Harold Lloyd in "Safety Last."

Dorothy Hallwacks is getting to be one of the old land marks around the exchange now, at least in Mr. Brown's office she about holds the record, having spent four years on the passenger position with Granger Smith. They do things with such great team work now that it is no wonder our special movements get over the line in such fine shape.

One of the boys in Mr. Greer's office told me he went over to the circus to look around and was much interested in the advertisement about the horse whose head was where his tail ought to be. He probably wouldn't let you in on the joke, but I'll tell you that when he got in it was a horse turned around in his stall.

Deer Lodge Notes W. B. S.

Here's a picture of some of the bunch who were present at the party given by the clerks of Deer Lodge and Avery at Avery. The picture was taken on the steps of the Hotel De Chacey.

The expressions upon the faces mean just what they say. The party was an unqualified success from every angle and in every detail and the clerks from Deer Lodge certainly appreciated the hospitality of the Avery clerks.

Freda Johnson is spending a month in California. She expects to return soon, providing she does not find the sort of man she is looking for.

Some of the Deer Lorge clerks are now qualified to speak on the subject: "How to be happy, though married."

Theodore didn't like the name of Anderson for his best friend so he changed her name to that of Hollis. Here's hoping they will continue to be friends.

And Helen Reardon got married too. Congratulations Helen.

The annual picnic for the railway clerks given at Irwin Lake was a huge success. Everything went along swimmingly. A few of the older and more infirm persons stayed at home and worked on account of the fact that it looked like rain a few days before the date set for the picnic. The prayers of the righteous availed much. It did rain.

Bill O'Reilly said he was going to give a lawn festival for the clerks and invite the editor of this column and some of the other bolshevists to stand on the opposite side of the street and look on. He's a big, false alarm. He hasn't any lawn.

(Society Note): Miss Rhea Johnson motored to Rock Creek Lake Independence Day with a party of friends.

Anna had just finished a series of dances with a gentleman, name unknown, when we overheard her remarking to him: "I never do have a good time at a dance." How rude.

Jack Thomas said he wished I would lay off of him. He's always doing something funny, but I am not going to tell about any more of his stunts.

The clerks enjoyed the cigars and candy sent from the coast by Carl Wood, formerly special apprentice at Deer Lodge, which were to celebrate his marriage to Miss Elizabeth Graham of Kalipell.

Helen Rae wants to know why so many people get married during the summer. Because they can't wait until winter comes, Helen.

So. Minn. East I. M. M.

Guy Williams, cashier in the freight office and Blanche Bagley were married at the home of her parents in Blooming Prairie June 20. After a wedding trip to Chicago, they have returned to Austin and are making their home here.

Roadmaster Walsh is all smiles these days. He has a clerk all to himself now.

Accountant Galligan left July 8 on a three weeks' trip through the west. He will stop at Miles City, Seattle, Los Angeles, San Francisco, Denver and Salt Lake City. We wonder if Nellie and Bob made any arrangements before they left. Suppose we will have to keep on wondering because they'll never tell and Seattle is so far away for us to see for ourselves.

Yardmaster Plum is taking a two weeks' vacation from his duties at Austin. Alfred Thompson is filling his place.

What's the trouble with the Ford, Steve? Are you more sure of getting there on the C. M. & St. P.?

Patrick Fay, employed on the C. M. & St. P. as section foreman and extra gang foreman for the past 43 years, died at his home in Wells on June 23, at the age of 73 years. The remains were taken to Lowell, Mass., for burial.

Mrs. H. A. Wunderlich and children have gone to Eugene, Oregon, for a two months' visit. The chief clerk is a busy man these days getting meals, washing dishes and taking care of the garden.

Train Dispatcher Johnson is tripping around in a new Chev.

There is a new chicken coop over in the store department. Jack has a new Ford.

Dwight Kneeskern took a week's vacation from his duties as baggageman to attend the chautauqua. He didn't work the day they reserved the seats so that he could get a good one for his mother. He didn't miss a number of the program and he certainly has a young looking mother.

Brakeman Jeffers has taken to golf playing and like all the others who try it, is very much taken up with it. He says there is nothing like it.

Chart E. Peterson, baggageman at Albert Lea, left for the state of Washington

a few weeks ago with the intention of making his home there if he liked the country. Mr. Peterson arrived in Albert Lea a few nights ago and liked the old town better than ever and was delighted to be back in old Minnesota.

C. M. Aughey and wife motored to Minneapolis and consulted a specialist in regard to Mrs. Aughey's health. We are glad to know that she arrived home much improved.

Harold C. Scott is taking a vacation from his work as ticket clerk.

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

Conductor Geo. Van Tassel and wife left these parts about July 10 for a three months' vacation going by auto to the coast via Denver and returning via the southern route in the autumn.

Chief Dispatcher and Mrs. H. C. Van Wormer, Train Dispatcher and Mrs. L. S. Dove, and Conductor and Mrs. J. F. Bringle, have returned from a month's outing spent at one of the Minnesota lakes near Pequot, Minn. Fine weather and fishing made the trip very enjoyable.

Mr. and Mrs. W. H. Applegate went to Miles City, Mont., July 1, to visit relatives. Mr. Applegate has returned, Mrs. Applegate remaining for a longer stay.

Mrs. H. R. Meyer and daughter Marjorie of Marion spent a month's vacation visiting friends in Seattle, Wash.

Lester J. Cleveland and Miss Sophia Estes of superintendent's clerical force, were away on their vacation during July.

The writer is going away on a month's vacation spending part of the time in Yellowstone Park and other Montana points.

Veteran Engineer Davie Gordon of the "Farley Flyer" is taking a vacation these hot days and George Schrimper is at the throttle in Davie's place.

A division staff meeting was held in the superintendent's office at Marion July 10. The object of the meeting was to discuss plans for more efficient operation. Supt. Marshall presided and at the noon adjournment entertained the members of the conference at Rubek's cafe. The following were present: Trainmasters L. A. Turner and W. G. Bowen, Terminal Trainmaster M. Gallagher, of Council Bluffs, Chief Dispatcher J. M. Losey of Perry, Acting Chief Dispatcher Willis Jordon, Master Mechanic W. N. Foster, Traveling Engineers John P. Lutz of Perry, and H. T. Dersch of Marion, General Yardmaster E. W. Crain and Yardmaster H. L. Shekelton of Atkins, General Yardmaster Carl Wightman of Perry, General Yardmaster A. C. Dimock and Yardmaster Henry McNabb of Cedar Rapids, General Yardmaster A. M. Peterson of Manilla.

Mrs. Newman Fuller of Moberge, S. D., spent several days visiting with Marion friends. The Fullers used to reside in Marion.

Miss Ethel Maude Luney, of Toronto, and Ralph Seager of Marion, were married in Toronto, June 30. Mr. Seager is a world war veteran. The marriage is a culmination of a romance that budded when Mr. Seager was at the University Hospital at Iowa City about two years ago for treatment. His bride, who was a nurse, was stationed there. We extend heartiest congratulations and best wishes for much happiness.

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The Fleischmann Company

Mr. and Mrs. B. C. Sears and son Richard, are away on a six weeks' vacation visiting Mr. Sears' mother at West Yarmouth, Mass.

Operator L. A. Hoffman, of Oxford Junction, is off on an extended leave of absence account of ill health. Operator D. D. Devore relieving.

