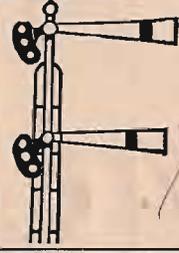
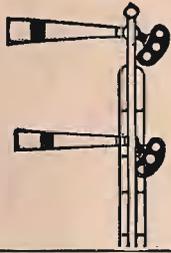


THE MILWAUKEE
MAGAZINE



C. M. & St. P. Ry. Bridge, Watertown, Wis.

JANUARY, 1924



Each Illinois Watch is subjected to a temperature run for twenty-four hours in temperatures varying from 40° to 95° Fahrenheit.

The fact that a watch has a compensating balance means little unless it is subjected to the proper temperature tests and sufficient time taken to make the proper adjustments.

The Bunn Special

is adjusted to temperature, isochronism and

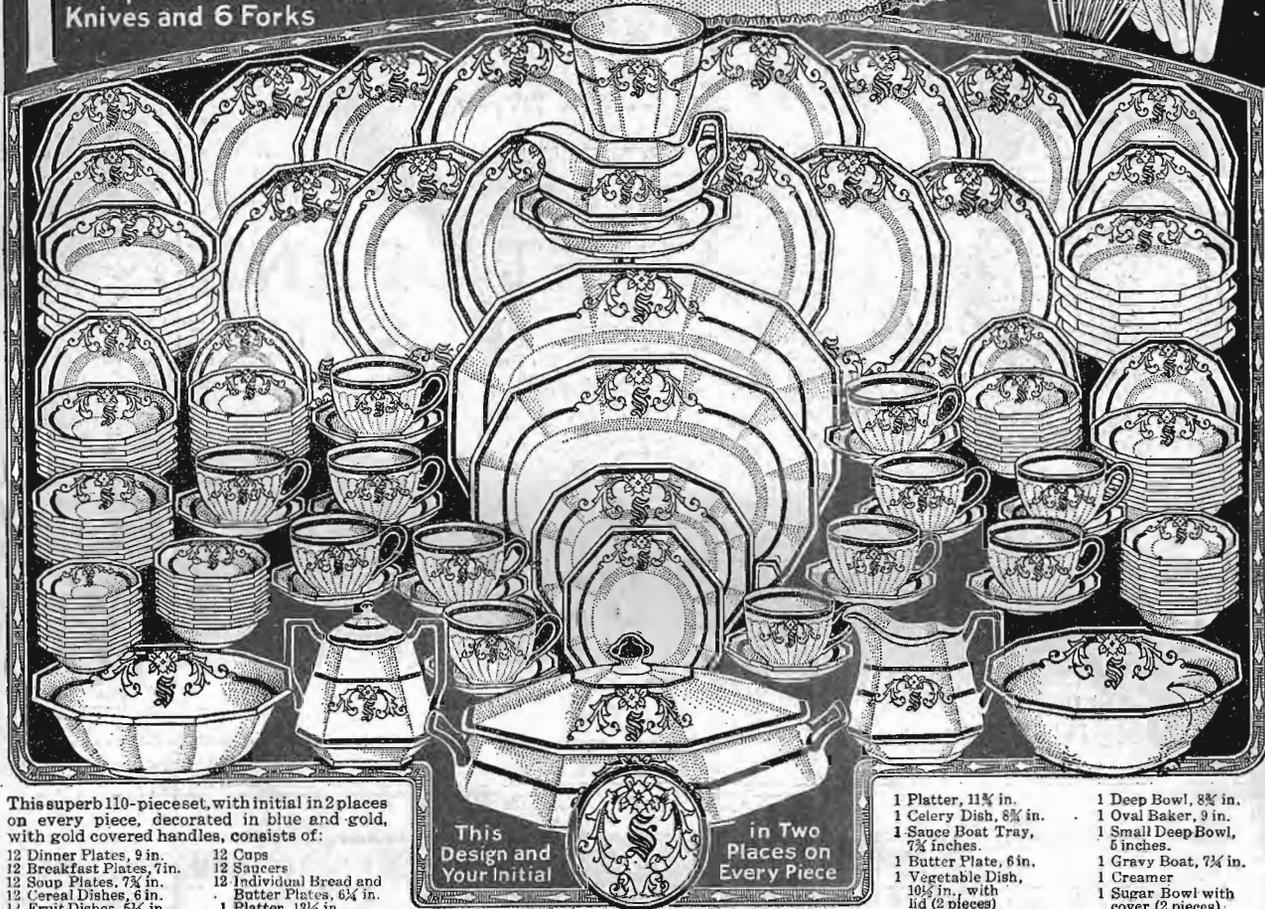
6 POSITIONS

ILLINOIS WATCH COMPANY,
SPRINGFIELD

BOTH PREMIUMS

FREE

50 inch Table Cloth and
6 Napkins. 6 Silver-Plated
Knives and 6 Forks



This superb 110-piece set, with initial in 2 places on every piece, decorated in blue and gold, with gold covered handles, consists of:

12 Dinner Plates, 9 in.	12 Cups
12 Breakfast Plates, 7 in.	12 Saucers
12 Soup Plates, 7 1/2 in.	12 Individual Bread and Butter Plates, 6 1/2 in.
12 Cereal Dishes, 6 in.	1 Platter, 13 1/2 in.
12 Fruit Dishes, 6 1/2 in.	

This Design and Your Initial in Two Places on Every Piece

1 Platter, 11 1/2 in.	1 Deep Bowl, 8 1/2 in.
1 Celery Dish, 8 1/2 in.	1 Oval Baker, 9 in.
1 Sauce Boat Tray, 7 1/2 inches.	1 Small Deep Bowl, 6 inches.
1 Butter Plate, 6 in.	1 Gravy Boat, 7 1/4 in.
1 Vegetable Dish, 10 1/2 in., with lid (2 pieces)	1 Creamer
	1 Sugar Bowl with cover (2 pieces)

No Money Down!

No C. O. D. Nothing to Pay for Dishes on Arrival

Not a penny now. Just mail the coupon, and Hartman, the Largest Home Furnishing Concern in the World, will send you this complete 110-Piece Dinner Set and with it absolutely FREE the Beautiful 7-Piece, genuine "Indian Head" Linene Set and also the 6 silver-plated Knives and 6 Forks, (pictured above.) Nothing to pay for goods on arrival.

No C. O. D. Use all 3 sets 30 days on Free Trial and if not satisfied send them back and we will pay transportation charges both ways. If you keep them, pay only for the Dinner Set—a little every month. Keep Table Cloth and Napkins and the Knives and Forks as gifts from Hartman. They are FREE. Nothing to pay for them at any time.

Your Initial in Gold, Surrounded by Gold Wreath, in 2 Places on Every Piece (Gold Covered Handles)

You'll be proud to use this beautiful Colonial Martha Washington Set on every occasion—proud of its clear, white, lustrous body and unique decoration. Like the costliest chinaware, every piece is decorated with a rich gold band edge, a mazarine blue follow band and

2 pure gold initials in Old English design, surrounded by gold wreaths. Handles are of solid design, entirely gold covered. Guaranteed all first; no "seconds." An amazing value which you must not pass up. And if you act quickly, you also get—

IMPORTANT!

Hartman guarantees that every piece in this set is absolutely first quality—no "seconds." This is a standard or "open" pattern. Replacement pieces may be had of us for 3 years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped at once.

FREE No Money Down Bargain Catalog



Over 300 pages (of which 68 are in actual colors) of the world's greatest bargains in furniture, rugs, carpets, sewing machines, silverware, also farm implements and accessories, etc. No money down. 30 days' free trial. Easy monthly terms on everything you buy. Opening an account with us is like opening a charge account at your local store, but you have nearly a year to pay at Hartman's.

FREE GIFTS

Book explains Hartman's gift plan which brings you, FREE with purchases, articles such as glassware, dishes, silverware, toilet sets, jewelry, table linens, etc. Send a postal for the big free catalog today. "Let Hartman Feather YOUR Nest!"

FREE "Indian Head" Linene Finish 50-in. Round Table Cloth

and 6 Napkins to Match—also 6 Silver-Plated Knives and 6 Forks. With every Dinner Set we send you Free the Handsome Linene Set and 6 heavy, richly patterned knives and forks. This includes a handsome 50-inch round table cloth and 6 pretty 17-inch napkins to match—all of the famous "Indian Head" linene; finished with attractive scalloped embroidered edges. Knives and forks of fine, extra heavy silver-plate in fleur-de-lis pattern. Send at once. Offer is limited.

Order by No. 320FMA23. Bargain Price, \$33.85. No Money Down. \$4 monthly. 7-Piece Linene Set, 6 Knives and 6 Forks are FREE.

Nearly a Year to Pay!

HARTMAN Furniture & Carpet Co.
Dept. 6097 Chicago, Ill.

Send the 110-Piece Dinner Set, No. 320FMA23, Price \$33.85, as described, and with the 7-Piece Linene Set and 6 Knives and 6 Forks, absolutely FREE. I am to pay nothing for the goods on arrival—only the small freight charges. I am to have 30 days' free trial. If satisfied, I will send you \$4 monthly until full price of Dinner Set, \$33.85, is paid. Will pay nothing at any time for Linene Set, Knives and Forks. Title remains with you until paid in full. If not satisfied, after 30 days' free trial, I will ship all goods back and you will pay transportation charges both ways.

Print Initial You Want Here

Name.....
R. F. D., Box No.
or Street and No.
Town..... State.....
Occupation.....
Head of Household?.....

HARTMAN FURNITURE & CARPET CO.
Dept. 6097 Chicago, Ill.

Largest Home Furnishing Concern in the World
This No-Money-Down Offer is Special to Readers of Milwaukee Employees Magazine—This Issue Only

BINKLEY COAL CO.

Room 926, 11 So. LaSalle St., CHICAGO

We are Exclusive Selling Agents for
GLENDORA COAL CO.

Producers of

GLENDORA COAL

At Latta, Ind.
on C. M. & St. P. Ry.

We also Produce and Sell

ST. BERNICE ESSANBEE PINE RIDGE

Mined at West Clinton, Ind.
on C. M. & St. P. Ry.

ALL STEAM AND DOMESTIC SIZES

BRANCH OFFICES

Minneapolis, Minn.
533 Security Bldg.

Indianapolis, Ind.
420 Merchants Bank Bldg.

Mason City, Iowa
1st National Bank Bldg.

WHICH WILL YOU HAVE?



This untreated red oak tie failed after five years service



Thistreated red oak tie in service 20 years. Still sound.

Either zinc-chloride or cresote kills the germs and insures long life

SPEND PENNIES AND SAVE DOLLARS

Our treating plants are equipped for all kinds of

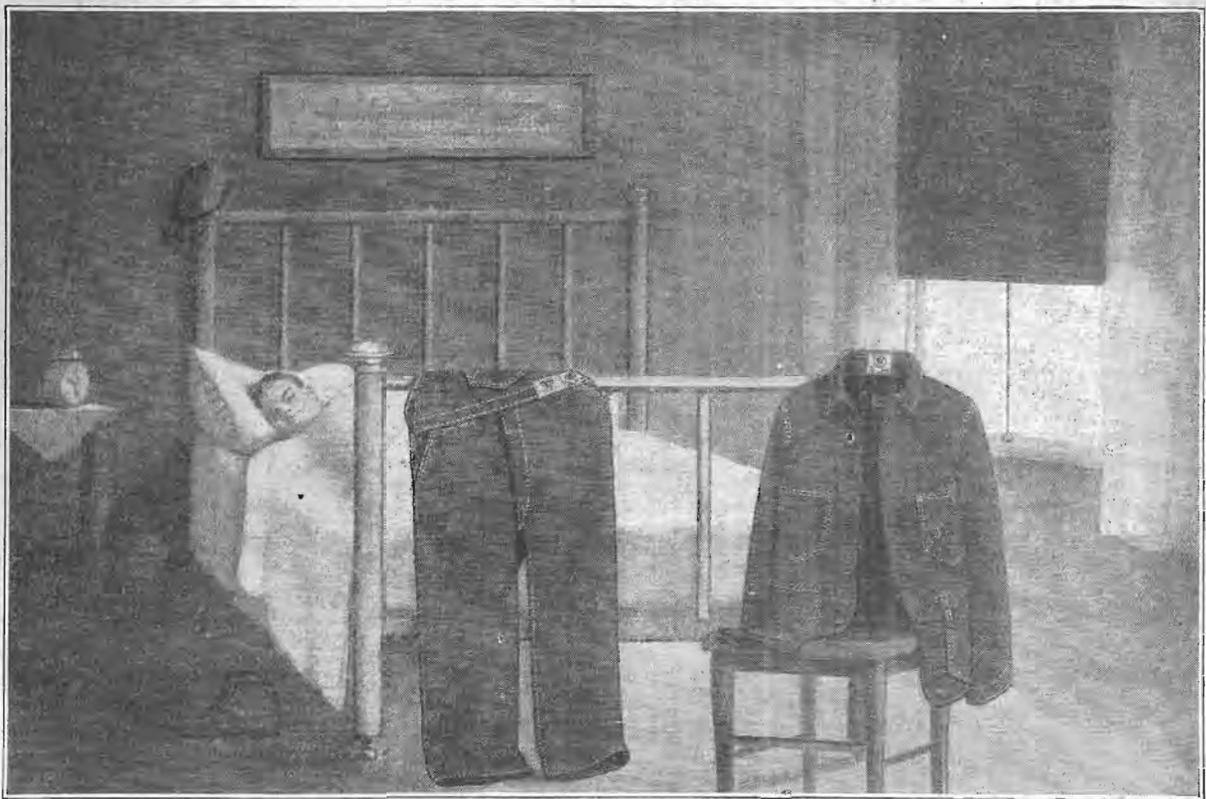
TIMBER PRESERVATION

Kansas City, Mo.

Texarkana, Texas

Houston, Texas

THE NATIONAL LUMBER & CREOSOTING CO. TEXARKANA, TEXAS



He's Dreaming of— *Signals*

OF course this railroad man is dreaming of Signals—those at the foot of his bed. He sees himself going to work in the morning in his new Overalls that are roomy, yet fit. The legs will not be turned up at the bottom—because the denim is shrunk. He knows that not a bib button will ever come off!

His wife argued that—since the same house made Signal Shirts which had given him such satisfaction for so many years, he should buy Signal Overalls after this! So as he talks in his sleep he mumbles: “Al’right—m’ dear—I will! Me f’r SIGNALS ’undred per-cent!”

If YOU can't get Signal Overalls of your Dealer, drop us a postcard, tell us his name and address; also give us your size—overalls and coat.



Signal Shirt Company
(formerly Hilker-Wiechers Mfg. Co.)

Dept. R-5

Racine, Wis.

**Best Wishes
for the
New Year**



IMPORT PAPER COMPANY

W. L. DECKERT

Distributors of

*Alexander Bros.
Leather
Belting*

5th Street :: MILWAUKEE, WIS.

IT IS NOT IMPERATIVE

THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT



**YOU WILL FIND EVERY
THING FOR THE OFFICE**

AT

H. C. MILLER CO.

*Manufacturing Stationers
Loose Leaf Specialists*

342-344-346 Broadway, Milwaukee, Wis.

ECONOMIZE

By Purchasing

**GLOBE STEEL SAFE ENDS
CUT TO LENGTHS**

Furnished With Ends Cut Square or
Scarfed, No Extra Charge
For Cutting

Every Safe End Inspected by lobe

**GLOBE STEEL TUBES CO.
MILLS—Milwaukee, Wis.**

CONTENTS

	Author—	Page
In Appreciation	H. E. Byram.....	5
Where There Is No Vision The People Perish.....	H. E. Byram.....	6
From My Memory Book.....	Will A. Robinson.....	8
Vice President Calkins Speaks in Portland.....		8
T. W. Burtness Elected to Secretaryship.....		9
Handling of Electric Locomotives.....	J. S. Griffith.....	9
"Where There Is No Vision".....		10
We See Through A Glass Darkly.....	G. M. Crawford.....	10
Eggs Ephemeral Epics.....	H. M. Eggs.....	10
Concerning Loyalty		10
Chicago's Yuletide Tree		11
Obituary		11
The Terminal	Lydia M. D. O'Neil.....	11
The Mother Goose Leaflet.....		12
Radio For Everybody.....		14
Claim Prevention		16
The Bureau of Safety.....	A. W. Smallon, C. S. C.....	18
Will He Make The Grade.....	Margaret Rasmussen	19
At Home	Hazel M. Merrill.....	20
Sports	T. I. Walsh.....	22
Special Commendation		24
On The Steel Trail.....		26

Westinghouse Chicago Radio Station "Carries On" When Severe Sleet Storm Disables Middle West Telegraph Wires

When a sleet storm which raged through the Middle West disabled telegraph wires, broadcasting station KYW, of the Westinghouse Electric & Manufacturing Company, aided new agencies, railroads and brokerage concerns, in relieving the ensuing distress.

Radio then returned to its original role as one of the guarantors of public safety and through broadcasting over a wide area of warnings, orders and news dispatches enabled trains to be located, newspapers to come out on time and give out of town traders up-to-the-minute stock information which enabled them to put through valuable deals.

As soon as the storm was known to have spread over a wide area and reports began to come in that telegraph wires were down all through the Middle West the officials in charge of Station KYW began to receive numerous requests from the managers of railroads and the press associations for assistance in dispatching trains and disseminating news. Although not organized for this relief work, a temporary system of communication was established by Walter C. Evans, chief operating engineer of KYW by which the broadcasting station's powerful code transmitting set was put to use.

In a short time the code set was broadcasting over a wide area an appeal to broadcasting stations and amateurs located in the western portion of the Middle West to be on the watch for wrecked trains and those which were behind schedule. The persons hearing the call were instructed to communicate immediately with KYW giving the station all available information. At once news began coming in by way of the ether that a number of trains had been tied up by the severe

storm. Included in the first signals received was the information that a train running on a single track line had been wrecked and passengers and crew were in distress. Telegraph signals also were received from train operators telling of the damage and where help was needed.

Then word was received that because of wrecked telegraph lines the Belvedere, Ill., Republican and the Sterling, Ill., Gazette were severed from the news agencies.

With this information officials of the Illinois Central Railroad and the Chicago, Milwaukee and St. Paul Railroad at once got into communication with the places at which train service was halted and by radio transmitted orders that soon straightened out a tangled situation.

Late news bulletins were also read from the studio and the newspapers enabled to fill their columns. According to letters received from the various editors all the broadcasted news bulletins came in clearly enabling them to make all their issues on time.

In the meantime as this relief work was being broadcasted, Chicago brokers also reported that many clients in the Middle West were without accurate trading information. This situation was relieved when KYW greatly increased the scope of its daily market service.

The manner in which KYW met the emergency has greatly increased the value of the radio telephone in the eyes of those who for a short time were dependent upon its service. It proved that radio could enact a new role on short notice and "carry on" despite the fury of the elements which in the past have played such havoc with public safety.



In Appreciation

In the *Employes Magazine* for January, 1923, I briefly reviewed the conditions of the year just closed and solicited the active cooperation of officers and employes toward making 1923 a year of better service and more satisfactory returns.

It affords me much pleasure, at this time, to be able to say that much progress has been made in the last year. While figures for only ten months have been completed at the time I write this (December 15th) they show the following interesting results:

The Milwaukee Road in that period handled 1,724,660 car loads of freight, an increase of 15% over same 10 months of 1922 and 12% over same period of 1920 which was the year of heaviest business prior to 1923.

This railroad moved in these cars 11 billion 757 million tons of freight one mile which was an increase of 20% over the like period of 1922.

The foregoing figures represent the increase in amount of service rendered in the territory reached by this Company's rails.

In accomplishing this the Milwaukee handled 70 more gross tons in each train than in either 1922 or 1920, and made more than three additional miles daily with each freight car on its tracks.

This increased mileage per car per day was equal to the addition of about 8,000 cars to the equipment available daily to move the business of our patrons and has been largely responsible for the fact that there has been little complaint this year based on failure to furnish cars or to move them promptly.

The number of freight cars needing repairs was reduced from 14.4% in October, 1922, to 7% in October, 1923 and the number of locomotives needing repairs was brought down from 25.5% in October, 1922, the month following the settlement of the Shopmen's Strike, to 14.9% in October, 1923.

Additional figures could be presented to indicate improved performance in other ways but those produced herein are sufficient to show that officers and employes as a whole have worked hard to overcome handicaps and make operations for 1923 satisfactory and profitable.

That they have been able to accomplish so much is due in great measure to the fact that there have been no controversies or differences tending to prevent the performance of their duties or to disturb the pleasant relations existing between employes and supervising officers.

Notwithstanding the greater operating efficiency of the last year the volume of business has not been sufficient, at the rates in effect in this territory, to enable the road to earn any profit in the first ten months, and there has been a general falling off in traffic in November and December.

It is evident, therefore, that the Milwaukee's revenues from all sources for 1923 will not cover more than fixed charges and interest on bonds—leaving nothing for a return to stockholders to which they are justly entitled.

Some employes of this Company may have seen, in a recent issue of a periodical called "Labor", a tabulation purporting to show the Net Income of various carriers, in which this road is shown as having earned more than \$12,000,000 in the first nine months of 1923. It is stated that this amount was "left after all expenses have been paid including taxes and interest on bonds."

Unfortunately, this is not true. The figure quoted is not the Net Income and is not the amount left after interest on bonds. As a matter of fact the amount shown for the Milwaukee, for example, is not sufficient to meet the nine months proportion of the year's interest charges.

It is important that all employes should understand this, for it means that instead of a big net "profit" after all charges and interest had been paid, this road actually had not earned enough up to September 30 to cover such payments for the nine months.

There is no reason for discouragement in this situation, however, for the results from 1923 operations will show a substantial improvement over 1922 and that year was much better than 1921.

This steady progress toward satisfactory net returns is encouraging and justifies the belief that, if permitted to operate without interruption and without further interference with the orderly conduct of its business, the Milwaukee will soon join the ranks of those roads whose earnings promise unbroken employment or increased service for all the citizens of this country.

I feel sure that officers and employes will continue throughout 1924 to put forth their best efforts to bring prosperity to the Milwaukee Road by increased effectiveness of operation in public interest.

President.

Where There is No Vision, the People Perish

Address by President Byram before the Men's Club of the Wauwautosa (Wisconsin) Congregational Church on December 5th, 1923.