Operator Ed H. Claussen, of Green Island, was quite painfully injured June 26 when his foot slipped while handling levers on the plant there. Russell Tarr acted as relief during Ed's absence.

Chief Operator J. T. Gallivan of Marion has been off duty since June 28 owing to having been severely bruised by a fall on that date. He was accompanying Mrs. Gallivan and mother to a neighboring home and was carrying his granddaughter underneath his rain coat, and in going down an incline on the sidewalk he slipped and fell. In trying to protect the child, he received a severe gash on the forehead and injured his right arm seriously, although no bones were broken. His recovery is expected to be slow.

Conductor Fred H. Williams is back on the Farley run once again and is improving rapidly. Fred lost about 60 pounds at Excelsior Springs but is feeling lots better.

Leonard Taylor, Jr., who is employed at Atkins, slipped and fell while on duty, suffering a broken arm. He is improving slowly.

Section Foreman Jacob Miller of Sabula was struck by an eastward extra June 21 about two miles west of Sabula and was so severely injured that he died shortly after. The extra was using the westward track on account of three work trains and extra gang using the eastward track in this district.

Mr. Miller was born in Germany April 3, 1855, and for forty years has been a faithful employe of the Milwaukee Road, 36 years as section foreman. He was held in high esteem by the officials and employes on the division. He was a member of the order of I. O. O. F. Besides his wife he leaves two sons Henry D. Miller, foreman extra gang and Harry Miller. Funeral services were held at Sabula June 25 in the Methodist Church. Among the number of railroad men present were twenty-two section foremen. We extend to the family on behalf of the employes sincerest sympathy in their sad bereavement.

Northern Montana Division

A. B. T.

Harry Spears is one lucky B & B foreman. Just ask him about it. Baseball or prize fights makes no difference to him. No wonder he can have a sedan.

Frank Wharton, chief clerk, said he had a dandy time at the Falls. He was there for the Shrine ceremonial and also for the Elks convention.

R. G. Garin is now with us, assigned to this division temporarily, to assist Division Engineer Ralph Alway to catch up with the work of the engineering department.

Mrs. Mark G. Allen, wife of assistant division accountant, is spending a month's time in Los Angeles, Calif., visiting relatives.

H. W. Jackson, warehouse foreman, Lewistown, is on his vacation and is visiting with friends and relatives at Aberdeen and Twin Cities.

Minnie Wolters, dolled up in a new pink dress, with fixings to match, just after lunch one day in June, when a-strolling,

She came to a foot bridge over Famous Spring Creek when she thought to see if the splendor of her raiment was befittingly reflecting. Carelessly leaning over, the dazzlingly sight that met her eyes caused her to lose her head, and balance, and Kerflop! The babbling brook ran o'er Minnie. The Finis: A hurry up ride in a Ford and a hanging out to dry was the end of a perfect day.

Bertha Munson, when she saw Minnie fall into the creek, ran into the office and said to Paul Allmeyer:

"Paul, Paul, Minnie fell in the creek."

"Well, did you get her out?" asked Paul.

"No, did you want her out?" answered Bertha.

Engineer Fred Burgoyne is visiting his family in Oregon City, Oregon.

Baggage man F. E. Wright and wife are vacationing in Ladysmith, Wis., visiting with Mrs. Wright's relatives.

Mrs. Taylor of the Lewistown freight office has returned from a month's trip visiting numerous points in the east and attending with her husband the Shriners' convention in Washington, D. C. Ann says Montana suits her and the "Blankety" nights appeal to her more than the heat in the east which was almost too much for our Montana Lady.

The On Time Line—Kansas City

Division

H. F. B.

Now that old man mercury is hovering around close to the 100 mark the boys around the restaurant at Ottumwa Junction take a little stroll down to the river morning, afternoon and night for a little plunge and cooling off.

Engineer Tucker recently returned from a visit to his old home in Girard, Kansas, the trip being made overland in his Ford coupe. He found some rain in Kansas which had reached the stage of flood and encountered some very bad roads through the state of Missouri.

The automobile bug still has a hold at the junction as W. R. C. Harryman, chief carpenter's clerk and A. P. Lutz, bill and voucher clerk, have both acquired new cars since the last writing.

As we have so many new cars around the bunch at Ottumwa will refer you to Mr. Teed the ticket agent at Davenport for any information that you may desire to obtain regarding the proper handling of a car; also as to the interpretation of all traffic signals given by traffic cops. Mr. Teed is the proud possessor of a new Chevrolet sedan and is very conversant with the proper handling of his car as well as getting by the traffic cops.

Miss Lola Dornsife, general car foreman's clerk at West Yard, and Fireman Charles D. Smith, were married July 21, and went to Kansas City on No. 3 for a few days.

Lately there has been a great deal of controversy between the Ottumwa Division offices of the C. B. & Q. and the Ottumwa Milwaukee offices as to which of the two railroads was the 2nd largest industry in Ottumwa. Morrell's packing plant is conceded to be the largest industry and somewhat over a year ago Mr. Hoehn in speaking before a body of the business men of Ottumwa claimed for the Milwaukee, after a check had been made with the Burlington as to the number of employes of their road who resided in Ottumwa and with our own pay rolls, which disclosed at that time that we had more employes in Ottumwa than the Burlington. that the Mil-

waukee was the 2nd largest industry in the city. Recently in a speech before the Ottumwa Chamber of Commerce, Superintendent J. P. Cummings of the Burlington made the claim that the C. B. & Q. was the 2nd largest industry in Ottumwa. Here is where the smoke began to roll and when the battle was over the Milwaukee came out on top with 906 employes against the Burlington's 800.

On June 19 the last meeting of the season for the Bridge Club which is composed mostly of the young ladies of the superintendent's office, was held and all the members who had not been fortunate enough to win a prize during the season were presented with a gift.

Miss Gohman, chief dispatcher's clerk, spent the 4th in Kansas City.

Dispatcher J. Upp and family spent the 4th down in Missouri and had such a good time that they didn't get to Chillicothe in time for 26 consequently Jay had to ride a freight in order to get to Ottumwa in time for work.

M. L. Fromm has been appointed extra dispatcher and is now working J. A. Sanford's job as relief dispatcher while Mr. Sanford is relieving Night Chief Dispatcher L. H. Wilson who is spending his vacation in Denver.

We now have two good representatives for the Magazine at Nahant in Miss Helen E. Peterson, general car foreman's clerk and M. K. Parks, day yardmaster, but our old friend Kent kinda laid down on the job this time.

Nahant
H. F. P.

Carsmith, Michael Behan, general chairman to carmen for Nahant lodge, has returned from a week's vacation, during which time he attended the carmen's convention which was held at Minneapolis. A fine time was reported.

We wonder who is passing out the candy and flowers at the roundhouse?

Have you all noticed how bright it is going at the R. H.? It looks fine. Keep on the good work Harry.

I see our Night Roundhouse Foreman Mr. Rabin is also sporting a new Henry. Well, that is one way of getting acquainted with the traffic cops.

In some cases a bell saves a life, but sometimes a whistle is just as good. Pretty good, eh!

Fuzzie, we all would suggest that you buy an umbrella with a straight handle. You won't lose them so easy.

Bill Sass and Herman Eggers journeyed to Cleveland to attend the Grotto convention.

According to reports, a delightful time was enjoyed by all.

The Man Who Wins

The man who wins is the man who works,
Who neither labor nor trouble shirks;
Who uses his hands, his head, his eyes;
The man who wins is the man who tries.