"As an officer of the Chicago, Milwaukee and St. Paul Railroad there is every reason why I should feel at home in Wauwautosa, for this road and this town have grown up together.

It has been almost 73 years since the first line was built out of Milwaukee, through Wauwautosa to Waukesha, which later on was extended to Milton, Stoughton, Madison and Prairie du Chien in 1857.

The Milwaukee Road was the first railroad in the state and the first railroad to span the state in which it now has almost 1,800 miles of road.

It is natural, therefore, that this railroad and the citizens of this town and state should feel a common interest in each other, each having been largely instrumental in the material development of the other.

In Proverbs we find the statement that—"Where there is no vision, the people perish."

I think I am justified in saying that many of the problems before the railroads and other industrial institutions are due to the lack of "vision" on the part of those who criticize them; not the mere recognition of realities and effects, with which we come in direct contact, but the broader vision that takes into consideration principles, causes, and ideals.

The railroad business has become so vast that it is difficult for one engaged in other pursuits to keep in touch with its accomplishments and financial results.

Its service is measured in millions of train miles and billions of ton miles per year, and its revenues and expenses likewise mount into billions of dollars per year.

These staggering figures are almost beyond comprehension, and so are apt to discourage the average person from any attempt to inform himself about railroad affairs.

If the matter rested there the situation would not be so serious, but, unfortunately, there are many men who pose as experts in this field who are busily engaged in disseminating statements concerning the performance and returns of the carriers, which are wholly without foundation in fact.

Having devoted almost all of my life, so far, to the railroad business in the various departments, I believe I know something about it, and my reason, therefore, for accepting the invitation to address you was that I might be able to throw some light upon the subject from a practical point of view and give some who may not already be in possession of the facts a broader vision of transportation problems.

I might submit many pages of statistics, showing the earnings and expenses of the railroads, the service they perform, and the inadequate returns therefrom; but you would hardly be able to

carry the figures in your memory and might be more confused by such a presentation, than if it were not attempted.

There is one fact that stands out most prominently in the discussion of transportation matters, and that is that the railroads are functioning as carriers beyond any reasonable criticism.

In other words, their first duty is to transport the business of the nation, and this they have done in the last year to a greater volume than ever before.

They have carried more tonnage in each car and in each train than in previous periods and have made more mileage daily with each car than in previous years.

The greater volume of business has been handled with less delay enroute and congestion at terminals than ever before.

This means that private ownership has again demonstrated its efficiency in spite of the handicaps due to strikes last year and the interference with free operation by the control that is exercised by state and Federal governments over rates, wages, working conditions, and many other important things.

So our critics, not being able to find a basis for reasonable criticism along these lines and considering it necessary to use the railroads for political purposes, have been forced to use arguments that were overworked and disproved a generation ago, and add thereto various charges that are misleading and irrelevant.

Such tactics as these interfere with a clear vision of the so-called transportation problem.

Their action is like a cinder in the public eye, which, while not important in itself, can cause quite a disturbance and prevent the proper use of that organ.

"Where there is no vision, the people perish." This applies very fittingly to the subject under discussion.

One hundred years ago, just before the appearance on this continent of the steam locomotive, the population of this country was about ten million persons, almost altogether in the eastern states.

Census reports for 1820 show no population for Wisconsin, Minnesota, Iowa, and a number of other of the now populous states in the West.

In the intervening hundred years the population has increased by a hundred millions.

In this period Wisconsin has grown from 0 to about 2¾ millions, so that it is now the thirteenth state in the Union in population, with all that means in productivity.

This development was the result of vision on the part of men in various lines of business in the earlier years. They saw beyond their immediate environment and sensed the possibilities of new fields of endeavor.

Among these men of vision an important place must be given to those who saw the necessity for transportation of men and goods, and devoted their efforts to construction of rail lines where they thought they would be of most advantage.

Their foresight has been justified by consequent development, but at the time they were risking their money in what was then more or less an experiment.

Everyone must admit that the great American continent would have made little progress in the last hundred years without the railroads.

Its development would have been almost entirely along waterways, and the interior reaches would still be barren wastes because of the inability of settlers to market their crops and of factories to distribute their products.

Land Grants

In these earlier years the Government also visioned the possibility of national development through adequate transportation facilities, and extended its aid in the way of land grants to various lines.

Some of them received large amounts of land along their surveyed routes, and this, together with some other features of early railroad expansion, has been, for fifty years or more, used by political critics of the carriers as evidence of "corporate greed".

These critics fail to point out the interesting fact that the Government had very good reasons for its action and that its aid to the railroads in those days has brought hundred-fold returns, because all land in the territory served by the carriers was immediately made available for agricultural and other purposes and increased from a value of one or two dollars an acre to its present worth of hundreds of dollars per acre; and further, because the railroads, under their agreement with the Government, must haul all Government traffic—freight, passenger, and mail—over their land grant lines at reduced rates forever.

The Milwaukee Road, for example, which has received from the Government only a small grant, has paid to the Government in reduced rates up to June, 1918, over 4½ millions of dollars, which is many times the value of that small amount of land granted to it by the Government.

For, of course, if a railroad that received only a small amount of land from the Government wishes to compete for such Government business with lines that were granted a much greater amount of land, they must meet the reduced rates made by the latter, which increases the financial benefit to the Government under the land grant agreement."

Touching upon the Limitation of Control, Mr. Byram said that the railroads are finding themselves in a peculiar situation because under government contracts with the roads during the War, they were permitted to earn during Federal Operation only the average income of a so-called "test period" which was the three years between June 20th, 1914 and June 30th, 1917; so they were not given the opportunity of earning the unusual profits that were enjoyed by many industries. This meant that at the close of the War they had no surplus to tide them over the period of adjustment that is not even yet ended. Recognizing this Uncle Sam,

under the Transportation Act, provided a *six months' "Guaranty"*, beginning March 1st, 1920, and ending August 31st of that year. That was the duration of the "Federal Guaranty", but the emergency conditions, the expensive practices, the high prices, etc. of war time operation, which the railroads have been unable to modify, still continue; while those who are interested in placing the blame for all economic disorders are still endeavoring to spread the idea that the railroads are protected in some manner by a "guaranty" under the Transportation Act.

"If it were not so serious, it would be amusing to realize that a large part of the criticism of railroad operations, including rate and wage matters, and financial returns, comes from the very men who are largely responsible for legislative and other activities that have taken the control of such matters away from the carriers.

The railroad is like any other business. It cannot continue for an indefinite period with expenses greater than receipts.

That is to say, if any one present is engaged in the manufacture of an article that costs him \$5 to produce, including the overhead, interest, etc., he cannot afford to sell that article for \$5 or less, no matter how strenuously his patrons may object to paying that amount for the article.

Yet this is the situation in which the majority of the carriers in this country have found themselves in recent years, having been unable to meet fixed charges, including interest on their bonds, and this means only one thing: that is, that the cost of producing transportation has been greater than the selling price.

Figures for the first nine months of this year, which have been published, indicate that a number of carriers, principally in the East, are at last getting back upon a more satisfactory basis of operations, as reflected by their ability to pay dividends to their stockholders, and this fact has been used against the railroads as a whole by their critics.

This is an illustration of the lack of vision on the part of those who occupy the position of public advisors.

This country is destined to increase in population and industrial activity, and must have to this end the fullest cooperation of the transportation companies.

The wonderful development of the nation's resources in the past has not been facilitated by starved railroads and would not have been possible under the handicaps now existing in the way of legislative restrictions and selfish antagonism.

Anyone who protests against the profitable operation of the railroads, is a public menace, for such a policy, if adopted by the people would mean the withdrawal of private investment from the railroads and the consequent ownership of the rail lines by the Government.

That Government ownership would be against public benefit is not a theory, as we have the experience of other countries with Government ownership to show the immense losses that have accrued from this form of operation, and we have our own period of Federal operation still fresh in our minds.

Other nations are anxious to return their railroads to private operation and this country was glad to do so in 1920; so there is no reason why the American

people should allow a minority to succeed in their efforts to so embarrass the railroads, financially and otherwise, as to make it necessary for the Government to take charge.

If the political advisors made good on their implied promises to voters, by decreasing rates, increasing wages, and interfering in other ways with business-like conduct of the industry, the consequent deficits would be enormous and such deficits would be augmented by the loss of the huge sums paid by the railroads yearly, in taxes.

Last year the carriers paid about \$305,000,000 to the various states in taxes and of course this would have to be made up by the public under Government ownership, because you understand, the Government does not pay taxes on its own property!

Thus political control would bring about a railroad problem in increased cost and deteriorated service, beside which the present so-called problem would seem insignificant.

Rates

The railroads in the West did not participate in rate increases authorized before the War and have not participated to the same extent as eastern roads in subsequent rate increases, so that the present average rate per ton mile in the West does not represent as much of an increase over pre-War levels as does the greater average rate on eastern roads.

It is unfortunate, therefore, that most of the clamor for rate reduction has originated in this western country, where the carriers are least able to stand a reduction in their revenues.

An attempt is being made to arouse antagonism on the part of the farmers against the railroads because farmers—the wheat growers more particularly—have suffered most from the slump in prices on their products since the War and feel that something should be done to guarantee them a profit from farm operations.

Some prominent leaders have made it appear that the railroads are in position to make good the farmers' losses and they probably have gained some converts to this view.

To establish this idea in anyone's mind, it is first necessary to convince him that the laws of supply and demand have been suspended, and that a favorable price for farm products is dependent more upon the freight rate—that amounts to a few cents a bushel—than upon market conditions that cause a variation of a dollar or more per bushel.

Anyone who keeps in touch with the market situation in the papers is familiar with statements like the following, which appear therein daily:

"LIGHT RECEIPTS HELP PRICE."
 "LACK OF SUPPORT SENDS ALL GRAIN PRICES TUMBLING."
 "HOGS AND CATTLE BOTH LOWER ON HEAVY RECEIPTS."
 "WHEAT VALUES ARE LOWER ON FREE SELLING."
 "PRICES FORCED DOWN BY HEAVY RECEIPTS."
 "ANOTHER HEAVY RUN SENDS HOG PRICES TUMBLING."

These variations occur without any change in freight rates and are more important in their effect upon the producer than any reduction in rates that has been suggested. * * *

Public Interest in Railroads

As another illustration of the shortsightedness of our critics, I might refer more specifically to the stockholders in the railroads: It is claimed that the railroads are being operated in the interests of a comparatively small number of stockholders and against the interests of a great majority of the people. As evidence of this it is asserted that some 700,000 stockholders in American railways are enjoying immense profits at the expense of the public as a whole.

I have already referred to the fact that there are a large number of railroads that are not yet making any profit, so that part of the accusation falls flat; but the idea that only a small percentage of the public is interested in the railroads financially is worth correction.

To some 800,000 stockholders—which is nearer the correct figure—must be added approximately one million holders of railroad bonds, and it is only fair to consider this number as representing about that many families, as individual investments of this kind are usually made by but one member of a family.

It can be fairly stated, therefore, that all railroad stock and bond holders, and those interested by investment or otherwise in banks and insurance companies, are very definitely concerned with the financial results of the carriers.

It has been estimated that about one-half of the population of this country is thus interested and is affected financially by those activities that destroy the earning power of the railroads and depreciate the value of railroad securities.

From a broader viewpoint the entire country and all its inhabitants are vitally concerned with the welfare of the transportation industry, for, were it to suffer at the hands of its enemies to such an extent as to cause its collapse, general commercial relations and business intercourse would be interrupted, bringing universal distress and loss of employment.

It must not be overlooked that the greatest part of the railroads' revenues goes back to the public in the form of wages and purchase of material, so that anything that affects the buying power of the carriers has a like effect upon the multitude of other concerns with which the railroads do business.

When the railroads are prosperous and able to expand, all these other concerns participate in their prosperity, through increased orders for materials and manufactured supplies, of which the carriers normally consume vast quantities every year.

Valuation

The absence of vision on the part of our opponents is perhaps most clearly illustrated by their surprising attacks upon the valuation of the railroads.

These attacks come under two heads—both supposed to have an adverse effect on freight rates.

One of the charges is that the Interstate Commerce Commission based the value of the railroads upon the high war-time prices and wage levels.

This is untrue as the Commission has stated clearly that it used the wages and prices in effect in 1914 as the basis of their findings. This being the case, the figure arrived at by the Commission is only about half what it would have been if based on war-time wages and prices.

The other charge is that rates are kept at a high level in order to bring a return on "watered stock".

This is also untrue. The Commission has stated that bonds and stocks were not considered at all in its valuation processes, which were concerned only with the value of the carriers' property.

As rates are established by the Commission with the idea of bringing a "fair return" upon property value, and this property value does not include stocks and bonds, it is plain that stocks—"watered" or otherwise—have no influence upon rates.

Thus stocks and bonds not being included in the valuation of the carriers to which rates are related, how could the rates be reduced by "squeezing the water out of stock" so glibly referred to by certain leaders?

Now the only way that rates could be affected by stocks would be by discarding altogether the value of the carriers' property, which has so far cost the railroads and the Government ten years' effort and the expenditure of over 90 millions of dollars, and adopting instead the value of their securities.

Such a basis was rejected years ago when the market price of securities was higher, but, now, because emergency practices during the War and subsequent political threats have brought the market price to a low level, your political advisors, disappointed by the Interstate Commerce Commission's findings, recommend the use of the market price of securities as representing the value of the carriers instead of the property value.

Suppose some unforeseen circumstance should cause the price of railroad securities to again rise to par or above,—then our critics would be forced to seek support for their prejudices in some other equally foolish recommendation.

Suppose, on the other hand, that the

present abnormal market level of securities were adopted, and rates based thereon. The immediate effect would be the bankrupting of many railroads, and the advent of political control.

It seems to me that I have called attention to the various features of the transportation industry, that require broad vision on the part of those who attempt to regulate its affairs; and that those who not having this vision, yet endeavor to govern the railroads from a narrow or prejudiced point of view, are liable to bring disaster upon the people.

It is likely that some of those who join in the attack upon the carriers would not be willing to openly advocate Government ownership, but the effect of their doctrines and preachments is in line with the activities of avowed Government ownership advocates and those groups that are willing to see any movement come to pass that promises to revolutionize the industrial and social life of the nation.

I have said that our inventive critics are lacking in vision. Perhaps I should modify this statement.

Doubtless they have a vision that justifies their strange methods,—a vision of political control in industry, entrenched behind 2,000,000 railroad employes added to the Government payrolls; with power over wages and rates and service; with the disposition of new facilities and local improvements under their control; and with the helpless public footing the staggering bill!"

Whether or not they and the revolutionary groups in this country shall have the satisfaction of seeing this vision become a reality is largely for you to say.

We who are responsible for the operations of the carriers have a vision of uninterrupted national development and commercial expansion, aided to the fullest extent by prosperous railroads, and we look to you with confidence for support."

packed in barrels and shipped by express to Chicago and eastern cities.

On one trip I had a taste of firing a wood burner engine (No. 28), Engineer Blanchard, on a Tunnel City extra wheel train; and boys, what a meal we used to eat at the old Winship House at Sparta, where we regularly stopped for dinner. In season we always had plenty of brook trout that were caught in the little brook just north of Lafayette. I have caught them there myself. The dinner at Sparta only cost the train boys 25 cents. When I recall that time and those dinners, I think of the old song that might be changed to suit the occasion, "Make Me a Boy Again Just for One Trip".

Vice President Calkins Speaks at Portland

Messrs. R. M. Calkins, H. B. Earling, Macy Nicholson and J. R. Veitch attended the third annual convention of the Pacific foreign trade council held at Portland, Oregon November 15 to 17 inclusive.

Mr. Calkins was on the program for an address, the subject being assigned "The Relation of the Trans-Continental Railways to Foreign Trade." When he arose to speak he received a resounding ovation from the delegates present, indicating his personal popularity among the shipping fraternity of the Pacific Northwest.

Mr. Calkins spoke forcefully and distinctly and without notes. He showed conclusively the extreme importance of the railways in the up-building of the export business, calling attention to the fact that foreign trade was not provincial nor could it be narrowed to a small strip of coast country, but in a larger sense to be made successful the coast must look well to the interior of the country for its prosperity; drawing the conclusion that the trans-continental railroads were the connecting link between the hinterland and the coast and, therefore, an extremely important factor in the success of foreign trade.

During his speech, Mr. Calkins digressed from his subject long enough to bring home to the delegates present many of the serious obstacles confronting the western lines today and in a masterly way gave them plenty of food for thought on the subject of present day railroad operation.

It is to be regretted that some record could not have been made of this splendid address so that the readers of this magazine could have read the expressed thoughts of a man whose life has been dedicated to the service and up-building of the great Milwaukee System and the Pacific Northwest.



Veteran Conductor Chas. N. Dow, Iowa Division

From My Memory Book

Will A. Robinson

Does anyone of the "Old Guard" recall the tunnel that was first built at Tunnel City, Wisconsin (then it was called Greenfield). It will be remembered that the tunnel was lined with strong timbers slanting up on each side, supporting a horizontal beam at the top. It seems to me the tunnel was about 80 rods in length, and at each end were huge doors that were sometimes shut, for some reason; and I recall one of the times that they were shut, a train came banging along and smashed through the doors at one end; but I do not remember that any serious damage was caused other than the demolition of the doors. When the new tunnel was completed in after years, and the heavy grade cut down permitting trains to haul more box cars over the range, I believe that E. O. Reeder, for many years assistant chief engineer, made the surveys through the little mountain and his calculations and measurements figured from both ends, brought the excavations almost exactly to the center when the work was completed.

I have gone through the old tunnel on top of a freight train, when I was braking, (and those were days of the wood burning engines,) when we boys were certainly glad to get out into the daylight and fresh air again, for of course it was a better breathing place outside. The

tunnel used to seem to us, then, about two miles long.

Sometimes, in the days when we ran no Sunday trains, in what we called the wheat rush, in the fall, when every crew was making extra time, the passenger crews laying over in LaCrosse, would be ordered out on the "wild freights" to run as far as Tunnel City and leave their cars on the side track there, the other side of the heavy grade, to be picked off in sections by the regular east-bound freights on Mondays. Tunnel City was a very important place at that time, and I recall one trip when I was a brakeman and baggage-man, we took on 16 tons of blueberries in the express car. They were picked by the Winnebago Indians, and we had to give the express messenger about half of the baggage car as his car would not hold all of the berries. They sold in Milwaukee and Chicago for something under \$3.00 per bushel.

Before closing this hurried little glance into my memory book, I will recall to some of our old-timers, the immense wild pigeon roost along the right-of-way in the woods west of Tunnel City. Sometimes the sky was clouded with the big flocks of pigeons flying to their breeding places; and they loaded the trees down so heavily that occasionally the limbs would break off. Hundreds of them were shot and



T. W. Burtness Elected To Secretaryship

Effective January 1st, Mr. T. W. Burtness was elected to the secretaryship of the C. M. & St. P. Ry. Co., succeeding Mr. E. W. Adams who resigned from that office because of ill health.

Mr. Burtness has been in "Milwaukee" service since August 2nd, 1902, when he entered its employ as office boy in the car record department. He transferred from that office a few months later to the freight auditing department, as junior clerk; and in July, 1905, he went to the office of the general auditor. He remained in that work, in various capacities until 1915, when he became chief clerk to the general auditor. On August 2nd, 1916, exactly fourteen years after first entering the service, he became chief clerk to President A. J. Earling. He remained in that capacity with President Byram, and during federal administration, he was chief clerk to the federal manager, returning with Mr. Byram upon resumption of corporate management, to the president's office, in 1920. On January 1st, 1923, he was given the title of president's office assistant, which position he leaves to assume the duties of secretary of the company, with offices in Milwaukee.

Mr. Burtness was born in Chicago, August 11th, 1887. He received his education in the Chicago public schools, business college and Northwestern University; and throughout his service with this company his strict attention to his duties, his ability and his unflinching courtesy to all with whom he came in contact, has won him promotion and a host of friends who join in hearty congratulations upon his well deserved promotion.

Mr. Burtness has for the past two years conducted the Current News page in the Magazine, as well as having acted in the capacity of its business manager for the company, and while his new duties will take him out of this particular sphere of the work, his cordial support and continued interest remains with us.

Charles J. Goetz, Succeeds Mr. Burtness

Mr. Charles J. Goetz, private secretary to President Byram, for the past six years, succeeds to the position of president's office assistant, made vacant by the promotion of T. W. Burtness. Mr. Goetz is

admirably equipped for the new duties he has assumed, owing to his long and intimate association with the president and his familiarity with the work of the president's office. He is widely known and very popular, and his many friends join with the Magazine in congratulations and heartiest good wishes.

Handling of Electric Locomotives as Compared with Steam Locomotives at Engine Terminals

J. S. Griffith

Asst. Supt. Motive Power—Lines West

In handling General Electric locomotives class EF1 through roundhouse terminal, when locomotive arrives on roundhouse track, engineer makes his inspection and kills engine, lowering pantographs. Hostler then sands engine which takes from ten to fifteen minutes, then places engine in roundhouse.

A blackboard is maintained in roundhouse, showing all engines, with a column each for air equipment, electrical work and packing of different bearings. Electrical equipment is given a general inspection each 5000 miles, which consists of, first, motor is blown out with air and a thorough inspection is made, followed by necessary repairs and renewals. This includes the cleaning and adjusting of all contacts on contactors, interlock, switches and controllers. Cam switch grease cups are filled and other bearings oiled, controller contacts cleaned and oiled. All commutators on auxiliary equipment are cleaned, sanded, turned or slotted if needed. This inspection requires from one and one-half to two hours per unit, except when turning or slotting on motor generator commutators is necessary which takes from four to five hours for each commutator as each bar must be hand slotted after machine work is done. All resistance grids are rung with magneto to test for ground. All cable connections are inspected and tightened if necessary, all fuses tested and extra supplies checked.

Pantographs are inspected for worn or broken parts, and as to freedom in raising and lowering and for air leaks, grease cups are filled and all other joints oiled, insulators cleaned and shoes greased. Air cylinders are cleaned and refilled with brake cylinder compound each six months. Traction motors are thoroughly inspected, insulators cleaned and necessary brushes renewed. The air gap and lateral of armatures, also clearance of brush holders are taken and kept on record. Over voltage and overload relays are reset each six months.