—Selected.

The Truest Sky

The future sky is the bluest sky
With never a cloud in view:
The sky today is the truest sky
And that is the sky for you.

—Frank L. Stanton.

Ice House Foreman Buckingham and his wife took a trip to Cedar Rapids to attend the graduation of their son from Coe College.

The Davenport delegation from "Mohassan Grotto" had a special train of eight cars over our line Sunday morning at 7 o'clock and left for the Cleveland conclave which is being held there this week. They will return to Davenport Thursday evening.

With the nice warm days every once in a while, conversations are drifting toward "vacation" time. Car Foreman Mr. Barrett will leave Davenport Monday morning for an extended auto trip to Denver, in company with his folks from Manila, Iowa. We all wish them a nice trip.

Storekeeper F. L. Brenton went fishing the other day at Bettendorf Dam, but Mr. Brenton says the only fish that liked the bait he used was the Gar, so he gave it up for a bad job. Mr. Brenton would appreciate it very much if someone will tell him just what kind of bait to use. You know the kind the "Salmon" like.

Fay Nagel has moved into his new home recently and now he is kept busy with his gardens.

Good news, Mr. Allard, the Rockingham "Good Roads Committee" is going to take the rocks out and pave Rockingham road, and then when you are riding out to Nahant with F. L. B. you can ask him when he had the new springs applied to his car.

Rochelle and Southern Line

A. R. Collier

Operator E. J. Morton from Seatonville accompanied his mother to New York the first part of July from which place she sailed for Glasgow, Scotland, to visit her mother whom she has not seen for some time. Ed received word that she had arrived safely and had a very fine trip all the way over and was enjoying every minute.

Brakeman Oswald J. Brown is now among the great army of auto owners, having purchased a Chandler touring car, and started right out to see what it could do too.

Operator Dom Obera is enjoying a few days' vacation from third trick at Seatonville, taking in the sights around Milwaukee and Beloit.

On Tuesday night July 9 Mrs. Harry Boatman, wife of Operator Boatman at Ladd, passed away at LaSalle Hospital after an illness of several months. Remains were taken to Streator, Ill., from which place funeral was held. Operator Boatman has the sympathy of the division in his loss.

Conductor W. H. Boucher is now in charge of the Granville-Ladd patrol run, owing to reduction in poll crews at Ladd. This also puts Engineer F. L. Blake on this run.

Understand Operator W. B. Lipp, at Granville, is running some kind of an ad in the local papers around here but we can't seem to find out what it's all about. What is it Bill; let us in on it; maybe we can help out a little.

Engineer H. K. Beecham has recovered from the injuries received in auto accident some time ago and is back on the job again.

Brakeman Harry Vollant is back on the job again after an absence due to injuries received while working with a track gang some time ago.

Machinist Jack Egan has gone to Montana to spend his vacation with relatives and friends.

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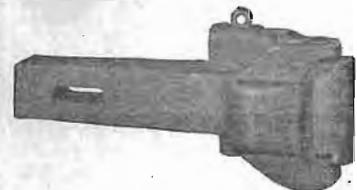
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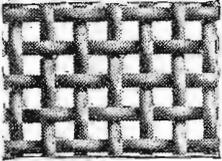
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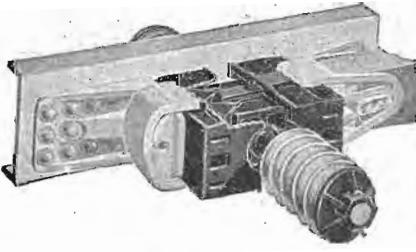


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Sioux City and Dakota Division *H. B. Olsen*

On June 24 one of those old-time excursions were run to Lake Madison. The fare was low and a satisfactory number took advantage of big day for little money.

Mrs. Christine Larson, steno. Sioux Falls, accompanied by her better half, spent the glorious fourth at Sioux City—the balance of her vacation “at home.”

We regret very much that we have lost Conductor Rands. He resigned on June 29, and with his family has departed for California where they will make their future home. Good luck to you “Billy”, we will all miss you.

On June 23 one of the most interesting ball games ever played on any diamond was witnessed by a large crowd when our firemen played the engineers with a victory for the firemen—the score 5 to 2. Batteries, Firemen Mills and Peterson; Engineers, Waitier and La Plant. Engineer Hinsey umpired.

Conductor “Buck” Crews has gone to New York where he will meet his son Orville, the latter is returning from the East Indies.

On June 14 Switchman H. Rands (son of former Conductor Rands) was married to Miss Laura Grobe at Bensenville. Mr. and Mrs. Rands visited at Sioux City and Sioux Falls on their honeymoon trip, returning to Bensenville where they will reside permanently. We extend our hearty congratulations.

Freighthouse Foreman Leonard Mstrom, Sioux Falls, together with his family, visited the week end at Beresford, S. D. Leonard always manages to take a trip when it rains or vice-versa, eh Leonard?

Mrs. Blanche Cullen, formerly Miss Blanche Wagner, has returned to the Sioux Falls freight office force, assisting on the bill desk during the vacation period. Awfully glad to have you with us Blanche.

Miss Lou Waugh, superintendent's office, has gone on her vacation. Why way out west Lou when you do not know anyone?

Miss Hildred Kenna, car clerk Sioux Falls, has taken a thirty day leave of absence and will visit her mother near Tacoma, Wash. Now “Mac” comes along and says he is about to go on vacation—where? Oh to Tacoma of course. Just what will take place in the western city we cannot say but all indications look favorable.

Agent H. F. Wood, of Ravanaia, got tired of living with the Indians and bid in 3rd trick at Mapleton. He will spend four months in California before resuming his new position.

Herman Berke, warehouse foreman at Vermillion, is all smiles these days—fine big boy at our house Herman says.

Operator “Bob” Thompson, Vermillion, has been keeping batch for the past few weeks while ma and the “kiddies” are visiting in Storm Lake, Iowa.

Agent C. P. Kinser, Meckling, is enjoying a nice visit from mother and dad who reside at Coon Rapids, Iowa.

After spending the Fourth at an inland lake near Sioux City, Conductor Rou Reams, wife and friends decided it would be necessary to continue their celebration to Lake Madison and in spite of heavy rains they motored to the latter point and secured their quota of fish, forgetting mud and rain.

Brakeman Bill Helmhold has moved his family to Runningwater that they may have

one big outing on the banks of the old Ma-zoo.

Section Foreman Chas. Nelson at Hudson has gone to Seattle where he will spend two months. Relieved by Tom Barilew of Westfield.

Dispatcher Emil Gilbertson is down at Lake Andes extracting the finny tribe from the lake. Leave it to Emil, he will get 'em if they are there.

Engineer Earl Jefferison has been appointed fuel supervisor of the Iowa Division with headquarters at Marion, Iowa. Good luck to you Earl.

Chief Dispatcher Walter C. Givens, wife and kiddies are at Lake Okoboji, Iowa's most popular summer resort. From there they will visit at Ft. Dodge, Iowa, making the entire trip by motor.

Agent H. J. Brown and daughter Hawarden have gone to Long Beach, Cal. The big oil boom in that city has rather attracted H. J.'s attention he says.

Dispatcher C. L. Jacobs is on leave of absence and believes that by sticking close to home he will have no reason to lose his patience for the continued rains have spoiled all the joys of motoring.

Conductor James Butler is now sporting a new Chevrolet coupe which is a very classy little bus we would say.

The inconsistent mortal has nothing on the weather man this summer—from overcoat to bathing suit in 12 hours is some change.

Our old time friend W. L. Beyers, formerly of Elk Point is now handling the S. C. & D. uncollected in Mr. Jefferies' office, Chicago, and bids fair to reduce some of it if he continues at the rate he has started.

Rail Rumbblings from St. Paul *Allen*

George Quinlan is now holding down a job on the expense desk and judging from the way he went right after his new job we feel sure that he will make good if he has not already done that very thing.

Lawrence Berman is the new messenger. The following is a story of our fishing trip at Ontonagon, Michigan. You will note it describes in detail the number of fish caught, etc. Here it is: “*** & xx @? ? x y z ** etc. etc.” Curtain.

We understand that during our absence a fishing party including our own telegraph operator C. H. Feit, had a little excursion to Perham, Minn.

Shall I include you in the above story Charlie?

If you want some real thrills take a ride with Thos. Sheehan in his new Ford. Ask us, we know.

And it is all over, at present at least, for St. Paul's chance for the world's fight championship, but Tommy Gibbons sure did well and brought glory not only to himself but to the city he hails from, the city which figures so prominently in the name of the world's greatest railway system.

Fred Overby is now in training for another long distance swimming meet to be held at Winnipeg, Manitoba, and watch Fred add another medal to his now big collection.

One way to forget about the hot weather is to get so busy that you will not find time to think of the thermometer, at least that is what I overheard in a conversation in the smoker on number six the other morning and I guess we will get busy and try that right now,

Coast Division—Superintendent's Office

Mutt and Jeff

According to "Spark Plug," whose word is "Allgood," Margaret had a "Daisy" time in Portland. The "Wende" blew some, but otherwise the trip was "Rosie." Their brows were "Furrowed" when they returned, but everything was "Hall" right as "Millicent" them instructions and no "Baughn" was necessary to permit their return. Daisy spun her "Webb" and was the "Bell" of the town but she says the "Victor"y belongs to both as Margaret is some "Dahl" herself. Before "Long" we expect to see them "Hatch"ing plans for another trip, in the "Lee" of the station. Mac says for "Pete's" sake to stop this "Annie" as it is "Clara's" mud that our dope has about run out. "Bligh" "Bligh" until next time."

Byron P. Walker, wife and sons, Norman and Orin, left the latter part of June for New York and Anapolis, Maryland, where the sons will enter the U. S. Naval Academy, if they are successful in passing the physical examination. This is quite an unusual occurrence to have two brothers receive an appointment to Anapolis Naval Academy at the same time, and Mr. Walker feels highly elated over the good luck. They expect to stop enroute to visit with friends and relatives at all the points of interest both going and returning.

Miss Millie Anderson and Florence Larsen enjoyed a few days' vacation the latter part of May attending graduation exercises at the Bellingham Normal and sightseeing in Vancouver, B. C.

Mr. and Mrs. Robert Shipley (Rose Zurich) who were married June 6, are honeymooning in Wisconsin where Bob's parents reside. Mrs. Sherman is substituting on the exchange during Rose's absence.

A quiet wedding took place at Tacoma on June 26, when Miss Eloise Bligh (formerly assistant timekeeper in our office) became the bride of George Landry of Tacoma. The newlyweds enjoyed a trip to Portland and upon their return took possession of their new bungalow at 2902 North 12th street where they will be glad to receive their many friends.

C. R. Williams, rail inspector from Milwaukee, is superintending the sawing of rails at Renton, and is making Tacoma his headquarters.

Mr. and Mrs. W. H. Wingate celebrated their silver wedding anniversary June 19 with a dinner to sixteen intimate friends, and with a dancing party later in the evening to which about one hundred and fifty "Milwaukee" friends were invited. During the evening Dr. Carroll, on behalf of Mr. and Mrs. Wingate's friends, presented them with a beautiful silver service set. We were all happy to be able to help celebrate with Mr. and Mrs. Wingate and wish them many more happy anniversaries.

To use Dick Wende's favorite expression, he's running around like a brace and bit these days looking for a car to borrow. Haven't been able to find out what became of his "Hup" but it looks mighty suspicious. We hope the next one is a sedan.

Miss Rose Lindquist has returned from her vacation spent at Lake Louise, Banff and Calgary and is all enthused about the wonderful scenery of the Canadian Rockies. Rose even went so far as to say it

was a wonderful place for a honeymoon. The "honey" part is all right Rose, but why "moon" when in Canada?

S. E. Herzog, of Aberdeen, S. D., has taken over the position of car steno and is making friends rapidly. We are still in the dark as to who all the letters go to and the necessity for all the rush to get them on 16 each morning, but no doubt it's the "folks."

Minneapolis Shop Happenings

James Nellins

One of the most welcome callers in many a day was our friend Edw. H. Young of Dubuque, who showed up here on July 10, it being some time since Mr. Young had been here. He was renewing former acquaintances and having an all around handshake. He was looking well and let us hope he will repeat his business call here.

They are telling a story on Roadmaster Claus Lind, River Division. He had been directed to refill a water barrel at the grain sampler's shanty on Woodyard Terrace and made a mistake and filled two barrels. He detected his mistake and apologized for same and everything is lovely again. The extra supply of water will do for the grain sampler's autos.

The master boilermakers of this road were in convention here commencing June 11 and it was noticeably more lively and noisy in the neighborhood of the West Hotel than usual. It is said they had a lively convention and at times the chairman used some strenuous gestures and vigorous language to call them down, but then it is well known that the boilermakers in general are hard of hearing.

While we were walking about the shop grounds recently in company with Special Officer Thos. A. Ward, the latter suddenly halted and exclaimed, "Well I be darned if there aint Jay Necse," and sure enough it proved to be true, for our former tin and coppersmith foreman has returned to Minneapolis shops from Milwaukee, satisfied there is no place like Minneapolis to live in. The crowd here are all glad to see him back and he himself is all smiles, but he looks well and apparently was well treated during his stay at Milwaukee shops.

It is with great regret that the announcement is made of the death of Michael Carr, brick mason at these shops, this fine old gentleman passing to his long rest on June 19. He was a veteran in the service of this company and due to the nature of his work, he enjoyed a wider acquaintance than the usual man here would have, and the news of his death was received with sorrow by his scores of friends, and all are united in extending condolence to the members of his family. He was 82 years of age at time of his death.

Another veteran employe of these shops passing away on June 15, was Peter Knudson, woodworker in the car department. He was 79 years old and in the service of this company as a wood worker for a term of 47 years. He was as nice an old gentleman as one would wish to call his friend and his familiar personage is missed at his bench in the woodworking mill.

How many readers of the Magazine have noticed the strenuous work being performed by that chap as shown on the inside of the back cover of the June issue? Without appearing envious we now file our ap-

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That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

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plication for that fellow's job when he gives it up as we think we can fill that job with efficiency. The fellow now holding it surely appears as though he enjoyed the work.

There is some good reading in the communication of W. N. Doak, vice president of the B. of R. T., on page 10 of the July issue. Read it and see if his idea is not a good one and well worth practicing, or in any event well worth trying and see how it works out.