Engines are placed on out-going track one hour before time called for, if possible. Control voltage relays are adjusted and then a complete pick-up of contactors, notch by notch, is taken to see if they come in, in their proper sequence. The regenerating feature is then tested to see if proper values are obtained on each notch of the generating controller.

Running Inspection or Inspections Made Between General Inspection.

Reported work is done, contactors, interlocks, switches, controllers, relays and commutators and brushes are inspected and necessary repairs made. Pantographs inspected, shoes greased. Traction motors inspected and brushes renewed where needed and other necessary work done.

The handling of Westinghouse locomo-

tives through the roundhouse is practically the same except these motors are used in passenger service and it is necessary to take fuel, oil and water for heating boiler, which is done when motor arrives at terminal. This work takes about thirty minutes time per motor, also an average of about fifteen minutes to take sand. General inspection is given the Westinghouse passenger motors on the 5000 mile basis, the same as General Electric motors, and all equipment is thoroughly inspected, cleaned and necessary repairs or renewals made. On account of the equipment on the Westinghouse motors being more complicated and not so accessible it requires about double the time for our general inspection as used on our class EF-1 locomotives. These motors can not be blown out the same as the EF-1 account of their construction, thereby necessitating a larger amount of cleaning of equipment by hand. The relays being of delicate construction as to the adjustment are taken care of in the meter room.

When a steam locomotive arrives at an engine terminal and is placed on roundhouse track, the engineman makes his inspection, which takes about fifteen minutes, locomotive then is turned over to the engine dispatcher, who takes the locomotive to coal dock for coaling, which takes on an average of ten minutes. Engine is then placed on cinder pit and fire is either cleaned or knocked as the case may be.

The length of time it takes to get a locomotive ready for service depends on the amount and nature of work to be done. In territories where it is necessary to wash out the locomotive boiler each trip, it takes an average of about eight hours to get the locomotive ready for service, that is from the time the locomotive arrives at the terminal until it is again ready for service. This condition does not exist on all divisions due to the fact that it is not necessary to wash the boilers each trip the locomotive makes. In the territory where oil burning locomotives are used the time consumed in taking fuel oil is about equal to the time consumed in taking coal on the coal burning locomotive. All other work is about equal except it does not take the twenty minutes that is consumed on coal burning locomotives to knock the fire. The time consumed in firing up an oil burning locomotive is practically the same as a coal burning locomotive after boiler has been washed. I find that two hours is about the correct time to consume in firing up either a coal or oil burning engine when the boiler is cold.

Before the locomotive is dispatched from the roundhouse for service it is necessary to test out all air brake equipment, gauge cocks, water glasses, headlight, air sanders and injectors to see that they are in proper working order. This work consumes about thirty minutes time by the inspector. Engine is then taken out of roundhouse by the Engine Dispatcher, tender filled with water and ash pan cleaned if necessary, engine is then ready for service so far as mechanical forces are concerned. It is then necessary for the engineman to oil the locomotive, make proper inspection of fire box and flues for leaks, also examine tires for flat spots especially on pooled locomotives. I find the average time that enginemen consume in preparing and inspecting the locomotive before departing from roundhouse track is about fifteen minutes, of course, Mallet locomotives take somewhat longer to oil as well as to inspect them.

THE MILWAUKEE MAGAZINE

Railway Exchange Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

Single Copies, 10 Cents Each
Outside Circulation, \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

"Where There is No Vision, the People Perish."

Under the above heading, an address delivered by President Byram before The Men's Club of the Wauwautosa congregational club, at Wauwautosa, Wisconsin, is printed elsewhere in this issue, because it bears so pertinently upon the questions concerning railroads which are likely to be up for discussion and perhaps for action in the present Congress. They are matters of vital importance to the welfare of the railroads of the United States; to the welfare of their two million employes and to the welfare of the general public. Mr. Byram, with executives of other railroad companies, is giving much time and thought to broadcasting the real facts,—spreading *truth*, in a word, to offset political propaganda that has obtained wide circulation in the country, and which, if not checked by counter-currents that carry the facts will end in disaster to the railroads, to their employes and to the country at large.

Mr. Byram is an interesting and convincing speaker, and his talk was listened to with undivided attention by the "capacity house" which filled the church to overflowing; and afterwards the very general expressions of interest and approval that were heard everywhere, from the audience, indicated that he had unfolded a story, the intelligent and careful consideration of which is the duty of every loyal citizen of the United States.

Employes of this railroad are asked to read this masterly address, with the full assurance that every statement made therein is susceptible of proof, and nothing said that cannot be substantiated by facts and figures. It is splendidly educational along the lines upon which we grope for the information, upon which we must rely for that knowledge that shall enable the railroad employe to combat the forces that are marshalling against the great industry to which he belongs.

Mr. Byram spoke in similar vein, also, on November 16th, before the men's bible class at Anamosa, Iowa. In that he referred to the affairs of all industrial, social and governmental institutions of this country and of the world as being greatly disturbed; and that it was no secret that within the borders of this country are many persons who are altogether out of sympathy with the foundation principles of the nation's existence; and who are not capable of appreciating the high ideals which have made for this country's steady progress. How effective those sinister in-

fluences have been, Mr. Byram stated, is evidenced by the difficulties the great industries have experienced in recent years. As an example, he spoke of certain statements of officials of the miners' union that lawless outbreaks in the mining regions, and the disturbances during the railroad strike last year, together with other demonstrations against public interest, were due to the efforts of these communist agents engaged in their nefarious practice of "boring from within." He further said: "It is understood that these foreign elements in our midst, together with their converts, have designs upon the very Government itself of this country; and

We See Through a Glass Darkly

C. M. Crawford

Through the snows and frosts of winter,
Mid the scorching summer sun,
Through the sunshine and the shadows
In the Christian race I've run.
And sometimes my heart has faltered,
When I've heard the thunders loud,
But the sky is always bluest
When I see it through a cloud.

When I've seen some wealthy Christians
With their gold and greed for gain
Mingle with the proud and vicious
And despise the poor and plain
I have wondered how the Master
Would consider such a crowd,
But the sky is always bluest
When I see it through a cloud.

I have often been discouraged
With the ways of evil men;
I have questioned and I've doubted,
Then I've turned to God again.
And I've heard the gentle message,
As I stood with proud head bowed:
"Just remember sky is bluest
"When you see it through a cloud."

that they have been more or less successful in having their destructive doctrines inculcated into the minds of the younger generation." Such circumstances as these cannot be disregarded by good citizens, or considered as having no bearing upon the discharge of their duties. The employes of this railroad, are, in the face of existing conditions in our body politic, fortunate to be able to avail themselves of such clear and convincing statements of the truth as emanate from the pen of thinkers like our Executive, because in the regular routine of the day's work the opportunity offers, many times, to refute the mis-statements and false propaganda that is going about. It is clearly the duty of all employes, men and women alike, to study this situation, put themselves in possession of the facts, and march on the enemy even as does President Byram and others who have the welfare of our great industry and of the people of these United States at heart. Mr. Byram delivered an address of the same purport at St. Joseph, Mo., Dec. 12, and has dates for others at Minneapolis, January 15, and at Cedar Rapids, later.

Concerning Loyalty

Dear Editor:

I have heard it said the word "Loyalty" is overworked, and I have likewise heard things said which made me think that the principle of Loyalty is greatly *underworked* by some. For instance: not long

ago, riding a suburban train on this railroad, were a group of young people, employes of this company. They were talking in loud voice about a recent change in train service that lengthened the time of the train between its terminals, ten to twelve minutes. To hear their comments upon the "enlightened policy" of this company's executives one would have thought they belonged to that class of politicians who appear to believe their greatest interest lies in smashing the railroads; and certainly had one of that class been sitting near, he would have been justified in thinking he had happened into a fertile field for his propaganda. While listening to these young wiseacres, I recalled a little paragraph quoted from the late Elbert Hubbard in one of the early issues of your Magazine, and I am sending it, with the request that it be republished:

Be Loyal

"If you work for a man, in heaven's name, work for him; speak well of him and stand by the institution he represents. Remember, an ounce of loyalty is worth a pound of cleverness. If you must growl, condemn, and eternally find fault, why resign your position, and when you're on the outside, damn him to your heart's content; but as long as you are a part of the institution, do not condemn it; if you do, the first high wind that comes along will blow you away, and probably you will never know why."

Fra Elbertus, of lamented memory, has many a trenchant scribendi to his credit, but he never wrote anything any better worth pondering in your heart, if you are an "employe," than the above.

Your obedient Servant,
An Employe.

Eggs' Ephemeral Epics

By H. M. Eggs'

Chicago man who takes his bath in silver tub, believes
One don't have that "guilty" feeling the golden bath tub leaves.
A silver bath tub I'll admit is quite a nifty thing.
Still one of gold would be quite chick in which to take a fling.

Some people take a bath a day, and others once a week.
Some take theirs in a silver tub, and others in the creek.
I once knew of an actress, in fact one of my own kin;
Who used to take a milky bath to get that creamy skin.

And some folks take a Russian bath, a rushing in and out.
While others like the Turkish bath, they claim it helps their gut.
Some take theirs on the sea-shore, when the sun is shining bright.
Then Mister Volstead introduced the "moon-shine" bath at night.

Some ladies clean their doggies in a perfumed bath each day;
While others clean their husbands in the alimony way.
So why worry 'bout the bath tub, if we take a bath or not,
Our wife will always keep us "clean," also the water hot.



Chicago's Yuletide Tree

Through the initiative of the Chicago Herald and Examiner, the city of Chicago staged an impressive Yuletide celebration, with this big Christmas tree as its central attraction.

The tree, a tall and stately spruce, was cut from the forests of northern Michigan, on the bank of the Portage River, twelve miles from Houghton.

It was brought into Houghton on a scow, the tug towing it fighting a gale and breaking ice all the way. At Houghton, the big tree, its limbs spreading more than twenty feet at the base, was turned

over to officials of the Milwaukee Railway, who, assisted by the Houghton association of commerce made it ready for shipment on two flat cars. The forest monarch was roped, tied and braced so that no damage might befall it and the shipment was brought to Chicago free of transportation charge. It came through in perfect condition, landing in the city ready to be placed in its beautiful setting in Grant Park, on the lake front; where from Christmas Eve to New Year's night, its lighted and decorated splendor could be seen far up and down Michigan Boulevard.

Obituary

On December 10, at Montreal, occurred the death of Lord Thomas Shaughnessy, President of the Canadian Pacific Railroad. Lord Shaughnessy will be remembered best by old-timers of The Milwaukee as "Tom" Shaughnessy, a native of Milwaukee and one time employe of this company. "Tom" Shaughnessy began his railroad career as clerk in the store department in 1860. In 1879 he became general storekeeper, which office he filled until he left the employ of this company to join the Canadian Pacific, under the late Sir William Van Horne. "Tom" Shaughnessy mingled in politics during his life in Milwaukee and was elected alderman from the 3rd Ward of that city, in 1875. His father was a member of the Milwaukee police force for more than a quarter of a century.

In 1880 he married Elizabeth Bridget Nagel of Milwaukee, and when he went to the Canadian Pacific Ry. the family left Milwaukee to take up their residence in the Canadian Capital. His rise on the C. P. was steady. In 1882 he became purchasing agent of that line and filled successively the offices of assistant to general manager; assistant to president; director and vice president and president. In 1901 he was knighted by Queen Victoria and in 1916 was made a Baron by King George V. Lord Shaughnessy was brother-in-law of the late Henry T. Griffo. For many years assistant passenger agent of this company.

Lord Shaughnessy is survived by his one son and three daughters.

On October 13, while switching at Edgerton, Wis., Conductor David (Doc) Crummey was killed probably by being caught between two car couplers. There was no witness to the accident, so the exact manner of the death cannot be determined; but the sad result should be another warning to trainmen and switching crews against taking chances to adjust knuckles (as is too often done) in car couplers while cars are in motion, just to save a little time. "Dave" Crummey numbered among his friends all who were associated with him in whatever capacity, all of whom join in deep sympathy with the surviving widow and two daughters, one of whom is a student in the University at Madison, Wis.

The funeral took place at Madison under the auspices of the Masonic Order, burial being at Forest Hill Cemetery.

John Nolan Casey, C. & M. Division Engineer died at the home of his parents in Milwaukee, November 19, of pneumonia, in the 36th year of his life. Mr. Casey was son of P. H. Casey, assistant chief special agent. He also leaves his mother, two sisters and four brothers, Thomas P., Joseph G., William B., all locomotive engineers and James J., chief clerk to the general agent of the traffic department, Milwaukee. Sympathy is extended to the family in their great bereavement.

Wm. G. Long, telephone and telegraph maintainer at Glencoe, Minnesota, died December 10 in a hospital at Minneapolis,

following an operation for appendicitis. Mr. Long has been with the company in crew and maintenance work since 1913. Burial was made December 12 at Ossian, Iowa. A wife and one son, beside the other relatives are left to mourn his death.

His wife, his mother, Mrs. Alice Long, and his brother, James Long, maintainer at Perry, desire through the Magazine to extend their sincere thanks and words of appreciation to the many Milwaukee employes who assisted them in their time of trouble, by sending such beautiful floral tributes and the expeditious manner in which telegrams were handled by the various telegraph offices to the relatives and friends during the young man's sickness and after his death.

The Terminal

I don't know what may lie there,
Adown that quiet dell,
For I never have run by there,
And there's none comes back to tell.
But some day I'll get the signal
To proceed around life's curve,
And I'll sign up for my orders,
And I will not lose my nerve!

I guess the Great Trainmaster
Will know what he's about,
So I'll fear no great disaster
When I'm ordered to go out.
I will sign the close-writ call-book
And prepare to make the run,
As my old time friends and cronies
One by one in turn have done.

Do you think I'll twist an eye-ball,
If the tracks are sort of dim?
No I'll simply flash a highball
To the "op," and trust in him.
For the Great Trainmaster's watching
All my progress on the way,
And he does his own despatching,
So I need not dread that day.

I don't know what may lie there,
Around life's final curve,
But I'll simply holler "Hi, there!"
And I will not lose my nerve.
And I'll find some boomer switchman
To pilot me through the yards,
Register in at the roundhouse
And greet my old-time pards.

—Lydia M. D. O'Neill in *Great Western Magazine*.

They're Still Sung

This joke is not as young as it used to be but it is still going strong. Nineteen hundred and twenty-three is said to be its hundredth anniversary.

Elder Watkins of Muddy Hollow, just back from the city, was telling his wife of the church he had attended.

"Did you know any of their songs?" asked, she. "No," replied the elder, "they didn't sing anything but anthems.

"Anthems!" exclaimed his wife. "What on earth is an anthem?"

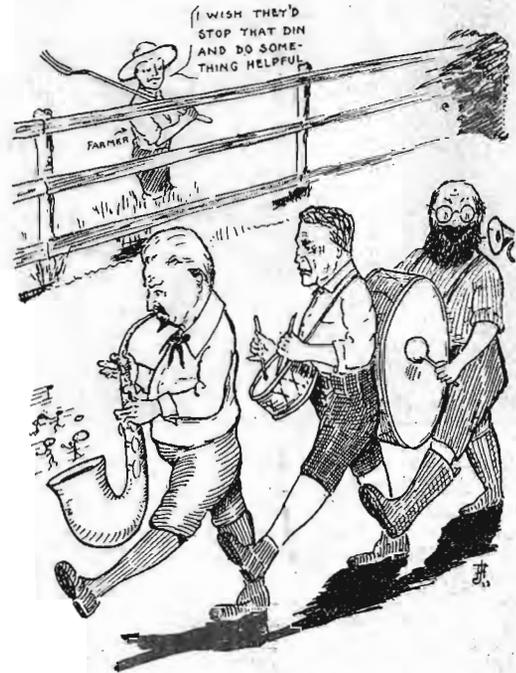
"Well," answered the elder. "I can't tell you just exactly, but if I'd say to you 'Betsy, the cows are in the corn,' that wouldn't be an anthem. But if I'd say 'Betsy—Betsy—Betsy, the cows—the cows—the Holstein cow, the muley cow, the Jersey cow, the spotted cow—all the cows are in—are in—the corn—the corn—corn—corn—corn—corn. Ahmen! why that'd be an anthem.'—*The Open Road*.

MOTHER GOOSE RHYMES:



ADAPTED TO THE RAILROADS

TOM, TOM, THE PIPER'S SON
LEARNED TO PLAY WHEN HE WAS YOUNG,
BUT THE ONLY TUNE THAT HE COULD PLAY
WAS "HAMMER THE RAILROADS EVERY DAY"



HEY! DIDDLE, DIDDLE, THE CAT AND THE FIDDLE
THE COW JUMPED OVER THE MOON
THE LITTLE DOG LAUGHED TO SEE SUCH CRAFT
AND THE DISH RAN AWAY WITH THE SPOON



The Mother Goose Leaflet

The Milwaukee Mother Goose Leaflet, with "Dr. Quack" as its leader, is intended to call attention—in a graphic way—to the activities of some prominent persons who specialize in propaganda against the railways. While their tactics remind one of

the amusing antics of Mother Goose characters, it is evident that they expect to influence many people by their misleading counsels.

It is necessary, therefore, to take them seriously, and in order that the people may be correctly informed, we take pleasure in pointing out that the record of railway operations since the serious interruption of 1922, is one of unparalleled service—in quality as well as quantity. The carriers have broken previous records for car loadings; have hauled more tonnage per car and per train; and have made more mileage daily with each freight car, than in previous periods. There has been less delay to freight en route and at terminals than in the heavy movements of traffic in other years.

Although the country has had the benefit of this record breaking service, the railroads as a whole, and in the west particularly, have not earned their "fair return," and many of them are barely earning their fixed charges. Surely this performance under such conditions entitled the carriers to commendation rather than criticism.

The Milwaukee Railroad has kept in the front rank in this demonstration of operating efficiency and fully appreciates the patronage and support of those who are served by its rails.

The Cow Jumped Over The Moon

This is a humorous illustration of a very sober fact. Railroad expenses have increased so much more than revenues that most western lines are still unable to earn enough net income to do more than pay expenses, taxes and fixed charges including bond interest. In addition, they should have a surplus for financing improvements needed to meet the demands of the shipping public.

Also, in fairness, stockholders are entitled to a return on their investment, which most of them have not received for years. In the first six months of 1923 the total earnings of the Western Railroads was 65% greater than in the same period of 1916, but—Operating Expenses and Taxes were 100% greater—and net Operating Income was 25% less than in 1916. This is the reason that so many of the railroads have not been able to earn the "fair return" allowed (but not guaranteed) under the Transportation Act.

other lines of business. They ignore the fact that the railroads have borne and are still bearing their share of the difficulties due to the war and subsequent readjustments. With freight rates only 45% higher than in 1916, while wages and materials

The Only Tune He Could Play

This sketch indicates the tendency of some folks to place on the railroads the blame for unsatisfactory financial results in

HERE WAS A LITTLE MAN, AND HE HAD A LITTLE GUN, AND HIS BULLETS WERE MADE OUT OF LEAD ~ HE WENT TO THE BROOK, AND SAW A LITTLE DUCK ~ AND SHOT IT RIGHT THROUGH THE HEAD!



THREE 'WISE' MEN OF GOTHAM WENT TO SEA IN A BOWL ~ IF THE BOWL HAD BEEN STRONGER --- MY SONG HAD BEEN LONGER ~



and taxes are about 100% higher than 1916, the railways are clearly not in a position to make further arbitrary rate reductions as suggested in various quarters. There are many "bands" entertaining the public with "anti-railroad music" hoping to have the public fall in line. Persistent "hammering" against freight rates does not reduce the higher expenses that keep rates at their present level.

"There Was A Little Man"

This sketch shows the effect of the constant irrational attacks upon the railways. There are some 800,000 stockholders and about 1,000,000 holders of railway bonds, and other millions of citizens and their families interested in banks, insurance companies, universities and other institutions which are large investors in rail securities. It is estimated, therefore, that half the people in this country are financially affected by anything that affects the earnings and prosperity of the railways.

Apart from this direct financial interest ALL our citizens are dependent upon satisfactory transportation service, and the amount of money the carriers are able to spend yearly for materials and supplies means good or bad business for countless factories and their employes. When any group places the railways "under fire" for selfish purposes it jeopardizes the interests of all citizens.

Three Wise Men

Included in the political attacks upon the carriers are charges that there is a "Guarantee" protecting railway net income; that the Valuation of the carriers is inflated by the use of war-time wage and price levels; that freight rates are high in order that dividends may be paid on "watered stock," etc., etc.

These charges, if true, would have an important bearing upon the railroad situation. The Interstate Commerce Commissioners have proved them untrue by stating: that there is no "guarantee" under the Transportation Act, but instead "a limitation"; that the principal figures used in our Valuation are as of 1913 and 1914; that "stocks and bonds were not considered at all. The question of capitalization was not thought of" in arriving at the valuation of the carriers' property. Therefore rates could not be affected by something that is not included in the valuation.

These items are a sample of the many unfounded allegations circulated for the purpose of arousing antagonism against the railways. No cause is worthy of support that must employ such indefensible tactics to gain its ends. Eventually there must be a reaction against those "wise men" who sail the seas of public opinion in a craft made of such unworthy stuff.

LITTLE BOY BLUE, COME BLOW YOUR HORN THE SHEEP'S IN THE MEADOW, THE COW'S IN THE CORN ~ WHERE'S THE LITTLE BOY THAT MINDS THE SHEEP? ~ UNDER THE HAYSTACK -- FAST ASLEEP ~ ~ ~



The Cows In The Corn

This cartoon suggests that the Nation must depend upon the alertness of its citizens to prevent the accomplishment of the designs of various groups and factions that are out of sympathy

with the wishes of the majority. The activities of these groups, have been increasingly manifest since the war as a serious handicap to the processes of readjustment in the important industries—including the transportation industry.

The country's business can only be transacted successfully when agriculture and manufacture and the other branches of in-

dustry including the great medium of transportation are enjoying satisfactory returns. The citizen who allows the efforts of disturbing elements to go unnoticed is like the "Little Boy" in the picture, asleep on the job, while irresponsible parties interfere with industry and threaten transportation.

Radio for Everybody

VIII. Operation of Set

Now that you have your set complete, it is time to put it into operation. First, however, there must be a device for the collecting of the "energy" put out by the transmitting broadcasting stations, and lead the "energy" to the set.

A. Antenna System

In discussing the materials needed here, constant reference will be made to the various elements pictured in Fig. 11.