Did you notice that picture on page 48 of the July Magazine, "Watertown fifty years ago?" Well, if you did not take notice of it now, for to many employes and not a few officials of this railroad will be reminded of their old swimming hole when they gaze upon that dear old scene. Take a glance at Rock river and that stream at the right side, Cole's Race, the old swimming hole and the old time playground and how the old town constable would chase us kids when we violated the law against swimming during the day time. It brings to mind the words of J. Whitcomb Riley, the beloved poet:

Wanderer does your soul grow weary,

In your search for wealth and fame,

Do you often sadly wander,

Is the old home just the same?

Oh would we know the friends of childhood,

If they were here today,

And the old familiar nooks and places,

Where in youth we used to play.

But the days of our youth, they are quite beyond control,

But we will never, hardly ever, forget the old swimmin' hole.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

It's too warm to read what happened and too warm to try to think of what did happen and I doubt if any one is very much interested in either so here goes and don't blame me if it isn't worth the paper it takes because very likely the reader is as tired of the sunshine as the writer is.

Engineer John Williams has left the country, that is he has left for the old country, having left his wife and gone bag and baggage to Wales to visit his brothers and sisters there, whom he has not seen for many years. Mrs. Williams is visiting Mrs. John Ross in Michigan while Mr. Williams is away and we hope for their soon and safe return.

Mr. and Mrs. Hamp and children have gone east to visit for a month. They have just moved to Deer Lodge where they will make their future home.

Among the new and startling things that happened the last month was the promotion of Traveling Engineer Spaulding to roundhouse foreman at Deer Lodge, in place of Mr. Talbert, who resigned. Engineer Davies at Piedmont was assigned to Mr. Spaulding's position on the R. M. Division and we offer our congratulations to both gentlemen.

Mrs. McKenna and daughters are visiting in Iowa and their husband and father has joined the widowers' club and has to cook his own fish after he catches them now.

Mrs. Fauver and daughters have also gone on vacation and will be gone some time, spending theirs on the coast.

Mrs. Crownin, first trick operator at Donald, has been off some time, her first vacation in a year, and Mr. Crowder has been relieving her. She is now back on the job again and he is assigned to second trick there, having left his old love, Two Dot for good. No more agencies for him he says.

Operator Shepard at Loweth is off for a month and Mrs. DeLodge is working there for him; also the agent at Three Forks has returned for a flying trip to the coast, relieved by Mr. Gannon while away. He wants to get back in time to help his wife and family on the train for California where they will spend the remainder of the summer he says and he will join that same club with Engineer McKenna.

Among other club members is Conductor Vaninwegan, whose better half and the family are visiting at Elk River, Idaho. He is still mad over the shoe string potatoes and mutters half the time that he is going to get some shoe string spuds if he has to fry 'em for himself, so there.

Conductor Cook has paid up his dues and quit as Mrs. Cook and daughter returned the middle of the month from a visit to Spokane, and he is trying to explain how he happens to be wearing a bran new straw hat every day and to work to. He hasn't done so very well so far I understand.

Mrs. Wilson, wife of Passenger Conductor ahem, Wilson, has as a guest her sister from Kansas (where Earl and myself hail from). The nice little lady is at home at Dodge City when she is at home and has spent several weeks here with Mrs. Wilson.

Mrs. Spector, wife of Hostler Spector at Harlowton, is reported as improving slowly. She has been very ill for many months at the hospital there and we all hope for her speedy recovery.

Since the Lombard helper has been pulled off all Engineer Butler has to do now is ride around in that classy car of his. Engineer Echard and Fireman Oregon remain there on the helper job.

Mrs. Vanderwalker and daughter have left for Michigan to visit with home folks for a few weeks and leave Mr. Vanderwalker to get into that club if he can. He can, I guess.

The last but by no means least event of this month was the handling of the President's special with Mr. Harding and party aboard, enroute to Spokane via our line from a trip through Yellowstone Park and sight seeing in our beautiful Northwest. We received the train at Sappington about 11:30 P. M. and you haven't been able to speak to Operator Herrington, Conductor Fairhurst, or Conductor Buchen since. Heavens some people thing they amount to an awful lot. Well if they can get away with it all right. I'd try it too if the special had come this way. Even wee Jimmy Campbell made a hero of himself and all by himself too. This all happened July 1 and we learned how the Sunday news appears in the Saturday afternoon papers and what our President thinks about us, or what the newspaper reporter said he thought. It's great to be great isn't it?

River Division

M. M.

If this weather keeps up they will have to equip the refrigerators with berths as some of the freight house force refuse to leave them when once they enter. It would be cruel to expect a fellow to stand all the way from Wabasha to Kellogg for in-

stance. For making reservations inquire of Lee Cater.

The residence of A. Majeski, switchman Hastings, caught on fire and was extinguished by means of a chemical device, but unfortunately caught fire again. Sympathy is extended Mr. Majeski.

The American Legion staged a celebration on the Fourth of July at Wabasha. One of the features of the day was a very pretty parade which consisted of all business places and companies. The C. M. & St. P. was represented in the parade—a car being decorated with signs such as "See Yellowstone via C. M. & St. P." Prizes were awarded but unfortunately there were not enough prizes to go around for we didn't get any.

Roundhouse Foreman John Dick and wife of Hastings have left for Syracuse, N. Y., where they will spend their vacation.

There is some talk and from good sources too that J. M. Mortenson has early spring fries for sale. Do wish he would believe in advertising.

I have been wanting to tell about Tony Becker, conductor on the Menomonic Line, but he is so well known that what I have to say won't be real news. Tony had a radio outfit installed some time ago and this kept him home nights. And now the Buick.

Engineer Fred Koch detected a brake rigging down some time ago. He stopped the train and had same taken care of and thereby avoided a serious derailment.

Traveling Engineer W. C. Blase attended the traveling engineers' staff meeting held at Milwaukee the fore part of the month. Mr. Blase discussed the subject of "Co-operation between the Traveling Engineer, Trainmaster and Roundhouse Foreman."

Cashier R. E. Thompson and wife spent a few days at Menomonic visiting home folks and friends.

Roundhouse Foreman John Fleming has been spending a few days among the Glaciers. Nothing like making yourself comfortable during these warm days.

Have you heard any of these? Yes, we have no bananas, but tell me, gypsy, is Stella, that red-headed gal swinging down the lane beside the babbling brook aggravating papa or Barney Google?

Somebody planned a little trip
To distant points, we're told;
And everywhere that somebody went
Its joys she did unfold.

La Crosse Division C. W. Velsor

It seems that every one is talking vacation and picnics. Well, by the look of the tonnage report on the La Crosse Division both are only dreams. Why, at Tomah alone we unload 60 cars of company coal a day for storage.

Here's one for the old timers to think about and it's a fact Engineer Jim Taylor, 59, recently went from Watertown Junction to Sparta without a stop. How can it be done? Well, Duck McMohn, the night yardmaster at Portage, slipped Jim and Conductor Holbrook a clearance card on the fly and so helped this famous speed king make the run, Milwaukee to La Crosse, pulling eight cars, in three hours and forty-five minutes.

Again we are pleased to report that our esteemed friend, Chas. McLaughlin, is recovering very nicely and is expected back to work very shortly. Hobs says that it is "kinda tuff" to stay at home so long.

Conductor Ray Long and wife had a short visit at Lake Kegonsa during the

month. Ray tells of catching several bottle bass and other game fish.

The employes on the division extend their profound sympathy to the bereaved family of former Section Foreman Jones of Sparta, who passed away at the family home recently.