(1) 200 feet of No. 14 B & S gauge copper wire. This should not be covered wire, as the strain caused by the wire having to support the rubber covering as well as its own weight, may result in the breaking down of the antenna in a high wind or in a sleet storm.

(2) Two wooden sticks to act as spreaders, as in Fig. 11-I and Fig. 11-II. These should be about 3½ inches long and about an inch in diameter or an inch square, and of some lightweight, strong, wood. By purchasing a window washing stick of

eight foot length (standard), two very fine spreaders can be made.

(3) Eight porcelain cleats. These are of the type that have been used for house wiring in the years gone by, and are about ½ an inch thick, ¾ of an inch wide and 3 to 3½ inches long. At each end are holes for driving screws or nails into place to clamp the current carrying wires between a pair of cleats. These same holes will serve you as a means of fastening them into place in groups as indicated in Fig. 11-I and II. Any approved antenna insulator will do, but these are recommended on account of the service given for low price.

(4) A brass rod or iron pipe, or copper sheet. The length of the rod or pipe is determinant on the depth to which the same is to be driven in order to reach moist ground at all seasons of the year. This is for the lightning ground (see Fig. 11-I) and is to convey any lightning discharge from the antenna to earth by the shortest

path, to insure protection to life or property. If pains are taken to excavate a hole some three or four feet square in damp soil a plate of sheet copper of such dimensions, with a length of the No. 14 wire of item (1) above soldered to it, will make an excellent ground.

(5) Too much emphasis cannot be placed on the proper grounding for lightning protection. In addition to the means of connection to the moist earth (at all seasons of the year), a switch arrangement to throw the antenna to the radio set or short it directly to ground during electrical disturbances, is also necessary. Fig. 11-III illustrates how to use a two-throw, single-pole knife switch. With the knife up, the antenna is connected to the radio set. In the down position, it is shunted to the ground. In Fig. 11-IV is illustrated the principal back of the vacuum type of arrester, several makes of which are on the market at low price today, and easily applied. In that case, the electrical discharges from the air above and around the antenna during the approach of a thunder storm are sufficient to easily jump across the gap inside the shell of the arrester, from which the air has been exhausted to the point that the electrical discharge needs to be only of slight amount to jump the gap. The radio currents, however, are so small, that they will not jump the gap at any time. They, therefore, will always pass into the set, while the unwanted electrical charges pass on by to the ground.

(6) A method of attachment of the lightning ground wire to the rod or pipe so that a permanent electrical connection is made can be done with the aid of a ground clamp such as used in telephone installations for the protection of the telephone lines. The pipe is merely cleaned and the clamp drawn tight by turning up on the nut and bolt slipped through the proper hole of the metal strip to tightly clamp to the pipe. The wire is then soldered to the clamp. This is much the easier way as it takes a great amount of heat to heat the iron pipe to a soldering temperature, and it is difficult to solder copper to iron. A similar method should be used to attach the ground wire for the operation of the set, for this should, if possible, have a separate ground than that used for lightning protection.

In assembling the antenna, reference should be made to Fig. 11-I. The illustration shows the suspension of the horizontal part between the ridge pole of the house and a properly guyed pole, some distance from it. This may be a tree if you cannot do otherwise, but some extra length of wire between the adjacent spreader and the tree must be allowed to keep the active length "L" away from the branches and to allow for the sway of the three. Be careful not to make the point of suspension on the tree among the higher and weaker branches. Perhaps you can suspend the horizontal part between two buildings.

Make the height "H" above the ground some 35 to 40 feet or more, if possible, particularly if the same is located behind sheltering buildings or hill tops. For the two-wire antenna shown, the active length "L" should be about 80 feet, and the two wires should be about 3 feet apart.

As direct a connection between the horizontal top and the lightning switch as possible should be made for the lead-in and if you are sure that there will be no contact between any external body and the lead-in, uncovered wire of the same type as that

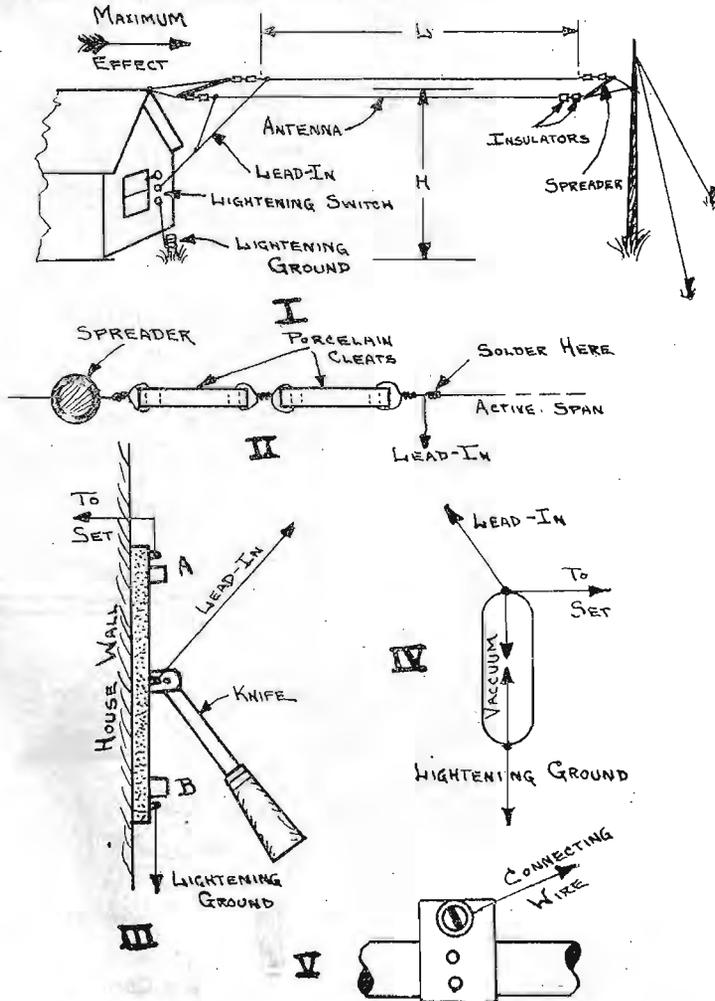


FIG. 11

used for the antenna may be used. The "V" connection between the two wires should extend down three to four feet from the top. Solder carefully all the connection wires as at the three points of the "V" of the lead-in.

The use of two cleats to double the insulation possibilities, as indicated in Fig. 11-II, is advised.

In general, you may expect to get the maximum effect from the radio signals at the lead-in end with the radio waves coming from and going in the direction indicated by the arrow of Fig. 11-I.

There will, no doubt, be many special limitations as to where and how the antenna shall be strung, but the main items to be considered are:

a. String up as high above the ground as feasible.

b. Insulate all antenna parts from the ground as well as possible, leading the incoming wire direct to the antenna-binding post of the receiver inside (via the lightning arrester).

c. If you cannot get two wires full 80 feet long, do the next best thing and string three at 3 feet apart and 60 feet long, or four wires 3 feet apart and 45 feet long.

d. Support in such a way as to make the antenna impervious to injury by bad weather conditions.

e. DO NOT under any circumstances, allow the antenna to cross over or under any power wires such that if the antenna snaps, there is contact to the power line, or where contact can be made by the power wires falling on the antenna. There have been a number of deaths resulting from this in the last two or three years.

f. Do not string the antenna in such a way that it is parallel to a high tension electric power line when the same is only a hundred or two hundred feet away. You will be bothered by the hum from circuit which, if it does not prohibit operation (complicated systems are involved to trap out this unwanted disturbance) it will at least be bothersome.

g. If there are any matters of a local nature which are confusing, drop a letter to the radio editor and clearly state your case, noting all conditions you think of relative to length, height, clearance, locations, interference, etc., and the individual case will be described in detail to you.

When you have strung the No. 14 gauge wire for the active and insulated parts of the antenna have fastened the insulators in place to the spreaders (the spreaders and lengths of wire on either side and between them must be of the same length to hang properly) and the spreaders are properly shackled to the end supports, and when the lead-in properly connected and properly soldered at connection points, is in place to the lightning arrester, with the outside ground in place, the lead to the set inside the house, and the internal ground for the set (to a water pipe, radiator, etc.) is placed, then you are ready to operate the set.

You should use No. 14 to No. 18 wire to the set inside from the switch but it should also be covered wire. It is important that you lose none of the very weak currents which the radio waves put into your antenna system from outside, for efficiency here will determine just how far you will hear. Make all parts of the antenna system just as carefully as you did the set itself and you will be rewarded.

In the next issue, is described how to tune the set to hear music and speeches,

and, briefly, how this has now become possible.

From the Banks of the Wabash

Roberta Bair

Effective November 20, Roy S. Brown, our special agent, was transferred to the position of district special agent with headquarters at Perry, Iowa. C. F. Carlson, former lieutenant of police at the Chicago Terminal has been assigned to the position made vacant by Mr. Brown's promotion. We wish both Mr. Brown and Mr. Carlson success in their new positions.

W. H. Seifert, chief dispatcher, spent a vacation at Williamsburg, Indiana, visiting friends and relatives at his old home.

Another radio fan has been added to the ranks in the personage of E. L. Notley, roundhouse foreman, Terre Haute. Mr. Notley recently purchased a radio and is now a full fledged member of the night-hawks.

On November 27, a salvage train, which carries a crane, dining car and other cars for loading scrap, started over the division from Faithorn, making an annual cleanup of scrap iron, misplaced equipment and other stray apparatus along the line. This cleanup is under the supervision of a corps of local officials.

The regular monthly meeting of the safety committee was held at Hulman street yards, Friday morning, November 30, with Assistant Superintendent Ryan presiding at the meeting. E. B. Crooker, district safety agent, was present and gave a short talk.

B. C. Johnson, superintendent of the Savannah rail mills, made a business trip over the division the second week in December.

Through freight service from Terre Haute to Joliet, Illinois became effective November 15, due to the advantages of the double track system. The train crews now make the run from Terre Haute to Joliet, instead of to West Clinton, a distance of 142 miles.

The routing for freight around the city of Chicago, rather than through it, has now become possible by connection with the main line west of Chicago at Kirkland, Illinois.

A new office has been established at Ahern, Illinois and three operators have been stationed at that point. A new interlocking tower has been built at Delmar, where fire recently destroyed the old one, and an electrical interlocking machine has replaced the hand machine. Between Gary Junction and Ahern, trains are now operated by automatic and manual block.

A donation of nearly \$100.00 has been made up at Hulman Street yards to be given as a Christmas offering to the family of Frank Rose, former engine crew caller at that place, who is very ill with tuberculosis.

Mrs. Roberta Bair and son Gordon of the chief carpenter's office, spent Sunday, November 25 as guests of Dr. and Mrs. R. V. Hannell of Lafayette, Ind.

C. R. Patton, car foreman and A. H. Austin, chief clerk to the district general car foreman, had a thankful heart on Thanksgiving day. They spent the day with joy and thanksgiving, eating persimmons with the Bunnies and working on the roads shoveling clay, trying to dig the Dodge out of a mud hole.

We wonder if the bunch in the car department offices have yet located the thief, who stole "The Mail Pouch Samples."

If any one has any books to sell, call on Martha Swanson of the store department. Martha is a sure customer with a payment down. Second payment—? Stockman J. I. Unison is seriously considering her as a customer for obsolete stock books.

Thursday evening, December 1, the annual Christmas party of the lady employes at the Terre Haute offices, was held at the home of Mr. and Mrs. Harold Patton, 70½ Home Avenue. Among those present were the Misses Catherine Pfeiffer, Alice Church, Ethel Dick, Mary Griffith, Edna Pfeiffer Marie Tuemler and Marie Stwalley—Mesdames Agnes Dede, Flossie Waggoner, Fairy Gaiver, Bertha Patton and Roberta Bair. Several former employes, Mrs. Edna Amour, Mrs. Jennie King and Mrs. Velma Bailey, also Mrs. R. M. Blackwell, wife of chief clerk to the master mechanic, were among the number. The donors and recipients of the gifts were determined by placing the names of all in a box and drawing. Gifts of equal value were exchanged. The evening was pleasantly spent in games music and contests. Again our "Little Mary" had the winning line, the object being to form the best line using the letters of the word "Christmas".

Our "Little Mary" having become an adept at composing, we hope some day to be singing a song of her composition.

Getting the Business

The following employes have secured additional business:

J. F. Martin, chief clerk, Twin City transfer, 4 passengers from Minneapolis to Chicago, enroute Jacksonville, Fla.

Rosario Corraira, employed at our round house, Beloit, 1 passenger to Chicago, enroute New York.

T. A. Biggs, conductor, Sioux City, the following: 2 passengers, Sioux City to Des Moines; 1, Sioux City to Detroit; 1, Sioux City to Chicago.

E. T. Smith, care of agent, Darien, Wis., 2 passengers, Beloit to Chicago, enroute Framingham, Mass.

F. B. Losey, care of agent, Dakota, Ill., 1 round-trip passenger from Beloit to Chicago, enroute Sarasota, Fla.

H. J. Hoffman, conductor, Madison, 2 passengers, Prairie du Chien to Chicago.

Ray Hoffman, care of H. G. Gregerson, agent, Madison, 1 round-trip from Madison to Chicago, enroute Niagara Falls.

T. A. Biggs, conductor, Sioux City, the following: 2 passengers, Sioux City to Chicago; 2, Sioux City to Pontiac, Ill.; 1, Sioux City to Marion, Ill.; 1, Sioux City to Des Moines. Also car of lumber from Rapid City, So. Dak., to Yankton, S. D.

Chief Brace, care of F. W. Getty, S. S. & D. Co., Chicago, 7 passengers from Chicago to Seattle.

Traveling Auditor Hammond, Chicago, 2 passengers from Seattle to Chicago.

Mrs. Lillian Langtry, clerk, superintendent's office, Beloit, 1 round-trip, Beloit to Seattle.

Geo. Gayton, flagman, care of C. M. & St. P. Ry., Beloit, 2 round-trips, Beloit to Seattle, and 3 one-way passengers, Beloit to Seattle.

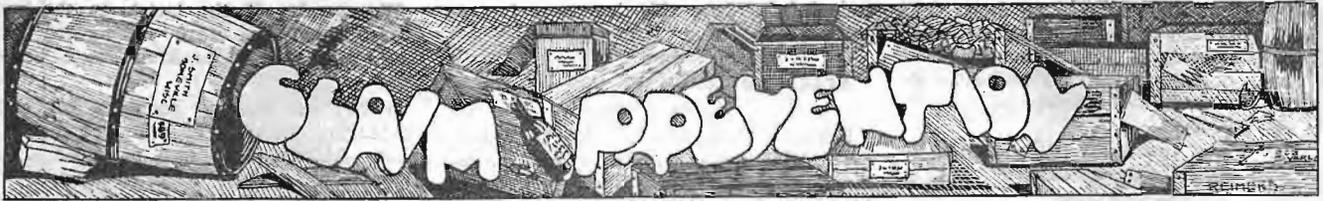
E. T. Smith, care of agent, Darien, Wis., passenger business to Galesburg and San Francisco.

H. G. Young, agent, Rio Grande Southern Ry., Rico, Colo., 1 passenger Omaha to Chicago, enroute Philadelphia.

T. A. Biggs, conductor, Sioux City, 2 passengers, Sioux City to Grand Rapids, and one to Chicago.

Assistant Foreman Wolf, Bensenville, 1 passenger for our Pacific Limited.

J. T. Marsh, care of agent, Shirland, Ill., 2 round-trips enroute to Lynnhaven, Fla.



Rough Handling

When a car arrives with gates or bulkheads broken down, their timbers snapped in two and jammed through the sides of containers, or with large, bent nails protruding from the ends of two-by-fours torn loose from their moorings, boxes and barrels tumbled this way and that, their contents scattered about on the floor—when our inspector, after looking at such a car, infers that it has been mishandled in transit, his deduction may not be unassailable, but it is, undeniably, at least plausible. Reports of loss and damage inspection received in this office during the months of September and October, the substance of a few of which appears below, indicate that rough handling continues to be responsible for no small proportion of those cases wherein freight arrives in other than safe and sound condition.

LINOLEUM—The rolls were packed in new wood crates which were loaded one high in either end of the car, leaving center of car empty. Lading secured in ends of car by means of K-shaped braces, of good 2x4 and 2x6 material, nailed securely to 2x4's at sides of car. This had been wrenched loose, allowing load in both ends to shift toward the doorway, breaking some of the crates and damaging 12 rolls.

SWEEEPING COMPOUND, in barrels, kegs and cans—One tier of barrels occupied two-thirds of one end, with kegs two high in remaining space. Other end and doorway containing sheet iron cans, two high in end and one high in doorway. A 1x10, nailed to a 6x6 as cross bracing for the decked cans, was secured to 2x4 blocks at the sides of the car. Arrived with load shifted two feet at one end, cross bracing broken, cans badly jammed against same. Decked cans shifted into space thus left, badly dented and jammed. 1x12 bracing between cans and barrels broken, barrels badly jammed, staves caved in, and contents leaking out between staves.

MOLASSES, in cases and barrels—The barrels were properly staggered; bulkheads of good, sound 2x6 material, above and below bilge; three boards across each door. Timbers broken in halves; three barrels had broken staves and were leaking; cases crushed and leaking.

LUBRICATING OIL and grease, in cases and barrels—Cases loaded in both ends and barrels in doorway. Bulkheads of 1x6 and 2x4 material, well secured to sides of car between cases and barrels, this bracing torn loose; ten 25-lb. pails of axle grease badly jammed and lids loose, contents slightly dirty. 1 box containing a 25-lb. can of cup grease was jammed and the can dented.

CANDY, in pails and cans. The pails were loaded eight high in the A end of the car. Well braced with 1x10 oak lumber, cleated at door posts with 4x4's. Four top tiers of pails shifted to center and leaning forward. Thirty pails damaged, two entirely empty. 39 bbls. sweepings. Some had leaked out under car door which was bulged out from pressure of pails.

EGGS—Of the 400 cases contained in each of these cars, broken eggs were found in 298 of one lot and 19 of the other. Construction

Thoughts For Delivery Clerks

Do not leave your section without arranging for a substitute; someone should keep an eye on freight.

Checking delivery as to bale and case numbers is good practice.

Freight bills should indicate the cashier has taken up the shipper's order bill of lading.

If you are interested in seeing that truckers "set down" boxes or cartons of liquid or glass.

And, that trucker has help in "letting down" a barrel of molasses or other heavy article subject to damage.

The only time a receipt is worth anything is when someone claims he failed to receive his goods, and then it is worthless unless it is a proper receipt and can be proved as one made at time of delivery.

A rubber stamp does not make a signature.

Keep your eye on the driveway side and on all who may happen on your beat.

If a package seems to be occupying one spot too long, learn why.

No one is entitled to negotiations after he has signed for freight and left the premises—his dealings are then with the O. S. & D. of claim department.

of cases and manner of loading were all that could be desired. Breakage due, without doubt, to shock or jolt.

WAGONS, KD—Wagon-box sides and ends braced up with two-by-six lumber, fastened to sides of car with cleats. Bracing had broken, allowing eight-inch shift, breaking two oak cross bars on two wagon bottoms.

Another car of wagon parts. Sides and bottoms piled in one end of car. Held in place by means of a 4x4 upright, fastened to floor and roof at an angle of 45°. This had been broken, permitting shift with consequent damage.

SEPARATOR—Blocked on car floor with blocking under each wheel. Had been jolted completely out over blocking, and lower part of turn-table broken.

GRAIN ELEVATORS—Four 2x6 cross braces in front of elevators, all broken, permitting one-foot shift, damaging one elevator.

TRACTOR AND SHELLER—Well blocked in flat car. Blocking and one wheel of sheller were hanging over end of car. Blocking under separator was intact, but rear wheels of separator were resting on top of this blocking. Separator had been driven forward, damaging it and jamming it into the elevator on the sheller.

PAINT, OIL & ACID—Severe shock broke 2x6 bulkhead. 30 barrels acetic acid tipped on chimes, staves broken on six barrels. Acid leaking and running over car floor caused damage to cans containing paint and oil.

Perishable freight, also, comes in for its share of this kind of damage.

PEACHES—Cases well-loaded and braced with 2x4's. Ten boxes scattered through top tier broken, six of them beyond repair.

PEACHES—Bracing and stripping in place, but entire end buckled. 14 boxes jammed against end of car.

CANTALOUPEs—Nine cases broken, contents some cut and mashed, due to breaking of two-by-four gate in A end of car resulting in shift to center.

CANTALOUPEs—Gates badly broken down. Entire load shifted, 35 cases Honey Dew Melons broken and part of contents badly mashed. All other crates show one or two melons each cut from shift. 11 cases cantaloupes broken, some contents mashed.

Crates loaded 4 high and 5 wide. Stripped with latb. Entire load shifted. Broken and twisted crates scattered throughout load. 19 broken beyond repair (**HEAD LETTUCE**)

PEARS—2x4 gates in doorway. Load well braced and stripped but bottom tier in B end shifted against gates; two boxes broken. Contents cut and bruised.

To Coopers at Freight Stations and Transfers

Hospitals are established not because we want to be sick but because we do not take proper care of ourselves, consequently we require expert attention. The **COOPER SHOP** is the hospital of the freight house. We don't want to repair shipments but usually owing to carelessness, either of the shipper or some railroad employe, shipments sometimes require expert attention. Good results have been obtained toward overcoming causes that result

in loss or damage, but it is conceded there will always be the necessity for a certain amount of re-coopering, and this feature of station operation is closely allied with freight claim prevention.

The primary duty of the cooper is summed up in the "Instructions Governing the Operating of Freight Stations" in the following words:

Rule 5—Freight not in proper condition for loading into car or delivery to consignee, must be re-coopered. Where loss, damage or pilferage is evident, inventory and record of contents and condition must be made.

The rule is brief and simple, but a great deal depends upon the manner in which it is carried out. Good coopering, combined with careful inventories and an accurate record of work performed, will save thousands of dollars in freight loss and damage claims.

The following suggestions which we have obtained from men with many years of practical experience in railroad cooper shops will, if carefully observed, go a long way toward preventing freight claims.