Wm. F. Caughlin or "Farmer Bill" as he is more commonly known, has sold his truck farm and purchased an Essex sedan which he claims more pleasure from. Bill says that the girl will not live on a farm so there was nothing else to do.

Engineer Herman Ambrose has asked us to announce that he will not have any more eggs for hatching as he has gone out of the chicken raising business. Mr. Ambrose has been an authority on chickens, both young and old.

The crew on the east end way freight wonder how our friend Foster Phillips is going to juggle those pianos and threshing machines on 91 and 92 after joyriding in his new Nash gas wagon between Kilbourn and Baraboo.

It is with deep regret that we have slighted Brakeman Joe Wiselus, in failing to announce that he has taken the fatal step with Miss Lydia Holtz, of Milwaukee, on April 7, 1923. Well, Joe seems to be a different man now. He stays awake and works much steadier. We promise that when you have the next announcement to make we will be more prompt because we will expect cigars then.

Pewaukee is promised another resident soon. Brakeman A. J. Schmaus has been out looking over the Lakeside city and says that just as soon as he can sell the farm at Berlin, Wisconsin, he will move his family to the popular suburb.

While the dredge was working in the Mississippi river draw bridge at North La Crosse, it pulled up a car truck which was made in 1863, which has the small wheels and wood brakebeams. The old timers about La Crosse say that the wreck occurred on S. M. Division No. 1, in the year of 1874. The old relic will take its place in the park adjacent to the yard office at North La Crosse where there are now several old style link and pin draw bars.

Roadmaster John Kelley has the tracks all covered with gravel between North La Crosse and West Salem. John says that he had 400 cars dumped along here on purpose. The resurfacing and tying together with the laying of new steel on the east end is progressing as rapidly as can be expected with the acute shortage of labor. Several extra gangs are busy on this work.

Agent J. P. Enright, the busy man from Lyndon, has just returned from a three weeks' trip to the coast, and says that it is terrible to have to go to work again.

Kansas City Terminals S. M. C.

Several of the yard clerks had planned to go fishing and even a little thing like a three inch rain could not stop them. Too bad to waste time going any place to fish as there is enough water around the yard to wet a fish line and who ever heard of fish biting right after a big rain.

Our concrete foreman, A. W. Larson, who just completed the turntable job at Coburg, injured his knee quite badly while working on the Missouri River bridge. Here's hoping he soon recovers.

The ball team is still in the running. June 23 we played the K. C.'s and beat them four to three. If any Milwaukee ball team wants to get trimmed proper, just

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come on down.

It's pretty hard to beat the roundhouse bunch on anything in their line but as veterinary surgeons they are sure no good. Mr. Lord was all excited the other day about what to do with a "dead" white horse" that layed down just outside his office and died despite the heroic efforts of the roundhouse boys to effect a cure or at least get the animal on its feet so it could die some place else.

Two of our men, Mr. Harris and Mr. Davidson, had their pockets picked recently. We claim a fellow sure needs a friend after such a thing happens, especially when he was on his way to the park for a good time. Put your money in your shoe the next time George.

Aother bobbed haired girl has made her appearance at the local office. After talking about it for six months Sue finally went to the slaughter. Some say she looks fine. What did Paul say?

Alex Schutte spent his vacation last month in the Ozarks. He was so dark from the sun on his return that he could have passed for a wop and made good selling "a banan."

The Milwaukee painting brigade paid the local office a visit last month and everybody says "Doesn't it look swell." Some fine job.

Katie Barry says one thing she like about Rosedale is the way the boys notice you. Well, they always do that in the "small towns."

Harry Vail, our chief clerk, and his family spent their vacation in the Ozarks fishing and he reports a fine time. Harry says the fish are plentiful if you know where to go and leave it to Harry to find out. He knows.

When it comes to being on the job every day Frank Williams, our delivery clerk, is certainly the berries. Who knows when he was ever off? I don't.

Our "Barney Oldfield," Miss Hammon, says the only objection she has to her Ford is that it won't make over 60 miles. She says she sure drives that Henry some.

Gus Westman, of the car department, recently returned from his vacation and reports that he is now the proud owner of a Chevrolet. We thought maybe he might come back with a bride, but now that he has a car we suppose it won't be long.

There was quite a stir in Mr. Adsit's office when they learned that Bert White had given them the slip and got married. However, the bunch made up for lost time and the way they did decorate the newly weds berth on 26 was a sight. Mr. and Mrs. White are now in Kansas City after spending their honeymoon in Minnesota.

Mr. Stewart, our G. Y. M., has been crippling around the last several days, result of missing a foot board and being rolled. Mighty lucky that it wasn't worse.

M. C. B. Gossip "Lee"

Day by day in every way the news in this office gets less and less. Well at least vacations have started and with the weather will save the day. It has been hot, hot, and hotter. A thermometer set up in the filing room registered 100 degrees.

Emma Wagner just came back from a nice long rest, during which she paid a visit to Chicago. Eva Anton spent part of her vacation in Green Bay and came back looking like a new girl.

Julius Weins, Wilhelmine Burssenbergie, Gertrude Haas, and Lillian Skobis are at

present in various parts of Yellowstone Park, and if the wonders of Yellowstone still hold, they should be enjoying themselves immensely.

Clarence Feltes went to Kilbourn and John Freimann made a trip to Chicago, as did Mr. Barndt.

Have you been introduced to the two new stenographers? Belle Belzor is the little lady in the billing department, while Julia Barrows is our new typist, taking the place of Geraldne Nelson, who has transferred to the billing department. The two new M. C. Bites are certainly welcome, and I hope they will stay a long time.

With the introduction of the new filing system, Frank Skobis was taken back into the filing department. Glad to have you back Frank.

Harold Stroman is going fishing and has promised a picture of a big fish for the next issue of the Magazine. Wonder what he means?

Gladys Bradley came to work one morning with one eye badly swollen and discolored. She said a mosquito stung her. Gladys, you shouldn't have such attractive eyes.

A funny thing in connection with Gene getting the wrong coat at night, is that he always gets one in which there is a package of cigarets and that he don't discover the mistake until after he has started smoking one of the pills. How come Gene?

S. M. West Notes Ray H. Hoffmann

Edw. Lucas, cashier and operator at the Howard station, has been promoted to relief agent and is at present relieving the agent at Butler, S. D., for a few weeks. Edward used to work in the Madison freight office and later at Wess. Springs before going to Howard. His many friends will be glad to hear of his progress I am sure.

John Cline, engineer on the switch engine in the Madison Yards, and Felix Vidal, engineer on Passenger No. 211 and 216 on the M. & B. Line, have returned from their trip back east. Both report having had a very pleasant trip and a good time. We understand Mr. Vidal's son, Lt. Vidal, took him up in his airplane and gave him a view of the city of New York from the air, besides giving his "Dad" the sensation of a few tail spins, nose dives and other stunts. "Felix" says it's fine after you get used to it.

Charley Martin took a short lay off over the 4th to visit friends at Hokah, Minn. Hokah, with its Lake Como, is getting to be the playground of that part of the state. "Charley" is our ever reliable engineer on freight No. 98 and No. 99 between Madison and Woonsocket.

Section Foreman, John Martinson, of Welcome, Minn., took a two weeks' lay off during June and was relieved while away by E. Mitchell.

Hans J. Hange, section foreman at Hatfield, Minn., is taking a two weeks' leave of absence and is being relieved by Louis Stenson.