Place all Damaged Freight in Proper Condition for Forwarding or for Delivery, by Coopering it Right

See that the job is well done and that the freight is put into such good condition that it will reach its final destination without further loss or damage and without needing further attention. Re-coopering performed by a railroad employe should always be an example to the shipper as well as the consignee. Poor work does no good and leads others to lose confidence in our sincerity to overcome claims. Your particular attention is called to the American railway association prevention bulletins and illustrated circular No. 8 dealing with proper methods of crating, also the various container bulletins issued by the CONTAINER BUREAU, all of which contain very valuable information. They represent the combined ideas of all of the railroads on these subjects and should be carefully studied.

Articles Removed from Containers Must Be Carefully Repacked

If it is necessary to disturb the contents of a package in order to inventory or to make necessary repairs, try to replace the contents in the same manner as originally packed. The shipper usually knows from long experience the best way in which to pack his own particular product. If any vacant space is left after reconditioning, it should be filled with suitable packing material so that case will be "filled out" and not likely to crush or otherwise cause damage by reason of container being only part full.

Make a Complete Record of All Packages Re-coopered

It is very important that a complete record be kept of all packages re-coopered, showing car number and initial, shipper, consignee, destination, waybill, tally slip or other reference, kind of container, contents, condition, cause of damage if known, and other details which might be of help to the claim department in the settlement of claim.

Exact Inventory of Contents Must Be Made

Where loss, damage or pilferage is evident, make a careful inventory or count of contents, keep full record of same and place complete notation upon waybill or tally slip. The inventory should show number of pieces in package, their description, condition, weight, and if a liquid, the gauge. It is also well

You can afford to be sure you are delivering to the right person.

The drayman who helps himself explains some of the lost packages.

Check numbers on return drums and similar articles.

More Thoughts for Warehouse Foremen

As a general proposition, freight should move out of the house as fast as it moves in.

Supervise the use of hooks. Many complain about damage to baled goods, wrapped furniture, etc.

Supervision calls for watching door shoes on merchandise cars to be loaded.

Those of thievish inclinations are likely to hang around outside of working hours.

Do you supervise the handling of shipping orders for freight held on floor over night?

Over, on hand, refused freight, should be segregated—longing eyes watch the packages resting too long in one spot.

Checking the warehouse regularly prevents claims.

All clerks should initial their work.

Only the foreman or agent should make exceptions and notations on freight bills and delivery receipts.

Some kind of check against errors is necessary in every operation.

to check carefully containers which are larger than ordinarily required for handling shipment, such as a case of 24 pairs shoes in which only 20 pairs have been packed. Shipper usually fills in the empty space with packing material or empty boxes. Constant vigilance is required. Remember that the claim agent is relying upon your record to give him the facts upon which he must settle the claim.

Proper Forwarding

After shipment has been re-coopered see to it that it is connected up with the balance of shipment, or if that has gone forward, make sure that proper waybill reference is shown on the free astray waybill also that the part lot travels via the same route as the original lot so that it can be matched up readily at destination, thereby preventing a claim.

The cooper is often jointly responsible with the stevedore for the proper blocking and bracing of freight in cars. Remember that proper bracing, blocking and doorway protection at the loading station will often save a lot of work for the cooper at the unloading station.

Loss and damage can be prevented only when the exact cause is known. Your practical experience enables you in many instances to draw correct conclusions as to the cause of loss or damage to a particular shipment. Help us cure the evil by making a full report of each case and by giving us the benefit of your practical experience in our effort to eliminate freight claim causes.

Coopering Cars for Grain

As a reminder:

A shipper should not assume that a car is fit for loading simply because a "Fit for Grain" tag is on it. Car inspectors, like the rest of us, are liable to error. The safest course is for the local agent and the shipper to carefully inspect the car before loading regardless of the tag.

Reject any car with weak or broken door or end posts, leaky roof, creosote or oil-soaked floor, or if it is an old car which in your judgment cannot be made grain-tight by a fair amount of coopering.

Look carefully for cracks at side sills caused by short floor boards and cover tightly with paper or burlap, cleating same.

King pins and draft bolts should be covered and cleated.

Grain lining at top and belt rail should be carefully inspected and where not absolutely grain-tight it should be made so by use of paper or burlap calking.

Place paper pads tacked to door post to give smooth surface and tight fit to grain doors, which should be nailed with 12-D nails two to each end of each grain door. This is important, since experience proves that 12-D are the exact size required for safety—this nail gives 1¼ inch penetration into the oak door post and will hold the door in its place through any rough handling car might encounter. Smaller nails give trouble and larger nails require chopping out and consequent destruction of grain door at unloading point.

Before a wagon load of the new crop is taken in, the cautious shipper satisfies himself beyond any doubt that his scales are in good shape, having them inspected and overhauled if necessary. He also keeps a complete record of purchases and of cut-off when elevator is made empty during shipping season, of weights loaded, outturn weight, etc., so that when an actual loss in transit has occurred the shipper is able to present satisfactory proof to the railroad of the extent of his loss.



A Plea for the Engineer

While superhuman efforts were made by the different railway companies during the year 1923 to reduce accident and inculcate the Safety First idea in the minds of the public, nevertheless fatalities were too numerous and the human sacrifice was far too great.

Automobiles were the greatest contributing factor to this loss of life and limb, especially our highway crossing accidents, where trains have struck automobiles and in a large percentage of these cases, some one has paid the extreme penalty. There are cases on record where a majority of one entire family have been thus destroyed, at times, father and mother have been killed, leaving small children to survive them, thrown on the mercy of the world, never again to know the tender care or affection of parents.

The regrettable feature of this sad state of affairs in our country, is the fact that carelessness and indifference are the causes of most accidents. People do not seem to realize sometimes it appears that even in their own home territory they do not know that a railroad track is traversing that property and in other cases seem to exhibit a remarkable lack of judgment in estimating the speed of an approaching train. The thought has often occurred to me, that perhaps a little better understanding of what a train can do in the matter of making stops, would help the public to determine to better advantage what they should do while driving cars. In cities and villages, on vehicles and buildings, posters have been displayed showing an automobile directly in the path of an approaching train and these posters without a doubt, have awakened a great many people to the realization that they must think, and it is my belief, that if on these same kind of posters, data relative to the space necessary to stop various kinds of trains, at different speeds and weights, was shown and explained, people would become educated to the fact that momentum must be overcome and that hardly any two trains can be stopped alike. Automobile drivers know that their cars can be stopped in a comparatively short distance, running at most any rate of speed, but do not realize a heavy train cannot do likewise.

While nearly all the safety measures that have been proposed or that are incorporated into laws of our various communities, are primarily for the safety of the public at large, nothing has been done to eliminate the hardship to which the locomotive engineer is subjected while in performance of his duty. Most of our locomotive engineers make this their life's work. On that work depends their bread and butter, the means that educate their children and make their home. Their interests are the same as those of the man who drives an automobile, in some cases they drive cars of their own. But to the automobilist, who is not an engineer, I would say, visualize yourself in the cab of a locomotive, controlling the speed of a freight train approaching a busy high-

way crossing and noting an oncoming automobile. The driver sees the train, attempts to beat it to the crossing, "steps" on her, attains a high rate of speed, but you, as your experience in running a locomotive tells you, can see that automobile and engine will just about meet on the crossing. You have sounded your highway caution whistle, bell is being rung, and you sound whistle the second time, but still the automobile does not stop. You have a heavy freight train and know that even if you set the brake in emergency, the desired brake action cannot start before several seconds elapse and you are going considerable distance in that time, in fact, going just far enough to have automobile and engine collide, with the result possibly, that the driver of the car has been killed. You will readily imagine the state of mind you are in, when you see that mangled corpse lying there, maybe in such a state that recognition is barely possible. After the wreckage is cleared, you go back to your work, but you are a different man, the thought of that accident will not leave your mind, although you had done everything that was humanly possible to do, to avert the calamity, still that spectre will remain with you and nothing but time will efface it. Now imagine having this same experience happen again within a few days, possibly on your very next trip and you will realize what a nervous tension a locomotive engineer works under nowadays due solely to carelessness that seems so rampant among drivers of automobiles. I am not overdrawing the statement any, when I say that many of our engineers have experiences like the above, perhaps a dozen times a year and if you people who drive cars, want your neighbor, the locomotive engineer, to go home to his family with a smile on his face and in buoyant spirits, use more care in the future and while obeying all safety laws and rules that affect yourself, spare him those nerve-racking movements that are shortening his life.

WITH A SINCERITY THAT ASSURES SUCCESS, LET US ALL COOPERATE TO MAKE 1924, A SAFER, BETTER YEAR FOR EVERYONE.

Chas. R. Donlevy, Engineer,
Superior Division.

I submit herewith a few thoughts on Safety First, as they come to my mind and, I express the hope that these thoughts may be the means of perhaps making someone more careful, thereby preventing a personal injury or perhaps a fatal accident.

On this earth man is given only one life. When that is snuffed out, he's through. He gets only one body and when he loses any part of it, it is for good and all. Life and limbs alike are irrevocable. A crippled body spells cancelled opportunities. If the number of cripples, who have become such, through carelessness alone, is the best argument for Safety First, the case is tragically proved beyond appeal. If on the site of every tragedy due to heedlessness or care-

lessness, a monument could be erected, the nation would be a veritable graveyard.

Safety First is more than a slogan. It is a petition for protection from folly and carelessness. It is an appeal to mankind to preserve the most vital things they possess and can never regain if lost. It is a prayer to the careless man, woman or child, not to allow their carelessness to destroy anyone's life, or anyone's limb, or to mar a fellowman's happiness. It should be a tradition handed down to future generations, that the strength of life's slender thread is "Safety First".

Society invents and multiplies its engines of living and doing, and with such swift progress, come added perils. They surround these inventions and engines of progress with multitudes of devices to secure them against accident and failure to perform the things for which they were intended. None of these inventions or engines equal in any way the perfection and frailty of the human body. Man commands both equally. The one he can build or re-build, the other he can not. Should therefore man not surround his own body with greater protection than he does the invention of his hands and brain?

The greatest safeguard for the human body is the indelible imprint on every man's mind and brain of the two words, "Safety First."

Safety First is also the best and cheapest accident insurance policy in existence. It costs only a few moments of serious thought. We take out accident insurance, and pay out part of our monthly earnings in order to get it, so that we and our loved ones might have some means of subsistence when through accident or injury our names have been taken off the payroll. Such accident or injury was caused by someone's carelessness. Had Safety First been practiced, there would have been no need of the Accident Insurance.

You may carry insurance as a protection for your family in the event of accident or death, every working man should, but remember, the fruits of your own labors bring greater joy to you and your family than money paid for the loss of your limbs. All the money in the world cannot replace an eye, an arm or a leg. Glass eyes cannot see, neither can artificial limbs take the place of those lost as a result of one moment's careless indifference.

The Railroad Company takes every Means to correct unsafe conditions; they establish and maintain a Safety First organization, they apply safety devices on the road and in the shops, but there are some Safety devices which the Railroad cannot furnish, and these are—your eyes that see; your ears that hear; and your brains that think. These are the best Safety devices. USE THEM.

If a man looks where he is going, he rarely stumbles; if he listens before getting onto a crossing, he will not be crushed by an approaching train; if he thinks about doing his work safely, he will

do it so. The man who follows this, very seldom gets hurt and by the same token, he seldom causes anyone else to suffer injury.

We must be honest with ourselves; we must study and know our own jobs, and know the rules of our employer, in regard to doing our various work.

When we practice the principles of Safety First, we draw largely from the teachings of the Golden Rule—"Do unto others as you would wish them to do unto you". If we have a place for everything and everything in its place, we eliminate largely the danger of our fellow employes becoming hurt through our carelessness. If we, ourselves practice this, it won't be long before the careless fellow will get ashamed and return the compliment, and the liability of injury to ourselves will be greatly reduced thereby.

Some men are unsafe through ignorance, these must be educated, and as a rule they are willing to learn if properly approached. Others are unsafe through habit—doing their work in an unsafe manner, because perhaps it requires less effort to do it that way. These men must be warned, and if they will not desist from their careless methods, they must be disciplined as they are a menace to their fellow employes.

Safety First is largely a matter of continued education as only in this way can we reach the new employe and get him to realize what it means.

In the past, the public as a rule thought that Safety First was only for those employed in railroad work or other hazardous occupations, but since the arrival and tremendous growth of the automobile industry, I feel that Safety First should apply to the automobile owner and driver, to as large an extent as it applies to anyone.

By far the largest majority of fatal crossing accidents are the direct result of almost criminal carelessness. The railroads have placed warning signals at bad crossings; have provided gates and watchmen in cities and villages; they display STOP LOOK AND LISTEN signs at all crossings, but notwithstanding all of this, the careless driver does not heed these warnings, but takes the chance, and a perusal of our daily papers, shows the result. There is not a day but what somewhere, someone is killed and injured on some railroad crossing. Whole families who are happy and unconscious of any trouble are wiped out in the twinkling of an eye. Why? Because the one responsible for their Safety, did not follow the teachings of Safety First.

Here again it is largely a matter of education. We railroad men, who know the hazard, must take it upon ourselves to spread the Gospel of Safety among the people who own and drive cars, and I believe that if this is correctly done, good results will follow.

If we value our own life and limb, if we have any spark of brotherly love in our hearts for our fellowman, we should regard it a duty, to, at all times, practice and preach—Safety First.

A. J. Reinehr, Agent,
Illinois Division.

Will He Make the Grade

Margaret Rasmussen, Marion, Iowa

"Will he make the grade,"
His teacher said as she looked his papers through,
"I see at a glance, his marks are not
What they were a month ago,
I'm afraid he will fail
If he don't stay home
And study his lessons more
Since he got his car,
He is not by far,
The student he was before."
"Will he make the grade,"
The trainmen said
As their hearts stood still to see
The car whirl 'round the curve
And up onto the right-of-way.
"Pull the lever, Bill,
Let her shriek and shrill
The brakes are doing their best;
If he tries to pass in that thing of glass
He will never make it, Bill."
"He made the grade,"
The coroner said,
As he looked the wreckage through.
"He tried to pass, but this tangled mass
Tells what passing a train can do."

The Right Doctor and the Right "Dope"

For many years consistently I've treated
breakfast distantly,
And tried to get along without my lunch,
At tables spread invitingly I've tasted
dinners slightly,
With hopes of making good my doctor's
hunch.

I've tried with spirit vigorous to live on
diet rigorous,
And follow all his rules for losing weight;
And though I've starved religiously, my
girth expands prodigiously,
And gains in gauge at most alarming rate.

I'm craving foods that satisfy my appetite
and that is why
I gladly hail the famous British sage,
Who comes along assuring us that diets,
far from curing us,
Comprise the master menace of the age.

This learned man advises us, which
pleases and surprises us,
That doctors dope the thing entirely
wrong.
He says that what we ought to eat is
any kind of sort o' meat
Or other stuff for which our palates long.

Oh, doctor, great and erudite, I truly
hope I hear you right,
And that you really said the things they
claim,
That when we mortals try to dine on
calorie and vitamine,
We're gumming up the anatomic game.

I'm tired of dining meagerly, and so I'll
hasten eagerly,
To eat the finest cuts my chef can carve,
For I've found it most disquieting to be
forever dieting,
And eating stuff that lets a fellow starve.
—John W. Hall.

"Optimism"

With vision keen he looks beyond today,
Reveals the distant future to the eyes
of men,
With heart and mind alert he opens up
the way
For weary men, and bids them hope
again.
In darkest hours lays firmly hold
On that mysterious power that lifts
men's souls
Above despair and doubt, and makes them
bold
To face the future, press onward to the
goal.
The world will always have its pessimistic
crowd,
Who look upon the darker side of life;
Devoid of faith in God or man, with
spirit cowed,
They sow the seeds of doubt, creating
war and strife.
Having eyes they see not, but blindly grope
their way
Nor hear the voice that calls to nobler
things;
They neither pray nor hope for better days,
Their heart is sad, they neither laugh
nor sing.
I choose to walk with those whose path il-
luminated with light,
Leads upward to the heights where hope
and joy abound;
With faith and trust press on with all their
might,
Create a better world where love and
peace are found.
O! Why should man, the masterpiece of
God,
Dwell on the plain, when he the moun-
tain heights
May climb and catch the vision beautiful
and broad,
Drink in pure air and taste of Heaven's
delights.
—John S. Andrews.



The Big Four of Coburg, Mo. J. F. Anderson, Ass't. Supt.; J. T. Clark, Gen'l. Car Foreman; J. P. Stewart, G. Y. M.; J. H. Lord, R. H. F.

A Straight Face

Father—"I never smoked when I was
your age. Will you be able to say that to
your son when you grow up?"
Willie—"Not with such a straight face
as you do father. You beat me there."
—Good Hardware.

The Time of Trial

"Do you have to see a doctor before you
get booze in this town?"
"No, afterwards."—Harvard Lampoon.

Safe Secrets

She—"How is it that widows generally
manage to marry again?"
He—"Because dead men tell no tales."
—Harper's Magazine.

LOYALTY TO OUR COMPANY COSTS US NOTHING AND YIELDS VAST RETURNS.
THINK ABOUT IT.

AT HOME



HAZEL M. MERRILL, Editor



Jean Edward Brossard, Son of R. H. Foreman J. L. Brossard



Virginia, 3 Year Old Daughter of Car Foreman F. J. Maxwell T. M. Division



"Jimmie," Little Daughter of Dispatcher G. H. Hill, Mobridge, S. D. Taken on White House Lawn, Washington, D. C.

The Mid-Winter Sales

Lucky are the women who have bided their time during the Fall and first winter days, and bravely worn their old coats, their last year's gowns and "gotten along" with whatever in the way of dress and dress accessories they had "left-over" until the after-holiday sales commence. Now Madame and Mademoiselle may step out in wonderful fur-trimmed coats of modish cut and rich material, bought for about one-half the money asked for them in the early Fall days. Even as this is being written (December 15th), the reduction tickets are beginning to appear, on winter coats especially, because the very mild winter so far has caused something of a slack business in wintry looking and feeling apparel, and the shop-keeper has to have cash to go into the spring and summer market places. As I passed a shop window today, I saw a beautiful coat on display with a price card on it which would indicate the garment had been marked at nearly one-half the price asked for it two months ago. It was a lovely dark brown Marvella cloth handsomely stitched and further decorated with broad cuffs and deep collar of black fox; and it was offered for \$69.50. Another one in the same window had grey squirrel collar and cuffs and was marked \$85.00. I saw some no better looking than these, two months ago, the prices of which were in the neighborhood of \$165.00, and none, then, thought the price was so excessive. Furs, too, will take a tumble in January, and whereas a fur coat may have hitherto seemed an unattainable luxury, the chances of possessing one may become more favorable because of radical reductions in price.

This, too, will be an excellent opportunity to pick up a pretty crepe dinner or evening gown, because merchants are even now beginning to clear out the winter stock to make room for the spring things, and reductions in the prices of this class of wearing apparel are very material. Frocks that sold for prices ranging from fifty dollars up will be closed out at much lower prices. A beautiful jade green crepe, elaborately beaded in white that would be a wonderful dancing frock, and which had been priced at \$95.00 in the beginning of the season, was reduced to \$55.00. Another light cinnamon brown crepe, with a real French

touch in the drapery of the skirt, and the handsome silk ornament that held the drapery where it was caught on one side, was acquired by a woman friend for \$67.50, out of "The French Shop" of one of Chicago's large department stores—a section that never in the height of the season displayed anything under a hundred dollars.

These that I have told you about are only by way of illustration of the extent of the after-the-holidays price reductions. The less expensive gowns experience the same "revision downward" in the matter of cost to the consumer.

Knitted Laces for Summer Frocks

White will surely be very much in the running for next summer's gowns; and white linen, the kind that does not muss, will be among the most popular fabrics; wherefore these winter evenings may be profitably employed in knitting lace for trimming the new white dress. There are pattern books on sale for a few cents which contain patterns and directions for knitting lace edgings and insertions, and unless one knows how delicate and lovely knitted lace is, it would be difficult to imagine its daintiness. It is really much prettier than crocheted lace, and no harder to make.

Mid-Season Fashion Notes

With such unheard of winter weather, poor Dame Fashion has been at a loss what to do, for it is difficult to work up much enthusiasm over real winter styles when the weather is like fall or spring. Why should we not take a hint from the fashions being displayed for those wintering in the south—but why go to California with weather such as this at home. Frocks of white or yellow loosely-woven cheviot, serge, or rep, worn with small felt hats, are being shown for southern wear, with suede shoes to match the costume. The slim-princess remains very much the order of the day, and a youthful, pleasing design is a beltless frock finished at the neck with collar of lace or linen with long narrow ribbon ties. The three-piece costumes are very popular and are shown in heavy serge with fur trimming, also in lighter weight materials, black satin and crepe. If you are really going south, you must include a pretty white voile dress, and perhaps one of blue, green, peach, coral or orchid. We might get a touch of real winter weather in

January and February, the weather-man says, and then we must be prepared for winter sports, skiing, skating, tobogganing, etc. A gabardine knicker suit with match.

January White Sales

Winter brides and brides-to-be must take advantage of the January white sales; also the thrifty housewife takes this opportunity to replenish her linen chest and lingerie. There are unusual values offered in Philippine, crepe de chine, batiste, and nainsook lingerie, trimmed with real filet lace. Beautiful fine Philippine garments are reduced about one-half.

Good Housekeeping's Needlework Department has a number of beautiful new designs in bedspreads and bedroom decorations, and especially pleasing is a wild-rose design used on a three-piece set.

Household Helps

If you buy several corks for your thermos bottle and keep one cork for use with the same liquid each time, you will find it very satisfactory, as the corks absorb the odors quickly and are apt to spoil the flavor of the liquid in the bottle.

Try arranging your phonograph records into concerts and placing them in albums. Then when you wish to play the phonograph, select an album of records; you will find you will enjoy this diversion and get more use of your entire collection.

If you will soak your new broom in boiling hot water for about an hour, you will find it will last much longer, as it softens the straws and prevents them from breaking; also makes sweeping much easier.

An inexpensive, pretty, and serviceable curtain for a glazed porch is made from heavy white muslin. Scallop and edge them and starch very stiffly. They resemble linen but are not expensive and are much easier to launder.

Take needle and thread and run all buttons of one kind on a string and then tie in a bow. This is handy and saves time in looking for two or three buttons to match. Of course, all of the strings are kept handy in a button box.

The Patterns

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1923-1924 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

4614. Ladies' Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 3½ yards of 54 inch material. The width of the dress at the foot is 1½ yard. Price 10c.

4606. Child's Coat.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 2½ yards of 40 inch material. Price 10c.

4599. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 yards of 40 inch material. Price 10c.

4606-4594. A Smart Costume.—Jacket 4606 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3½ yards of 40 inch material. Skirt 4594 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. A 29 inch size requires 2¾ yards of 54 inch material. The width of the skirt at the foot is 1¾ yard. TWO separate patterns 10c FOR EACH pattern.

4550. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 5½ yards of 40 inch material. For collar and cuffs of contrasting material ¾ yard is required. The width at the foot with plaits extended is about 3 yards. Price 10c.

4610. Ladies' Apron.—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires 2¾ yards of 27 inch material. Price 10c.

4593. Ladies' House Dress.—Cut in 7 sizes 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4¾ yards of 36 inch material. The width at the foot is 2 yards. Price 10c.

4601. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2½ yards of 32 inch material. Price 10c.

4570. Child's Dress.—Cut in 3 sizes: 6 months, 1 year and 2 years. A 1 year size requires 1½ yards of 36 inch material. Price 10c.

4568. Child's Rompers.—Cut in 3 sizes: 6 months, 1, and 2 years. A 6 months size requires 1¾ yards of 36 inch material. Price 10c.

4586. Ladies' Night Dress.—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4¾ yards of 36 inch material. Price 10c.

4583. Ladies' Blouse.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 2½ yards of 40 inch material. Price 10c.

Good Things To Eat

Raspberry Jam Pudding. Cover six or eight slices of bread thickly with butter, place in pudding dish with alternate layers of raspberry jam. Pour over this, one cupful of milk and bake a half hour. Serve with cream. This is a tasty and quick dessert.

Delicate Pudding. Boil together one cup of water and one cup of fruit juice (cherry, quince, apricot, peach, blackberry or plum). Wet three tablespoons of corn starch in a little cold water and stir into the boiling syrup and cook ten minutes. Add salt and sugar to taste. Beat the whites of three eggs until stiff and fold into the mixture. Turn into a mould. Serve cold with a boiled custard made with the yolks of the eggs.

Apple Snow. Stew three large sour apples, cored and quartered but not pared. Drain and rub through a fine sieve. Beat whites of three eggs stiff, add one-half cup of powdered sugar and beat again; add the apple and beat until like snow. Pile lightly in a serving dish and garnish with jelly. Serve with boiled custard.

Bavarian Cream. Soak one-quarter of a package of gelatine in cold water until soft. Boil together one cup of milk and one-third cup of sugar and when boiling, add the gelatine. Stir until dissolved. Strain into a pan, add one teaspoon of vanilla or flavor, with two tablespoons of fruit juice, one-quarter of a cup of strong coffee or two tablespoons of melted cocoa. Place the pan in ice water and stir occasionally, and when thoroughly cold and

beginning to thicken, stir in lightly, one pint of whipped cream.

Cafe Parfait. One pint of cream whipped, one cup of sugar and half a cup of strong, cold coffee. Mix and whip together thoroughly. Pack in a mould and place in ice and salt and let it stand for two hours without stirring.

Sweet oil will remove finger marks from varnished furniture, and kerosene from oiled furniture.

No Common Man

While Chief Justice Taft was delivering a lecture in Portland, Oregon, his friend, Bishop Keator, entered the auditorium, and the ex-President immediately sandwiched this story into his talk.

The Bishop was absorbed in a book while seated in a Pullman car. The porter scrutinized him very carefully, and said, "Scuse me, Senator, anythin' ah kin do fo' you', suh?" The Bishop replied in the

negative.

The porter returned again soon, and asked, "Shall ah open de window, Guv'ner?" The response once more was, "No, thanks."

A third excursion he ventured, "Scuse me, Kuh'nel, kaint ah brush yo' off?"

The Bishop looked up. "Listen porter," he said, "I'm no senator, or a governor, or a colonel; nothing but a poor, common Episcopal bishop."

"Yessah, Bish'p," replied the ducky, "but ah jes' don' kneved yo' was one o' dem face cawds."—Selected.

A Good Shot

"I suppose your wife misses you a great deal?" inquired a lady of a commercial traveler.

"Well, no; for a woman, she has remarkably straight aim."—Exchange.





SPORTS

T. I. WALSH, Editor



The Minneapolis Tournament

The arrangement committee at Minneapolis has completed negotiations with the alley keepers for the holding of the third annual tournament of the C. M. & St. P. employes.

Working from the standpoint of the Company's interest as well as that of the bowlers, it was decided that the team event would be held at the Central Alleys, located at 720 Hennipin Avenue. The 14 alleys are in excellent condition, and Mr. Dolan proprietor has agreed to the supplying of new pins, having the alleys in first class condition. It has been arranged that as many as 56 teams can bowl on each Sunday. The doubles and singles will be bowled on the new Snyder Alleys which are at 608 First Avenue North, just one block from the Central Alleys. These Alleys will be opened to the public on February 1, and will also be in excellent condition as of the date of the tournament. New pins will be supplied by Mr. Snyder. The dates will be April 18 to 28, and due to the large number of teams which can bowl on Saturday and Sunday, do not hesitate in sending in your entry fearing that you will be unable to get a Saturday or Sunday schedule. Christ Behr of the River Division has been appointed secretary of the tournament. He can be reached care of Superintendent of the River Division, Minneapolis.

The entry fee will be \$1.00 per man per event, all of which will be set aside for prizes, and the cost of bowling will be \$1.00 per event, a portion of which will also be set aside for prizes and the purchase of appropriate medals or loving cups. In order to lighten the burden of Mr. Behr and in order that no complications may develop, send your entries in early. The entry blanks I understand will be ready for distribution February 1, and entries will close midnight April 3. With the excellent time afforded and also excellent train service in and out of the Twin Cities, the tournament should be a greater success than any previous year's tournament, both in attendance and in the pleasures always resulting from competition.

The committee on arrangements of which T. A. Morken, city passenger agent, Minneapolis, is chairman, will be glad to assist local committees so that as many teams as possible will be entered. The Sports Editor will also be pleased to receive advance information so that this column can record the number of entries received from time to time.

If there are any prizes for consistent bowling, Car Accountants team makes its bid, scores of 832 for three consecutive games.

Harry Earle the sheik of the freight auditor's office, complains that his strike ball is not working, in that he cannot carry cross over hits. Hit 'em right Harry and you will then be smiling.

The Comptroller's team has now come to life after losing 15 straight at the beginning of the season. They staged a comeback and have won 12 out of the last 18.

Greniz must be watching Krumrei practice his "Dance of the Strikes", result 255 game and a total of 626.

Feller, Bertell and Belzer have asked what Krumrei's instruction fees are. I ask you boys, can you imagine Feller dancing the "Dance of the Strikes", when one of the seven wonders of the world is his keeping behind the foul line.

After making a difficult railroad the boy in the box rang the bell, and the little red light appeared.

"Peewee" Faus after winning and eating the turkey for the high game at Thanksgiving, was unable to roll his usual good scores. He wishes to thank the League President for suggesting the prize.

Belzer again rolls exceptional scores. Last series, 118-93-96, total 307, who spoiled the 118 game by whistling as he was about to shoot.

Peterson and O'Shea have been asking where they can find TEN PINS to pick up their average.

The A. F. E. Bureau while not winning many games have proven themselves real sportsmen. It is a pleasure to associate with such good fellows. Everyone wishes them luck.

Foreman and Olzewski have become fast friends. It seems

that they not only eat dinner together, but go to the same oculist.

Ripplinger surprised himself by knocking 'em for a 248 score.

With Ed. May of the Freight Auditors team away, all they need is a cup and pencil, as the sign, "Help the Blind" is with them.

We have with us another 200 bowler. Cienski qualified by rolling 202.

NOTICE

Any team feeling that they are being slighted in this column should send items of interest to the Editor.

Gannon shoots a pretty hook when it isn't tangled up in his new bush, for horticultural notes ask him how they grow so fast.

It is rumored that Carrol Peterson, "The Sheik of the Fontenelle" has taken up bowling.

Madison Bowling League

C. M. & St. P. Bowling League, Green Bay, Wis.
Standing as of December 4, 1923

Teams	Won	Lost	High	Average
Auditor Sta. Acct.	29	10	953	851
Freight Auditor	28	11	976	848
Ticket Auditor	28	11	1037	828
Car Accountant	22	17	932	830
Comptroller	15	24	911	802
Galewood	14	25	927	805
Asst. Comptroller	12	27	871	768
A. F. E. Bureau	8	31	928	769

Individual Averages

Name	Games	High	Average
Krizek	21	221	187.8
Gavin	39	257	186
Krumrei	39	216	182.30
Faus	39	235	180.36
Earle	36	227	180.7
Foreman	36	234	178.35
Specht	33	229	178.12
Dale	39	259	175.1

High Team Average, 3 games—Ticket Auditor, 2910; Freight Auditor, 2766; Auditor Station Accounts, 2694.

High Team Game—Ticket Auditor, 1037; Freight Auditor, 976; Auditor Station Accounts, 955.

High Individual Average, 3 games—Dale, 638; Foreman, 635. High Individual Game—Hegardt, 269; Dale, 259.

Madison Bowling League

Team Standings To Date

	Won	Lost	Pct.
Olympian Ltd.	23	10	.700
Pioneer Ltd.	21	12	.640
So. West Ltd.	17	16	.520
Omaha Ltd.	16	17	.490
Columbian Ltd.	12	21	.370
Pacific Ltd.	10	23	.333

New members admitted to the league as follows: Jas. Burke and J. Hartnett have been placed on the Omaha Ltd. team; Stanley McGrath on the Pacific Ltd.; E. Burmeister and Sullivan to the Olympians and M. Gotham on the Columbians. Chauncey Corcoran has been made captain of the Pioneer Ltd. team due to his good bowling.

J. Hartnett made a very unusual hit on No. 16 alley Dec. 12. He made a strike by hitting No. 10 pin.

To date "Bill" Fagg has not put the alleys in darkness by having the red lights flashed account of going over the foul line. None of the boys go over the foul line now.

"Boston" Burke's alibi for his poor showing on the alleys one night was blamed on his Sunday shoes. That was the night he returned from Sun Prairie with two chickens. However, the two chickens had feathers on them.

Regulars vs. Ex-Officios of Assistant Comptroller's Office

H. S. Amerson, captain of the ex-officio members of the Assistant Comptroller's Bowling Team, received the following challenge from A. H. Davies, captain of the regular team:

"To Mr. H. S. Amerson, who we suppose to be Captain of the "Ex-Officio Members of the Assistant Comptroller's Bowling Team."

Not knowing otherwise, we address you as such:

We, the undersigned, qualified members of the Assistant Comptroller's Bowling Team, as well as the A. B. C., do hereby accept your challenge for Bowling Contest of three games, to be played at the Crystal, on alleys three and four, Saturday, November 10th, at 1:45 P. M., with the understanding that the team having the smallest total pins for the three games shall pay expenses of the alleys, etc.

However, we must request that A. B. C. rules shall strictly govern. That is, each member of your team must wear bowling shoes, have the bowling ball weighed and measured so that after the series is over no explanation may be offered as to your being handicapped or not being fully prepared for the Contest.

Be it further resolved that should the unexpected happen, and your team be the victors, that you will take over the reins of the Assistant Comptroller's Team, and represent them in the C. M. & St. P. Ry. Bowling League.

A. H. Davis,
Captain.
W. F. Helwig,
Ass't. Captain.

J. H. Gannon,
Sour Ball.
John J. Woods,
Spaghetti Getter.
H. I. Snyder,
Clean Er Up.

Chicago, Nov. 8, '23.

The match took place at the time and place mentioned. The Ex-Officios were represented by Hogan, Amerson, Heuel, Dewar and Breen, Breen failing to appear. The game started on time, Hogan and Helwig starting the fireworks. Things progressed rapidly and it was soon evident that the Ex-Officios were out for the Regulars' scalps. A. H. Davies seemed to have trouble in finding the right ball and after diligent search, announced he had found it, but alas! the ball refused to work and rolled down the gutter and the result was that the Regulars lost by a total of 139 pins. Good team-work on the part of the Ex-Officios made this crowning victory possible. The shining event of the game was the high score of Davies—393 pins, or an average of 131.

Moral:—Pride goeth before a fall.

**C. M. & St. P. Bowling League
Green Bay, Wis.**

Team Standings to Date

	Won	Lost	Pct.
Superior No. 6.....	22	11	.667
Superior No. 23.....	21	12	.636
Superior No. 3.....	20	13	.606
Superior No. 2.....	13	20	.394
Superior No. 31.....	12	21	.364
Superior No. 10.....	11	22	.333

High single game—Superior No. 23, 1074.

High three game—Superior No. 23, 2859.

Individual high games—J. T. Dinwoodie, 243; R. Winckius, 241.

Superior No. 23 broke all speed records piling up a speed of 1074 for a single high game and also a count of 2859 for high three game and not satisfied with those honors pilot Pete Larscheid also gathered in high individual score of 239.

Superior No. 10 after losing 5 straight games broke into the win column pulling a draw bar on Superior No. 3 by one pin.

Superior No. 31 seem to have got the back-up movement, running 12 games to the rear. Better get up steam, hit-em hard and reverse those gears.

Bob Held is still changing his bowling balls each game. We understand he will soon have to go out of town for his ammunition, or how would it be Bob, for someone to get you a five-fingered ball.

Somebody please stop Superior No. 23. They are running wild—9 straight wins.

J. T. Dinwoodie believes in being on top. His 243 score puts his name there.

Stop! Look! Listen! Note what our daily paper has to say: "The six bowling teams from the various local departments of the Chicago, Milwaukee & St. Paul railroad created something of a sensation when their members appeared at the Community alleys for last evening's match, wearing their new arm-bands bearing the road's insignia. This was the first appearance of the arm-bands in the series of matches which has been in progress for the last few weeks." We'll let 'em know the C. M. & St. P. is on the map.

He said: "You dance divinely.
I scarcely feel the floor."
She said: "I do not doubt it.
That's why my feet are sore."

A New Version of P. Henry

The teacher had requested the class to write a composition on "Patrick Henry was born in Virginia. He was married. He said: 'Give me liberty or give me death!'"

Good Advice from Boomer Bill

"Never go around with a married woman unless you can go two rounds with her husband."—Boomer Bill.

A Bright Pupil

A class of boys had been studying physiology, and one day the teacher told them to write a composition on "The Spine."

Among the many papers sent in was the following: "The spine is a bunch of bones that runs up and down the back and holds the ribs. The skull sits on one end, and I sit on the other."

What's in a Name?

Mrs. James had just moved into the neighborhood and it was her first meeting with the local sewing circle. As the conversation turned on the absent men, one of the ladies said to Mrs. James, "What does your husband do?"

"Oh!" said Mrs. James, "he is manager of a pail factory."

"Pail factory?" said the other, "why, I didn't know we had such a factory in our town. Where is it located?"

"Well," said Mrs. James, "husband calls it a bucket shop, but I think pail factory sounds better."—Forbes Magazine.

S. M. West Notes

Ray H. Hoffmann

Joe Rooney, freight conductor on the short run between woonsocket and Wess. Springs was at Madison Nov. 15 to attend the Elk's doings. The Madison Elk's lodge were able to secure a large Elk from the "Black Hills" this year and put on a big feed for the members.

Wesley Thomas, fireman, was married at Jackson, Minn., during the early part of December. Congratulations Wesley.

John Lange, machinist at the Madison roundhouse, received a bad injury to his right hand on Dec. 8, a piece of the driving box of an engine fell on his hand, while the engine was being moved to drop the drivers.

Dud Simpson, cashier at the Madison freight house, is the proud father of an 8 lb. baby boy, born on Dec. 8. "Dud" now has three boys, or "Three Aces." We would say "Dud" held a good hand with "Three Aces" in a poker game.

Ira Seward, relief agent for the past six months at Garden City, So. Dak. has returned to Madison. F. H. Mohr, formerly of Wirock, Minn. is now agent at Garden City, So. Dak.

Al. Brakke, freight brakeman, out of Madison, was injured at Pipestone, Minn., on Dec. 6, while braking on No. 94. Mr. Brakke was thrown off a refrigerator car on which he was applying the brakes, when another car which was switched to the siding collided with the refrigerator car. Mr. Brakke received a very painful injury to his right knee. We hope to see you back to work soon "Al".

Jerry Tollefson, transfer platform foreman at Madison returned from a two weeks' vacation spent at Tacoma and other points in Washington. "Jerry" reports a great trip, the balmy coast climate must have agreed with him as he came back weighing about 10 lbs. more than when he left.

Mack McCreedy, passenger brakeman on No. 211 and 216 on the Madison & Bristol line, has taken a lay-off for the winter months, which he will spend in California and other southern points. O. T. Ratledge of Fairmont, is relieving him while away.

The following sons of "S. M. West" employees were members of the Madison high school football team of 1923 which won 9 games and lost but 1—Herman Hunter, center, Donald Kauder, right tackle, and James Gregerson, left half, sons of Engineer H. Hunter, Bridgeman Geo. Kauder, and Agent Harvey Gregerson.

Ye Scribe was pleased to make the acquaintance of Roadmaster's Clerk Mr. West, of the S. C. & D. Division, while at Sioux Falls recently.

Wayne Goudy, our esteemed local store-keeper at Madison So. Dak., informs us that married life is the only life, he advises all single men to take unto themselves a wife at the earliest possible moment.

Frank Washburn, car foreman, at Madison, So. Dak. is elated over the arrival of an acetylene cutting torch, for use in the Madison car department. Frank says they can make it snappy now.

P. F. Malone, section foreman at Jackson is taking a little vacation and is being relieved while away by Jos. Skarda. "Pat" as he is better known by all, has been in the Company's service for the past 40 years.

The movement of new corn is very heavy at present on the "S. M. West" and it is keeping the roadmasters busy, supplying the stations with grain doors.



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

Pumper Ed. Maloney, Oconto Junction, for discovery of broken arch bar on S. E. car 11544, train No. 64, November 16, which probably saved a derailment.

LaCrosse Division Conductor Bert Hauer discovered a broken wheel in his train at Oakdale, December 10, stopping train without derailing any cars and not enough damage to any of the rails so that it was necessary to replace them. Such watchfulness on the part of train crews means a great deal in avoiding damage to equipment and prevents serious tieups, as well as claims.

Station Baggage man Ernest Dobratz, Watertown Junction, Wis., for calling attention of Conductor Douglas, train No. 66 to a broken brake rod dragging, leaving Watertown Junction. Train was stopped and dragging gear removed without any serious consequences.

Agent O. Langhenrich, Cedarburg, Wis., discovered a dragging brake beam on St. P. car 202381, train No. 65, December 9 and succeeded in getting a signal to the trainmen so that the train was stopped and the brake rigging taken off before further damage occurred.

Freeport, Ill.

Yard Foreman Robert Wright was instrumental in securing a carload of gas engines for Portland, Ore., netting a fine revenue to this company. Such interest is most commendable.

C. & M. Division Conductor J. W. Hare was successful in soliciting several passengers Milwaukee to San Francisco and return, via Pacific Limited; and also an additional ticket from San Francisco to Milwaukee.

R. & S. W. Division Conductor C. F. Hayes discovered a broken flange on car in train at Sturtevant, Wis., November 6. Car was set out, thus averting a probable derailment.

Henry Daniels, chef on President Byram's business car was able to influence 159 revenue passengers to use our line from Kansas City to Chicago, party returning from the annual Baptist convention at Los Angeles, Calif.

R. & S. W. Engineer Woodward in charge of train 164, Sept. 29, after receiving a clear signal at Ebner, noticed derail point did not close. Investigation showed that lock block to derail point had broken permitting plant to clear. Watchfulness and attention to duty undoubtedly prevented a serious accident.

E. E. Swan, H. & D. Division employe, off on sick leave is still hustling business for the Milwaukee. At Wilmore, Ky., where he has been convalescing from a severe illness, he writes he has secured a passenger from Chicago to Yankton, S. D. for the Milwaukee, taking it away from a competing line. He also gives assurance that during the period which he is compelled to spend away from his railroad duties, he will be on the lookout for business for our road.

J. H. Costello, J. C. Costello and Leo Johnson, C. & M. Division employes discovered fire in the waiting room at Healy the evening of October 18, and quickly summoned the fire department, taking immediate steps themselves to extinguish the blaze; also assisting after the arrival of the fire department.

C. & M. Division Flagman Harry Van deLind, while riding rear end of train No. 7, October 21, noticed a broken rail three-quarters of a mile east of Franksville. No. 7 was stopped at Tower A68 and dispatcher notified. A broken rail was found that would undoubtedly have caused a derailment.

Operator F. T. Kolfgren, Minnesota Falls, Minn., discovered brake rigging down on car 706603, train No. 75, October 19 and stopped the train. This prompt action undoubtedly prevented a derailment.

While acting as conductor on C. M. & G. Extra 8142, east, Illinois Division, Conductor V. E. Anderson noticed about 10 inches of ball of rail gone from one rail about one hundred feet east of Lincoln Highway, Dekald Junction. His watchfulness undoubtedly prevented a serious derailment.

Madison Division Brakeman James Garrett received the thanks of a passenger in the following written from Houston, Texas, addressed to Superintendent Macdonald: "In returning from Northeastern Iowa, I had been advised and sold ticket to wrong point; also my trunk sent astray. James Garrett, brakeman on the train into Madison, Wis. advised and arranged ticket; also attended to my trunk. I wish to call your attention to this courtesy, as it was unusual, and I feel it my pleasure and duty to thank him through you for his kindness to an old lady." (Signed) Mrs. M. J. Hedges.

Wm. Rittberger, clerk in local freight office, Milwaukee, has been successful in soliciting business for our line; especially a delegation of Turner singers and Bohemian singers, and expects to secure the Turners for the convention to be held at Davenport, this year. He has done much good work for the passenger department.

Superior Division Brakeman R. C. Anderson, train No. 65, December 4 discovered a broken arch bar on car 43108 at Elkhart Lake, Wis., and had the car set out before any further damage resulted.

On S. W. Limited, arriving Kansas City November 9, Porter Clarence Creamer, observation car Arequipa, found a pocket book in the aisle, containing \$51.00. He promptly turned the pocket book and contents over to the sleeping car conductor who found and delivered the property to the owner.