The "boys" of the Madison freight office treated us all to a good cold drink of "lemonade" on Saturday, July 7, when it was only 94 in the shade. We'll say there's nothing like a good "ice cold drink" on a good hot day. Here's wishing the "boys" of the Madison freight office a long and happy life.

John Moore, dispatcher at the Madison

has traded his Buick for a new touring car. John says the Dodge has them all beat.

Faye Crabb, ticket agent at Madison, has returned from a two weeks' leave of absence spent at Pierre, S. D., in training with Company "D" Engineers of Madison, of which he is a member. Faye says they sure put you through the paces. Merle George of the Madison freight office, relieved him while he was away.

John Lange, machinist at the Madison roundhouse, has returned from a two weeks' vacation which he spent at his home in Green Bay, Wis. John's favorite song at present is: "Yes, we have no bananas."

John Woods, engine wiper at the Madison roundhouse, has returned to work. John has fully recovered from injuries which he received some time ago and we are glad to see him back on the job.

Chris Thompson, boilermaker at the Madison roundhouse, is taking a month's lay off. Chris says taking it easy for a while agrees with him O. K. "Chris" is considered one of the best boilermakers in the service of the company.

Joe Rooney, freight conductor on the short run between Woonsocket, S. D., and Wess. Springs, was a visitor at Madison recently. "Joe" used to make his home at Madison before moving to Woonsocket and the Madison 'boys' are always glad to have him pay them a visit.

In conclusion we wish to state that with a few exceptions the state of South Dakota holds all records for hot weather at this time of the year. However we have had plenty of rain, and the crops throughout the state never looked more promising than they do this year.

"Badland Echoes"
"Bill Mike"

Omer Maxfield's been to Minne.—the meeting to attend. 'Big Hank' Moe has just been married, our best wishes we extend. Guess they've gone out west a mooning, way out on the western coast, he's sitting on the seashore while poor 'we' stay home and roast. Tom McFarlane's been here two times all within the month just passed. Glad to have you McFarlane, have you sample our recipe. Understand that Mister Gibson is a gardener by trade, often see him on our landscape digging with a pick, or spade. 'Dinner' Wise has gone and left us, for the mountains of the west. Sorry to have him go and leave us, but the doctor knows what's best. Mrs. Leaf's returned from where the snakes and cacti grow, Mrs. Leaf gives us a reason as to why he can't go, but the reason that Bill Leaf gives isn't the reason that we know, what in case of snake bite, worried Bill, is what we throw. "Billie" Wray has gone and left us, got a clerkship up at Miles. Guess you know we miss you "Billie", miss the sunshine of your smiles. Guess you Yardmaster Richey, ably assisted by 'Dinner' Nath, mired down in the Box Elder and poured forth some words of wrath. They had visited the Black Hills with the graduating class when upon their homeward journey they were mired in some mess. Heard the Case had lost its ash-tray and the Oakland its exhaust, all of us wear long drawn faces sympathizing for the loss. Roundhouse Foreman Mr. Allen went to Mobridge for the meet, said he heard some able speakers, it's success was complete. D. T. M. was down from Mobridge just to pay a friendly call,

wouldn't give no earthly reason for his visit, none at all. Must have been of some importance, for we hear he rode the blind, you don't have to spill it, Davey, guess that we can read the sign. Marmarth must hold some attraction for our former clerks, eh, boys? "Rabbit" slips in one on the quiet, doesn't make a bit of noise, Job comes on the train before him just as quiet as can be, there is just one explanation for such actions, we can see. This hot weather makes us lazy and we think we'll have to quit, we don't feel like overworking when the rest won't do their bit. If they'd just hand in some items, and not leave it all for two, if we two should get brain fever, then the blame would rest with you.

Terre Haute Division
Roberta Bair

Frank Rose, engine crew caller at Hulman Street, left for Clayton, New Mexico, June 25, account ill health.

Miss Catherine Pfeiffer left July 14 for a two weeks' vacation at Cedar Point, Ohio.

The car department office force enjoyed an outing after work hours at Elm Grove July 13. Picnic lunch was served and the evening spent swimming and dancing. An enjoyable time was reported by all.

Mrs. Roberta Bair and Miss Alice Church entertained with a miscellaneous shower Thursday evening at the home of Mrs. Bair, on south Eighth street, Terre Haute, in compliment to Mrs. Harold Patton, a recent bride. The evening was spent in games and contests and light refreshments were served.

My land! Didn't Harry Belond have a thrilling time canoeing in the moonlight with the two young ladies June 12 at Ray Park. Oh, Harry, watch your step.

The division storekeeper's office at Hulman street was shrouded in mystery this morning when a bottle was spied in the top drawer of Joe McMahon's desk. Investigation was impossible as Joe, being very busy, never left his desk all morning. Distracting thoughts, such as, "Has our little Joey turned bootlegger?" ran through the minds of all the force, almost driving us frantic. The suspense was terrible. At last Chief Clerk Aaron Wright took the reins in hand sent an S. O. S. call to J. H. Prior, prohibition officer, of the Terre Haute Division, who, when not busy chasing bootleggers, does a little division accounting. In a remarkably short time after the distress call was sent in, Mr. Prior bore down upon us, in all his dignity, walked straight over to Joe's desk, opened the drawer and pulled out a bottle of cream of almond hand lotion.

(Note.) As this desk was formerly occupied by Miss Bartlett, now resigned, we accepted Joe's statement that the cream lotion was handed down as an heirloom. Things are kind of rotten When you have to run away, For tricks like this one, Sometime you will have to pay. A young man named Patton Our office girl did take, And went to Indianapolis, The capitol of our State. Pat thinks he's done something wise But now it is too late He'll find that he has made one big mistake.

Now Bertha left a lot of work About a week or two, So we got a machinist helper To see what he could do.

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Pat's job was not so hard to fill;
He had nothing much to do,
Just check things in the store room,
Which any one can do.
Pat will have a hard time
When he a pay does make;
He cannot hold any money out
She knows just what he makes.
Now Bertha left a good job
For Pat a wife to make,
Two cannot live as cheap as one
This is their first mistake;
Now when she does the housework
And then some cakes will make,
She will wish she never left our office
For Harold Patton's sake.

A very enjoyable party was held Thursday evening at Ray Park near Terre Haute in compliment to Harold Patton and wife (nee Bertha Brockman) who two weeks ago took their vacation and motored to Indianapolis where they were married, after which they motored to Washington, D. C., and back.

A delicious chicken supper was served by the management of Ray Park, after which dancing and boat riding completed the enjoyable evening.

The stores department and locomotive department office forces spent the evening of July 13 at Ray Park. Swimming occupied the early part of the evening after which picnic supper was served by the ladies, then dancing was enjoyed until a late hour.

R. & S. W. Items

Chief Clerk Beauvais, Freeport, on his vacation July 6 to 16, and is establishing a precedent by spending it at home.

Freeport was well represented at the Safety First Meeting held at Beloit June

26. Autos were kindly furnished by Ticket Clerk Askey and Operator Frederick, in which a party of ten attended. Bob Wright kept up the spirits of the party, while Operator Frederick did his utmost to keep the joy down by refusing to move faster than 18 miles per hour, arriving back in Freeport some time the following morning. Evidently the Safety First Meeting deeply impressed him.

The R. F. Conway Company, who are building the state road south of Freeport, presented the Freeport employes of the Milwaukee with a ten dollar bill to celebrate the Fourth of July on. A good time was had by all and the Freeport bunch wish to express profound thanks to them.