S. M. Division Conductor Edw. Hanson found a broken rail on main line at first road crossing east end of Wells Yard, Nov. 30 and reported same without delay, thus averting any further serious damage.

H. & D. Division Conductor L. Z. Manzer secured two passengers, Minneapolis to Seattle, the party intending to go via

a competing line. Mr. Manzer called up J. H. Foster on the night of Nov. 22, explained the situation to him and stated that he felt sure the business could be secured for our line if a passenger representative were sent to interview the people. This was done and the tickets were sold them immediately,—two first class r. t. tickets with sleeping car reservations. This is excellent work.

Operator O'Bryne, Brookfield, Wis. discovered dragging brake beam under car in Extra West, November 13. Train was stopped and the defective gear removed, thus averting further serious damage.

Speaks for Itself

The following letter from the Managing Editor of the Northwestern Miller is a fine testimonial to Milwaukee service:

Dec. 5, 1923.

Mr. James H. Foster,
Minneapolis, Min.
Dear Mr. Foster:

Last week I was so busy preparing the report of our anniversary celebration that I did not find time to write and thank you once again for your splendid efforts in connection with getting Miss Macbeth to Minneapolis in time for the concert Saturday morning. I want you to know, however, that we all fully appreciate the fine work done by you and by everyone else connected with the Milwaukee Road in connection with this service, and I can assure you that we shall look for an early opportunity to repay some part of our debt to you.

Yours very truly,
(Signed) H. A. Bellows,
Managing Editor.

Signal Maintainer Acts The Good Samaritan

* The letter herewith from H. B. Thorsen of the Model Cafe and Fancy Bakery Co. of Spokane, indicates that good samaritans are found everywhere. Signal Maintainer R. B. Jeffries of Corfu, Wash., is not by any means among "the least of these".

W. P. Warner,
Chicago, Milwaukee & St. Paul R.R. Co.,
City.
Dear Sir:

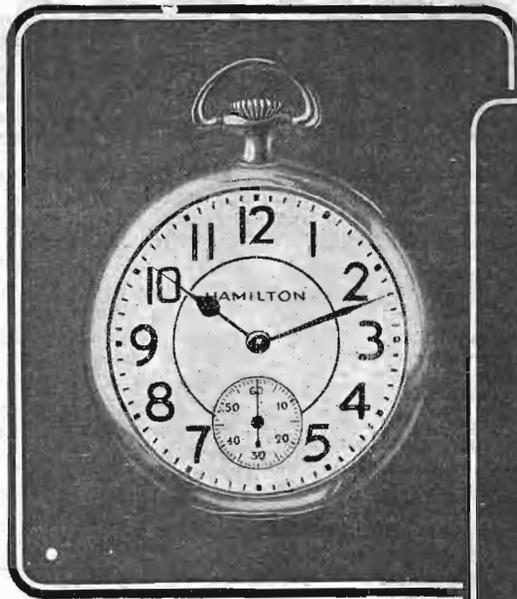
On a recent hunting trip to Corfu I had the misfortune to sprain my ankle very badly. Being fifteen miles from a doctor and suffering agonies beyond description I was very, very desperate. Finally feeling hardly able to stand it any longer I decided to wake up your signal man at Corfu, Mr. Jeffries, and see if he could not get me to Othello and a doctor. He offered to take me to Othello on the speeder but thought it best to have the doctor come to Corfu, the weather being very bad at the time. He then wired your doctor at Othello to come to Corfu but being on another important case he could not come.

Mr. Jeffries then proceeded to administer first aid. And from 10 P.M. until 12:30 or 1:00 A.M. he worked on that foot like a good fellow and finally brought me relief enough so that I managed to stand it. He built a fire in the station and made us a lot of coffee and did every thing in his power to make me comfortable.

Now this man sure deserves some word of thanks, not only from me but from his superiors. Giving up his sleep and working on an absolute stranger, trying his best to make him comfortable as he did is sure worth a good word from you.

I congratulate you on having such a man in your employ and have thanked my lucky stars in being so fortunate in finding such a willing and capable man at such a time.

Sincerely yours,
Model Cafe & Fancy Bakery Co.
H. I. Thorson.



You May Never Equal His Record, but You Can Own the Watch of His Choice—a HAMILTON

L. F. Ewing, of the Pennsylvania Limited, just recently retired, headed the list of veteran conductors on the Philadelphia Division of the Pennsylvania Lines with forty-three years of service.

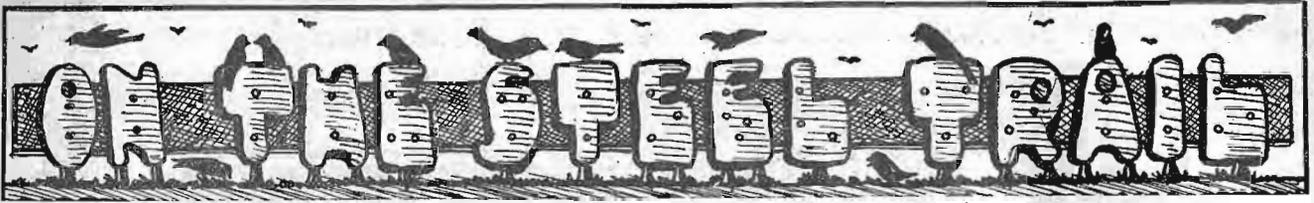
His train, one of the fastest in the country, runs on a schedule that takes every passing second in account. And that is why, a number of years ago, he chose a Hamilton as the watch to time his limited train.

It is significant that the Hamilton Watch is usually the choice of railroad men who want to be sure of accurate time. When you want a watch that will give you satisfaction plus—a watch that is dependable always—go to your jeweler and ask to see the Hamilton No. 992. This is the watch that marks the owner as a railroad man of keen judgment who is always on time.

For other than time inspection service ask to see the Hamilton No. 974, which gives you Hamilton quality at a lower price. We will gladly send a copy of "The Timekeeper" to any railroad man asking for it.

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

Hamilton Watch
"The Railroad Timekeeper of America"



Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Too bad I forgot to say Merry Christmas like the rest of the news gatherers but better late than not at all, so hope you all had a very Happy one and also a bright and Happy New Year too.

First of importance is the arrival of a son at the home of Fireman Jack Hamilton, December 8. This is the third boy in the family. Congratulations are in order, as Jack wears a very wide smile.

We are glad indeed to announce the improvement in health of Mrs. Mullins, wife of Conductor Clyde Mullins, who has been very ill at her home in Baker, Washington. Mr. Mullins was called there early in November and is now back to work again with every hope of the rapid recovery of his wife.

All the firemen on the main line have left for the branch. This is correct too as those who are left are promoted engineers—two engineers to each motor nowadays. The train dispatcher swamps us when he puts out more than one call in eight hours. Business has gone somewhere, but where—

Sorry to state that a delegation from the old line consisting of Guy Sampson and family passed through here late in November on their way to Portland and were missed by yours truly, on account of not being on duty that date. Perhaps better luck on the return trip, as I would like to hear what they have to say in defense of their own country after passing through so much of ours. They will have to wait until they get home to say much, as we are boosters out here and stand for no foolishness whatever.

Fireman Eddie Brash was called from Lewistown to Oregon early in November due to the sudden death of his brother there. We offer him our greatest sympathy in his loss.

Mr. and Mrs. Echard have taken a vacation and will spend a few weeks with home folks in Iowa.

The second helper has been pulled off at Lombard and Engineer Asher and Fireman Chollar are work on the main line again. The third helper is also pulled off at Piedmont and Fireman Simms has been placed on the Butte Yard switch engine.

Fireman Fink has departed for sunny California and expects to be gone at least six or seven years. Goodness where do some folks get all their money.

Miss Mary Sheck (wonder how I happened to think of her next now) has been assigned to second trick at Martinsdale—settled at last after four years of extra work. Congratulations, Miss. Sheck.

Miss Etta George is working at Sappington during the absence of Operator VanAlystine who is relieving the agent at Belgrade.

Mrs. Williams, wife of Engineer Williams has been on the sick list but is greatly improved at this writing—she has had as her guest for a few weeks Mrs. John-Ross, wife of the late Assistant-Super-

intendent Ross and their small son whose happy little face graces the Christmas number of the Magazine. They have now returned to their home in Michigan.

Operator Momthy, second at Ringling, is off on vacation relieved by Operator Allen for a few weeks.

Illinois Division

M. J. S.

A get-together farewell party was held at the Moose Hall, Savanna, Dec. 13, for the clerks leaving the Illinois Division Superintendent's Office for Cedar Rapids. Games and dancing were indulged in throughout the evening, with a wonderful feed for the climax, and everyone enjoyed themselves thoroughly. Those leaving are: Mr. and Mrs. R. E. Thoren, Joe Cassell, Irvin Tyler, Lea Corsiglia, Clara and Delia Cush. Also Tony Novak, who goes to Chicago to work in Superintendent Whiting's office. Best wishes go with them from the Savanna bunch.

Richard Robbe is the new stenographer in the general yardmaster's office.

Miss Yevonne Losey of the general superintendent's office was out from Chicago to attend the get-together farewell party at Savanna. She appeared with her "locks clipped" but we all liked the "bobbed" effect!

We understand that the "butcher" friend of Mary Kennedy from the yard office, presented her with a "dog" as a gift. Her office friends declare that it cannot be much of a "dog" or the friend would have economized for "sausage"!

Our friend, H. L. St Clair, from Chicago, was at the get-together party at Savanna and ask him if he had a good time?

Engineer C. Wm. Brown and Mrs. Jennie Meyers were united in marriage at Savanna Nov. 28. Heartiest congratulations are extended. Mr. Brown promised the master mechanic's office force some "all-day suckers"—they did get "em" and a nice box of candy too.

Harry Stutely has returned to work as chief caller at Savanna roundhouse after being off on sick leave since last May. Welcome back!

Frank Collins, veteran machinist at Savanna roundhouse passed away at his home on Van Street November 13, after an illness of two weeks. Death was due to pneumonia. Mr. Collins is survived by his wife, one son and one daughter. Interment was made at Savanna Cemetery November 16.

On December 1, occurred the marriage of Machinist John Allen Dyer to Miss Edna Harkness of Hanover, Ill. Best wishes to the happy young people.

Mrs. J. C. Carter, wife of Machinist Carter had the misfortune to fall down a flight of stairs and injure her arm and shoulder. Mrs. Carter says "Sam" can do housework as well as any woman but he refuses most emphatically to comb her hair for her.

Fred Orr, bill clerk at the yard office was married December 6 to Miss Edna Heckman, former store department clerk. Mr. and Mrs. Orr will reside in Savanna. Congratulations are extended.

We have nothing to report this month concerning Wm. Sheetz, gang foreman at Savanna roundhouse, but it is a shame to omit his name from the page, as he searches for it so studiously each month!

My but we were excited the other day. We were informed that Iona left town with her "Sweetie", accompanied by her father and mother. We thought sure the wedding bells were going to ring but it was only a false alarm—they just went Xmas shopping.

So. Minn. East

I. McCarthy

Glad to report Train Dispatcher R. E. Wood again able to be at his work in the dispatchers' office at Austin after a year's absence on account of ill health and R. E. says he is glad to be back.

Pardon us, we made an error in last month's magazine. Dwight didn't go to Minneapolis to attend the Masonic initiation. He had an engagement for the Minnesota-Iowa game instead and after buying a return ticket on the Milwaukee, became ill and had to buy two tickets and hurry home on the Great Western. As the saying goes, "It never rains but it pours." He almost lost the engine to the Chev on Thanksgiving day. Between Owatonna and Austin the engine caught fire and he had to be towed to Austin. There had to be some speed getting it fixed in time to get to Albert Lea the Monday after and be in Austin again in time for school. In spite of all of your troubles Dwight, you must be a little more careful about checking the babies. They want to be in the coach with the rest of the folks.

We extend our sympathy to Chas. McNally of the Austin roundhouse in the loss of his fifteen months old son, Donald Richard, who choked to death on a piece of an apple on the 24th day of November.

Robert Galligan and John McCarthy made a business trip to Minneapolis just before Christmas. It must have been some present when they couldn't buy it in Austin.

Alfred is now studying Art and Ron has taken an interest in the Ford Garage.

Mr. and Mrs. John Ossoskie and daughter of Spring Valley spent Christmas with their daughter and sister in Minneapolis.

Herbert Norgorden of the master mechanic's office is suffering with an attack of tonsillitis at this writing. He can't talk, eat or smoke.

The early bird catches the worm, girls. Here is a list of some of the bachelors on the Southern Minnesota Division; S. C. Sorensen, Edward Hanson, Orrin Waters, Edward Jeffers, John McCarthy, Emil A. Johnson, John Schultz, Robert Galligan, Alfred Larson, Fred Hadlick, Harris Law,

(Continued on page 30)

“How This Bank Can Serve You”

We offer a complete and progressive banking service to Customers whether their needs are for a commercial banking account, a savings account, a selection of safe bonds for investments or the administration of an estate.

Capital and Surplus \$7,000,000

The Central Trust Company of Illinois

125 West Monroe Street

CHICAGO

IOWA STATE SAVINGS BANK

Sioux City, Iowa



We welcome and solicit accounts of railroad employes--no matter how small--or large.

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus
\$310,000.00

Special Attention Given to Savings Depositors

When There Were No Banks

In the Puritan days savings were kept hidden away under a loosened hearth stone or in a niche in the log wall.

Today a modern bank protects your savings and pays interest on deposits.

Savings Deposits made on or before the tenth of any month will draw interest from the first of that month.



The Merchants National Bank

Robert at Fourth Saint Paul

A Strong National Bank

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 Savings Trust
Foreign Exchange Safe Deposit

Where Savings are Safe



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

"Remember the Promise You Made in the Attic"

By F. H. GOFF

President, The Cleveland Trust Company

WHEN the Dayton flood was at its height, hundreds of Dayton families, spending anxious hours in the upper stories of their houses, vowed that if they escaped they would see to it that prompt action was taken to prevent any such disaster in the future. The flood prevention committee later insured prompt and effective action by recalling these promises to their minds.

A year ago men and women everywhere were promising themselves that if good times ever came back they would work harder, spend less, save more, conduct their business affairs more prudently, and provide more effectively for the future.

The time has now come to remember the promises we made last year. Business recovery is here, unemployment has largely disappeared, wages are higher, profits are being earned. The opportunities that we longed for only a little while ago are knocking at our doors.

Now is the time for the individual to pay off his debts and to increase his savings.

The flood has gone down; the depression has passed.

Now is the time to remember the promises we made in the attic.

*By Courtesy of
The Cleveland Trust Company
Cleveland, O.*

J. B. Trout, shop accounting department, Tacoma, Wash., was the winner of the \$15.00 offered as first prize for the best last line for the following verse.

Keep your dollars earning,
Tho your heart is yearning
To spend a little here and there
It does not pay.
There's a day that's on the way
When a neat little nest egg will
surely pay
So put some greenbacks safe away.

Mr. Trout's last line was: "And save while in life's school of learning." He is evidently bashful, as we wrote and asked him for a photograph but he did not send one yet. How about it J. B. T., do we get one for February?

The second prize of \$10.00 went to Milwaukee; R. N. Ayers, whose last line was: "It's better to be thrifty than gay." Mr. Ayers' picture and letter are below.

Dec. 11, 23.

I was greatly surprised when I had opened the mail this morning and found that I was \$10.00 richer. But the unexpected does happen sometimes and I am quite pleased that I was one of the lucky ones, as it will help my savings account. I have mailed a snapshot of myself to the Contest Manager as you requested, and I want to thank you for picking my "last line" as a winner.

Resp. yours,
R. N. AYERS,
1318 Dorothy Pl.
Milwaukee, Wis.



Witches and black cats hold no terror for those who save.

Consistent saving lends more enchantment and gives satisfaction to modern living than the mystic symbols of yesterday.

A right start is one's greatest heritage. A savings account, a trust fund, an assured future, are the sequences of a successful life. Why give a child less?



SAFETY
FIRST



Below is a list of good Banks. We 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
Fullerton State Bank
1400-1402 Fullerton Avenue
Illinois Merchants Trust Company

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

SANBORN

Sanborn State Bank

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"

SIOUX CITY

Iowa State Savings Bank
"A Friend to the Laboring Man"

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

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

THREE FORKS

The Labor National Bank of Montana,
Owned and operated by members of Organized Labor.

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

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

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

National Bank of Commerce
Peoples Savings Bank
"In their own Building"
2nd Ave at Pike St.
4% Interest on Savings Deposits
The Seattle National Bank
Home of the Ten Percent Club—
It will help you get ahead in life.
This strong National Bank has resources of over
twenty-five million.

Washington Mutual Savings Bank

1101 Second Avenue

Assets \$24,000,000

SPOKANE

Spokane & Eastern Trust Company

The Brotherhood's Co-operative National Bank
of Spokane.

"Labor's first Bank in the Pacific Northwest"

WISCONSIN

JANESVILLE

First National Bank

Established 1855

Capital Surplus and Undivided Profits over \$500,000.00
We Solicit Your Account and pledge you Security
and Service.

We pay 3% interest on Savings Deposits.

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

The State Bank

"See us before you open your Savings Account"

WAUSAU

First National Bank

*The money you earn doesn't come easy.
You earned it through hard work.
Therefore you are unquestionably entitled
to at least Ten Percent of this hard-
earned money, and to place it where it
will remain permanently yours as a just
reward for a year's hard toil.*

JOIN OUR TEN PERCENT CLUB

The Seattle National Bank

Second Avenue at Columbia
SEATTLE, WASHINGTON

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.

The Baldwin Locomotive Works Aid Industrial Development

From Matthias W. Baldwin, who built his first locomotive in 1832, to Samuel M. Vauclain the present head of The Baldwin Locomotive Works, under whose wise management the Works have completed their 56,500th locomotive, the Presidents of The Baldwin Locomotive Works have guided an industry which has done more than any other to develop the resources of the country by making possible the growth and expansion of the railroads and of industry.

THE
Baldwin Locomotive Works
PHILADELPHIA

Albert Reinartz, Jos. Verchota, Daniel Traynor, Earl Scrivner, Frank Svejkovsky, Geo. Damm, Geo. Johnson, Harold Flanigan, Jack Gadwa, Edw. Erickson, Frank Goetch and Carl Kelm.

James Tolbertson made a trip to La-Crosse with his father.

Mrs. Jos. Hillam and daughter Marion, wife and daughter of boiler maker foreman at Austin spent a few days in St. Paul.

Wonder when J. M. Plum will get his office straightened around. It has been newly painted and new cupboards installed.

Operator Jahren of Fairmont spent Christmas with her mother in Austin.

Rail Rumlblings from St. Paul *Allen*

The following note sent in from the ticket office Robert St. is all Greek to me but we are told that Mr. Bowman and Mr. Ober fully understand it:

"Lost: One football team somewhere between Chicago and St. Paul. For reward report to Gene Bowinan and Fred Ober. No questions asked."

L. M. Jones told the world all about the railroads the other night by radio from WLAG, and it was a dandy address too, We believe there is no better way to reach the ears of so vast an audience and no better way to drive home the truthful situation. It too is wonderful advertising at no cost whatever and we have personally noticed that railroad officials throughout the country are taking care of this ever open advantage to enlighten the now too long mislead public in regard to the problem of the railroads.

Dr. Phillip Graven, son of M. P. Graven, agent St. Paul is expected to arrive soon from Antwerp, Belgium. Dr. Graven has been abroad more than three years and while there his accomplishments have attracted front page news items in the daily papers of London, Vienna, Berlin and other large European cities. He has been invited to address Medical societies at Washington, D. C., Boston and Philadelphia.

Here is a record for some of you old timers to shoot at: Thomas Sheehan, special agent St. Paul has worked thirty-nine years, five months and four days without a miss when he became suddenly ill the other day and is now confined to his bed. Remember boys this record means that he has not missed a single day during that time which includes Sundays, holidays and a good many early mornings and nights. Mr. Sheehan has never had a vacation. We trust to see the grand old man back on the job soon again, as good as ever.

Let us all get together now and join the C. M. & St. P. pension association before it is too late. You can afford better to be in it than afford to be out of it. Start the New Year right.

Robert Cree, inspector of the western weighing inspection bureau is the author of the following:

St. Paul, Minn.

Tidings from the great northwest,
Of all great places it's the best.
We may not shake earth's starry ceiling,
Tho full of love and fellow feeling.

Give us your ear whilst we proclaim
To you the things for which we're famed,

Bread, butter, cattle, ore and lumber
Volume and quality unnumbered.

Henry too has come to stay
To make tin lizzjes and coupes.
A choice well made and from St. Paul
His name and fame is heard by all.

And to attain his fond ambition
The St. Paul road gives its addition
To pull and haul in loads enormous
Tin lizzies to the earth's four corners.

A depot also in construction,
To praise words fail in this narration.
Grand in style for situation,
It's unsurpassed in any nation.

With barge and steamer in the Spring,
Old Mississip will hum and sing.
Old Diamond Joe from grave will rise
And staring rub his dazzled eyes.

Cargoes of freight from gulf and ocean,
From states of oil, tobac and cotton
Will crowd the head of navigation;
St. Paul's the place and Ford's the station.

And now I hope I've not offended
By word or pen 'twas not intended.
Drink up and fill the good old cutty
And don't forget your old friend Scotty.

H & D
"JD"

F. J. Malek of Sumter is taking a leave-of-absence and will be gone about four months. We all hope that he will feel O. K. after said vacation.

Young Dahlien, west end brakeman, who had his foot taken off at Montevideo a short time ago is doing nicely and will be out of hospital in a week or two.

Kid Roberts brought a Silker from Aberdeen to Montevideo in just 3 hrs. 45 min., at that he didn't have much on old Concrete who took the same outfit from Montevideo to Minneapolis in 2 hrs. 33 min. Why give the conductors and trainmen all the credit when all they had to do was sit down and hang on.

Mr. Dutton, T. M. from Dubuque Division was a Montevideo visitor, he sure looks like a good old scout.

Oscar J. Zimmerman expects to be down in Old Mexico for Xmas this year, he will also visit in Oklahoma and Tennessee. We wonder if he'll bring her back with him this time, Oscar's kind of keen about those Oklahoma girls you know.