Claribel Cunningham, cashier at Freeport, motored to Rockford recently, and it is rumored that at least a part of the day was spent looking at household furnishings.

Eight members of the Beloit freight house force went to Rockford July 9 to attend a moving picture exhibit put on by the I. C. R. R., showing the cause of O. S. & D. freight and methods to prevent.

Council Bluffs News

Ada Olsen

Well, the month of July is almost over and no one got injured on the Fourth. Everybody reports a good time and for once it didn't rain.

Joe Prentice, pipefitter, spent a few days, including the Fourth, in Pisgah, Iowa. I believe, Joe, you must have a girl for I saw you get on the train all dolled up like a million dollars.

Frank Hurd, machinist helper, who has been quite ill, has returned to his post. Glad to have you back and hope that you have fully recovered.

Engineer Markwell has returned to work after several months' sickness.

Fred Liddle, machinist helper, who came from Atkins, has gone back home. I guess the bright lights of the city were too much for "Roundy".

Dorothy Gaumer, roundhouse clerk from Manilla, paid us a visit June 19. Glad to have you, Miss Gaumer; come back when you can stay longer.

Harold Ackers, cashier at the freight house and Miss Johnson, nurse, were married during the past month. It came as quite a surprise to their friends. I am sure they have the good wishes of all.

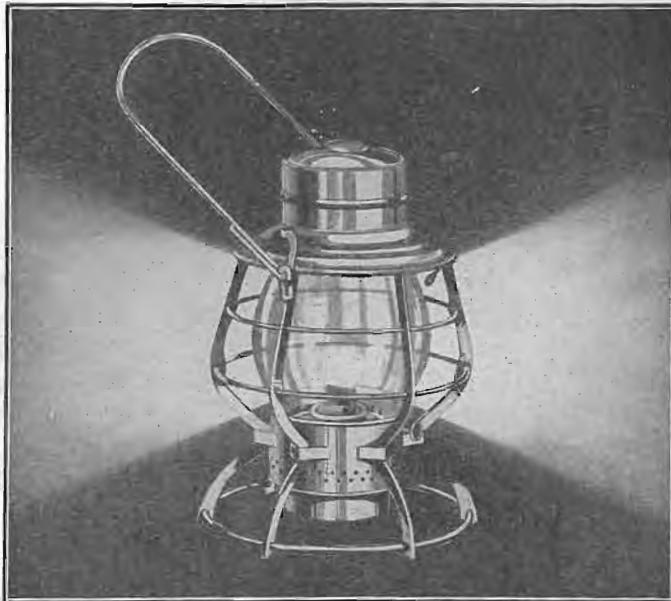
The office of M. Gallagher, terminal trainmaster, has been given a new coat of paint and everything looks lovely. Even Mr. Gallagher seems quite dressed up lately.

There was some argument as to who has the prettiest flowers and flower beds, but since paying a visit to the garden of M. P. Schmidt, general car foreman, we believe he should have the prize. He has one of the prettiest yards in Council Bluffs and has nearly every kind of flower.

Frank Newman, machinist helper, passed the cigars the other day. He tells us he has been an old married man for nearly a month. Congratulations.

There sure have been lots of candy and cigars lately. John Chapman, machinist, thought he was putting one over on the rest of us by getting married but he didn't quite make it. It sure is too bad that the law requires publishing of marriage licenses.

Joe Montaya, stationary fireman, was the first one of our boys to receive his government bonus. As a consequence there was more candy and cigars.



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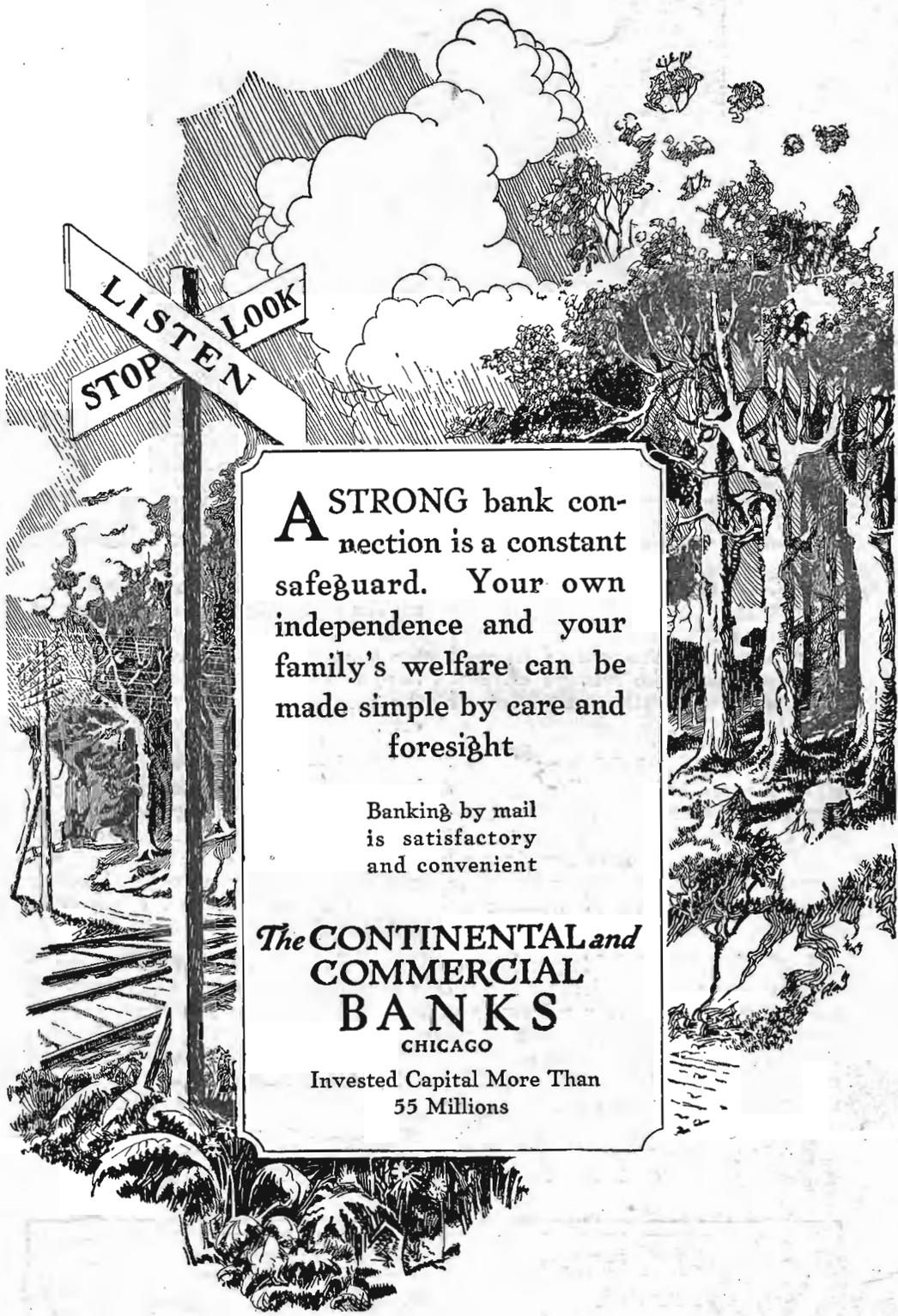
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