R. J. Weber of Hickson has made the great leap we hear, she comes from Wheaton, no more income tax for R. L.

John, of the superintendent's office, and one of his boys, received a \$10.00 reward for the finding of a stolen car. John's getting to be a regular Sherlock Holmes.

Operator Cowle who was injured in an automobile accident near Langford some time ago is in the Swedish hospital at Minneapolis and is getting along fine. Ike expects to get out in a week or ten days and then hit it for home where he will rest up before returning to work at Bristol where he works the third trick.

Ye grand cow punchers, Bradley Nemitz and Welsh, had a big roundup at Milbank a few nights ago, it is reported they put on a good show and the old cow hands claim Ol' man Nemitz is a sure-shot with the coal pick. A wild Steer started the big show by jumping over a gate getting out of the pens at Milbank, the three cow punchers took it upon them-

Freight and
Passenger

CARS

Of Every
Description

Cars Repaired

Repair Parts

Castings

Bolsters

Forgings

Brake Beams

Cast Iron Wheels

PRESSED STEEL CAR CO.

New York

Pittsburgh

Chicago

St. Paul



REG. U.S. PAT. OFF.

Through constant savings for the user Dearborn maintains its standard of service in scientific water treatment

DEARBORN CHEMICAL COMPANY
332 S. Michigan Ave.
Chicago

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company
Northern Life Building Seattle, Wash.

United States Canada

The Name

"CONTINENTAL"

on your Policy means
Guaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company
(The Railroad Man's Company)
H. G. B. ALEXANDER, President
Chicago
General Offices: CHICAGO, U. S. A.
Canadian Head Office, TORONTO

CUT OUT AND MAIL TODAY

Continental Casualty Company,
910 Michigan Ave., Chicago, Ill.
I am employed by the MILWAUKEE SYSTEM

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

My age is

My occupation is

NAME

ADDRESS

Telephone Harrison { 6140-6141
 { 6142-6143

HEDSTROM-BARRY CO.

RAILROAD AND COMMERCIAL PRINTERS
BINDERS AND STATIONERS

Manufacturers of Baggage Checks and Tags

—

Licensed Railroad Ticket Printers

—

618-620 So. Sherman St. CHICAGO

HARRY
SAYS

**"ADVERTISE
IN THE
MILWAUKEE!"**

PILES CURED WITHOUT SURGERY

Established
in Kansas City
25 Years



The
Parkview
Kansas City, Mo

LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cautery, no "red hot"
iron, no electricity, no confinement or hospital bills to pay

WE CURE EVERY CASE OF PILES WE TREAT BY DR.
McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU
NEED NOT PAY ONE CENT

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory CURE. Send now for complete information on an

EASY AND POSITIVE CURE BY
DR. McCLEARY'S MILD SERUM-LIKE TREATMENT
BEFORE YOUR CASE BECOMES INCURABLE

We will furnish you the names and addresses of over 9,000 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—

First—No matter what you have tried without success, your Piles can be permanently cured, posi-

tively and easily, by our treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Liberty National Bank Missouri Savings Bank Home Trust Company
Gate City National Bank Columbia National Bank

We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also Free Book on Rectal Diseases and "Curing Piles Without Surgery."

DR. McCLEARY'S
PARKVIEW SANITARIUM

651 TENTH AND PASEO

KANSAS CITY, MISSOURI

selves to catch the wild animal. It took the three gentlemen only 10 minutes to find a good high fence post on which to sit and Pat says "It'd take the whole Montevideo high school football team to catch that darn devil".

The West H. & D. poet says: "There's a man on this division who's so tonnage crazy that when his wife carries out the ashes he tells her to take the coal bucket along so that she need not come back light."

T. E. Thompson, relief agent Aberdeen & H. & H. Division, spent Thanksgiving at Castlerock with the family, Tom reports T. E. T., Jr. is getting to be quite a lad.

The H. & D. operators enjoyed a concert on dispatchers' phone given by WLAG broadcasting station of Minneapolis Dec. 2, it came in very clear at times.

Dubuque Shop "Jingles" Oosie

On November 2, Dorothy Keenan, beloved daughter of Locomotive Engineer William Keenan passed away at the home of her parents. Burial took place from the home to St. Patrick's Church, Nov. 5; interment at Mt. Calvary Cemetery.

Mr. Keenan has the sympathy of the entire division in his loss.

The melancholy days are here—in more ways than one.

Leroy Hall, boiler shop clerk, is on a leave of absence—it is reported that he is spending the winter at his country place at Palm Beach, Fla., but we are inclined to believe he's making another attempt at chicken raising. More success to ye this time, Jimmy!

Two big boys, by the very same name, one stall in a garage both did claim; they fumed and fussed and said gosh darn, but really didn't do much harm.

Guess who they are: We gotta short little stubby bowler, whose hair is nice and bright, 'tis said when the ball and he hit the floor—it is a goodly sight.

There's a big long traveling bowler—his eye is very keen, his side's most always winning; for he knocks 'em nice and clean.

A fast and furious tosser—one who knows naught else but speed—he should've been a Baby Ruth instead of a bowling steed.

(More about the team next month—it's talkin' of getting better organized.)

Cookie Crawford sez—the best laid plans of mouses and men don't always work out—and then again, maybe it's better thus. (He asked for a pass for self and wife—that's the cause of all this strife.)

Every office has their "Dutch"

Who knows a lot, but not so much!

Our old friend "Bucky" Kolbe has changed from hauling coal, to coaling up the engines on the Dubuque division haul. Lou S. and well-known minstrel troupe—

Will soon start out on the road

Of snappy songs and peppy jokes

They've got a whole car load.

Radi bought himself a Ford; it no would start much good. For twenty bucks he sold it and made money 'tis understood.

Rubber stamps 'round Dubuque shops—

Are you warm enuf Tom?

Any you dudes want this turn?

Hello, is this the cemetery?

What's the latest dope on work?

Is the Boss in?

Will you open the window, Adam? Oh no, it will spoil my shape—I guess Darwin was right all right—for me-thinks Adam once was an—owl. (For he's out so much nights.)

Speaking of shapes—one fat little boy doesn't want his criticised—he says he's getting slightly bald, but he's very shapely sized. (What say, F. R.?)

Freight Auditor's Office
Rein and Rott

Merry Christmas!

Dan Cupid has been around with a bow and arrow and pierced the fingers of Hazel Chalmers and Johnke, two more victims added to the long list of matrimony. Beware, A. Milke!

The hunting season is on. Anybody desiring information on big game, consult Charles Monske.

A new radio bug in the statistical bureau. Evidently everybody knows G. Balcom has a crystal set. Recently they had Station BVD and got Chile.

A. Gentzke spends quite a lot of time at Ben Reinert's house here of late. There must be some attraction.

M. Underwood of the computing bureau, while on her vacation put one over on us all and got married. In order to keep her busy, the girls presented her with a Martha Washington sewing table.

There is one of our outfit headed for Havana, Cuba, to spend a few weeks. The mayor of that city has been asked to warn all enticing señoritas of this gent's fascinating smiles.

Our noble colleague, Richard Gustave Ewalt, is about to surprise everyone with the announcement that he will soon quit chewing tobacco and enter the "wide and stormy gulf of matrimony". We wish him the best of luck, and hope he does not lose his course.

Senor Edward Haidys has attempted to accept the leading male role opposite one of America's best known movie stars in a play destined to prove the superiority of men as exponents of Eleanor Glynn's ethics of love. If Mr. Haidys is as successful on the screen as in actuality, we believe large stores of popularity await him. Our girls are bemoaning the fact that he cannot entertain more than three at a time now.

Aloysius William Victor, the new messenger boy for A. McFarlane, has given him a new title—"foreman". For further particulars, see McFarlane, who will gladly elucidate.

Although this does not happen to be the first of May, nevertheless it will soon be moving day. The new building is well nigh completed and when the elevators start running again, which have been resting for the last five months, "O, Girls, won't that be a grand and glorious feeling."

"News from the Connecting Link"
Elizabeth Koelsch

We are now running our crews through to West Clinton, Indiana. Several of the south eastern crews have been over here also. Every day in every way the C. M. & G. is getting more important and more important.

Forty-five employes attended our last Safety First meeting and a very interesting paper was read by Thomas Newton, section foreman. Chester B. Elder, train dispatcher, will read the next Safety First paper, December 14, 1923.



Simplicity

Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.

THE BETTENDORF COMPANY
OFFICES AND WORKS BETTENDORF, IOWA

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.
122 South Michigan Ave. CHICAGO

SIMPLICITY

The Buckeye Yoke is cast in one piece and all other conditions being equal, it is therefore stronger than any other cast steel yoke of equal weight composed of two or more parts.

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO
New York-Chicago-St. Paul-Louisville-London

The Champion Rivet Co.



Main Office and Plant:
Cleveland, Ohio

Western Plant:
East Chicago, Ind.

MANUFACTURERS OF

Rivets, Coupler and Air Brake Pins

We are all Employees

Fundamentally a great manufacturing business is in exactly the same relation to its customers as the individual is to the company which employs him.

The basis upon which we all live, thrive and progress is the basis of service to others.

That is the spirit that stands back of our products.

"Huntoon Truck Bolsters"
"Huntoon Brake Beams"
"Pilcher Trussed Truck Side Frames"

That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

Republic Railway Equipment Co.
(INCORPORATED)

Successors to

JOLIET RAILWAY SUPPLY CO.
Railway Exchange Bldg., Chicago

In answer to the question in the last issue of this magazine. J. J. Blair says he can tell why they are locking up the pigeons and H. C. Heck says he knows why they are locking up the house cats. The mystery is solved. That is, we think it is, but we do wish Mr. Bates would not be as "closed mouthed as a clam".

H. Todd is now agent at Troxel as Agent Lewis is working as towerman at DeKalb.

Mr. Mohr was in an accident, that is, we mean a Hup collided with his Ford. Mr. Mohr's Ford was slightly dented, minus a tail light and a tire. A wrecking outfit was called to take the Hup in.

E. D. Cook has a new overcoat, patch pockets and everythin'. Some class E. D. C.

Frank has been kept rather busy lately painting signs and—er—doing various—er—odd jobs around the depot of late. We understand that Frank sustained a painful injury while performing one of these—er—odd jobs.

Billy,—why I thought you knew him, he is that new clerk of Mr. Mohr's that blushes so divinely. Well, what I was going to say is that Billy is the agent's new clerk and he is very quiet. I don't mean bashful, however, just kind of retiring.

By the way, Mitch, must have purchased a new powder puff on December 10, because he came out to the office looking ever so nice, and say it's good powder that Mitch uses too.

Have you seen Bill Seeman in his new suit. Well, I never could do it justice so I won't try to describe it, but it is the last word in men's fashions.

Four in a Ford roadster, what could be nicer, and there is room for one more, or so Irwin Thurby says.

R. & S. W. Division

Lillian L.

J. H. Chambers and G. H. Pietsch went up to Oneida County deer hunting the last of October and, if you believe me, they did not have the heart to shoot the pretty little things after they got up there.

Heine Funk spent Thanksgiving at Wabasha, Minn., and as there were plenty of "fillers" the train on the return trip had full tonnage when he got aboard.

They surely have the habit. Brakeman Charles Coakley was married to Miss Nellie Carr, November 14. Then when Tom Tierney saw how happy Charlie was he decided to go and do likewise, and was united in marriage to Miss Marie Charley, November 28. Congratulations.

Assistant Accountant George Williams and family spent Thanksgiving at Ft. Dodge, Ia. Guess they fed them up pretty well, as George did not get back to work until Monday morning.

The cattle rush madly out of the hills when they hear the whistle of Charlie Mills. They crowd around so close to the track that no one is able to drive them back. But eight of them went to that Heavenly Shore, when they were struck by the thirty naught four. Charlie, he just laughed with glee, and said, "They're surely fond of me". And he gave no further thought to the deed, but just hit her up at a greater speed; and never once did he glance back at those friends of his scattered along the track. And Charlie, who never does anything by halves, since he's killed all the cattle, started in on the "calves".

If anybody wants to know what is the matter with Tom Crago, let me put you wise—the kids have the measles. It seems to be spoiling his naturally "nice" disposition.

Father Wright has a new goat to lead about the yard at Freeport—the 1223.

At Freeport the other day a man dashed into a thirst parlor shortly after five o'clock and taking out pencil and paper wrote—"Give me a drink"! After repeating this operation several times he said, "Gee, now I feel better!" The drink clerk remarked—"I thought you were deaf and dumb!" "No," replied the thirsty individual, "I work at the Milwaukee depot and John Yohn has had the water turned off there for several hours."

Santa Claus came into Freeport over the Milwaukee December 10, having made direct connections from the North Pole. Even Old Kris Kringle knows a good road when he sees it.

Operator Anderson assigned second trick at Beloit and third trick at Freeport open to fight over. Better watch your step, Beloit, the terrible Swede is coming!

The Milwaukee bowling team is out for somebody's goat again this season. The lineup is Waldecker, Askey, Capps, Moyer and Opa. The first half of the season left the team a little the worse for wear, but we are getting better right along and are going to make the other fellows look sick in the second half of the season. Scores stand 7 to 21 in favor of the other fellows, but two games out of three were won last contest, Dec. 10.

Northern Montana Division

A. B. T.

M. E. Randall, division freight and passenger agent for the Milwaukee, with headquarters at Miles City, was a visitor in Lewistown for a short time yesterday enroute to the Cat Creek oil fields.

Joseph McCarthy, car inspector was called to Bozeman, Mont., on account of sickness.

N. L. Kenneth, the Switchman is sobbing around, because he isn't able to go fishing, account Switchman E. W. Johnson taking the night switch engine.

Brakeman H. R. Burnett, and wife left for Long Beach, California, to spend the Holidays with friends and relatives there.

Robert Randall, checker in freight house at Great Falls, motored down from there to spend over Sunday at Lewistown, with his wife and relatives.

Fireman H. W. Peters, left for Seattle, Wash., where he intends to spend the winter.

The Lewistown Oil & Refining Co., located at South Lewistown, Mont., had a bad streak of luck, when their still No. 1 blew up here several days ago, damaging three tank cars. For a while looked as though the whole plant was a fire. It did but little damage to the still, other than blowing out a soft plug.

A. G. Bulwinkle, Milwaukee claim agent, was in Lewistown attending to business matters several days back.

East Wind "Runnin' Wild"

Kittie O'Neil, who for some time past has been doing stenographic and statement work in the assistant general manager's office, is now Mr. Cooper's secretary, succeeding Carolyn Burke, who has put railroads behind her "fevermore." Carolyn is now handling straight bonded goods with

A. B. Leach & Company. Josephine Nessel, formerly of Mr. Duke's office, is Catherine's successor. This change is expected to be of considerable benefit to Miss O'Neil in making connections with the Elgin 5:15 clickety bang.

Amelia Pleiss received her annual Christmas box of German style cookies this week, and they certainly are a delicious delicacy. By the time they had made the rounds (with several ecores each) Miss Pleiss was, as they say in sassiety, relieved of considerable inconvenience so far as carrying her offering home was concerned.

The Yuletide epidemic of good-fellowship struck George Harder (the Shylock of our supply department) quite forcibly this season, as he has generously consented to the installation of three additional wire waste baskets for our future needs. At the time of going to press we understand the order has been cut down to a one.

Florence Anderson, of the general manager's office, was exhibiting a very cute gentleman's gold watch chain, and after being given an expert opinion on the merits of the article by John O'Toole, who has had considerable valuable experience along such lines, the little token was speeded happily on its way to—??

The Oriental Muscatels, peppy gloom-dispelling organization of the West Side, with branch offices on the 13th floor, held their third annual New Year's party in the main dining room of the Oak Park Arms hotel. Tickets sold for eleven hard earned American dollars per couple, but were all easily disposed of by December 20, the date on which the acceptance of reservations was discontinued. Promptly at midnight the guests glided around the beeyutiful ballroom, captained by Lester Cornish and Evelyn Peterson, both of the Oriental freight department. Dance music was furnished by the Muscatel Ku Ku orchestra, with seraphic sheet music by Gabriel himself.

Joe Burke, Thompson's steadiest customer, is having considerable difficulty in keeping up with his nose of late. The freight department presented him with a box of lovely non-wrinkable handkerchiefs as first aid.

A new monarch has risen in the household of George Harder and he has bowed down in willing servitude to the little mite that has come to gladden his existence.

Some new maps have appeared in Mr. Sparrow's office—no, no, Nora, not clerks, but right-of-way maps.

Viola Daly is the newcomer in J. L. Brown's office. Hope she noticed the welcome on our doormat as she came in.

A new play has been put on lately, starring Miss Marie O'Shea, called "The Clinging Vice". (Later on we learned that the correct name was "The Clinging Vine.") Keerful, next time, Marie.

Speaking of stars, we don't want to forget our li'l Marilyn McNicholas, who has won the right to add "Miller" to her name. She can be seen at her best tripping the light fastasy at the K. of C.'s temple of terpsichorean gyrations, 63rd and Harvard.

Suggestion for efficiency in securing maximum loading of the Railway Exchange elevators—all persons in the building to leave their keys, surplus change, handkerchiefs, etc., out of their pockets when going to lunch, and with the additional space thus conserved possibly another passenger or two per car could be loaded.

Arthur evidently has found a "safe" place to park his hat and coat.

Mr. Hyland of the engineering department was married very quietly on October 6. So quietly in fact that we didn't even hear the pealing of the wedding chimes. While our sense of hearing may not have been so acute, the same didn't hold good for our sense of taste, and the cigars and candy were much relished and enjoyed.

Miss Grace Walsh, sister of Florence Walsh of the Milwaukee Coppers, is Mr. Holt's official correspondence handler, taking the position vacated by Miss McGrath, who has moved to Milwaukee. Miss McGrath was formerly employed in W. A. Scholl's office at Milwaukee and it is "homeward bound" for her. But Milwaukee doesn't seem to have the attraction for a lot of us that it formerly did, since Schlitz has ceased to make it famous. Sad, but true!

Joe Ericsson, for many years connected with the old St. Paul and one of the familiar landmarks around the Exchange building, has "pulled the pin" and commenced a new line of endeavor—rustling haughty hautos on the North Side. Our sincerest wishes for success to you, Joe, in your new position. General Lee has assumed command of the army of cars formerly directed by Mr. Ericsson.

Miss Hazel Merrill of Mr. Penfield's office took a flying trip to the Buckeye state to visit little Mary, and brought back with her a few breezes from our former East Wind.

Just to show you we can be different, we are going to wish you the compliments of the reason as a finale to our items, instead of the beginning, and hope that they will abide with you all the longer in having done so. SNAPPY NEW YEAR, SOAKS—FOLKS, we mean.

Trans Missouri Gossip

Mons Yri and family of Marmarth have moved to Moberge and expect to make this their future home.

Mr. and Mrs. Lloyd Burton have returned from Detroit where they have been for the past few months.

Emil Johnson was called to Santa Ana, California recently by the death of his father.

Mrs. R. E. Stubbart and small daughter Betty have returned from a few weeks visit with relatives in Oregon.

William Bentley, B. & B. carpenter, died at the Moberge hospital, Oct. 22, as a result of injuries sustained when a shotgun was accidentally discharged, the shot entering his right leg. Mr. Bentley, with a party, including his son and daughter, had gone hunting. In some manner, the gun which was placed by his side in the car, discharged, tearing a hole in his leg. He was hurried to a nearby farm house and doctors summoned from Shelby and Moberge, he was later moved to the Moberge hospital where it was found necessary to amputate. He never recovered from this operation and died a few hours later. He leaves a small daughter and two sons, all of whom are now making their home in Moberge.

Mr. and Mrs. Norman Noble have returned from a visit with relatives at Valley Junction, Iowa.

Storekeeper D. H. Phebus made a short business trip to Tacoma and Seattle last month.

Mrs. Ann Anderson has returned to her desk in the superintendent's office after an absence of a month.

Massachusetts Bonding and Insurance Company

is issuing the

“HEADLIGHT”

Accident and Health
POLICY

It is especially designed for
Railroad Employees

and is the Most UP-TO-DATE
Contract, containing the BROAD-
EST and MOST LIBERAL
BENEFITS Yet Offered

See our agent today or fill out coupon below
and send to Supt. Railroad Dept. 0000,
Saginaw, Mich.

Gentlemen:
 I am interested in an agency proposition,
 I am interested in a "Headlight" Policy.
 Name Age
 Street
 City State
 Occupation
 Employed by R. R.

Sell Travelers Accident Tickets—

EVERY DAY

Steady sales mean steady income for you. Steady income means a bigger total income for the year.



THE TRAVELERS INSURANCE COMPANY
HARTFORD :: CONNECTICUT

Pays Claims Promptly

▼▼

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

▲▲

Men LIKE to Apply BOSS Lock Nuts



Piece Workers and Piece Work Inspectors prefer Boss Lock Nuts because they're so easy to apply quickly and right.

Both sides are alike. Turn the "BOSS" up with the fingers, clinch its hold with one turn of the wrench, and it's on right to stay tight.

"Write it Right"—
BOSS
Lock Nuts



American Bolt Corporation

BOSS NUT DIVISION CHICAGO, U. S. A.

**ATWILL-MAKEMSON
COKE & COAL
CO.**

COKE
For Every Purpose

Suite 1423
McCORMICK BLDG. CHICAGO, ILL.

**D. C. SHOEMAKER
COAL CO.**

INCORPORATED FOR FUEL SERVICE

MINING and DISTRIBUTING
BITUMINOUS COAL

HYMERA-PREMIER

Telephone Wabash 0076 743 McCormick Bldg.
CHICAGO

Mr. and Mrs. E. E. Clothier have returned from a trip of about two weeks that took them to many points of interest, Denver, Portland, Tacoma and Seattle being the principal cities. They made the trip from Chicago to Seattle on the Special train chartered by the American Bridge and Building Association.

Ludie Johnson, H. C. Pratt and son Gerald were among the Moberge people attending the football game at Aberdeen, Nov. 16.

Dr. and Mrs. A. I. Bouffleur of Seattle were guests of Dr. and Mrs. G. H. Twininger recently. They were on their way home from an eastern trip.

Superintendent N. H. Fuller was injured recently when he was thrown from a motor car near Claymore. Mr. Fuller with three others was returning from Isabel, when they were about a mile this side of Claymore the hub rivets sheared off one of the front wheels letting the front end of the car drop to the track with such sudden force that Mr. Fuller was hurled considerable distance. As the force of the fall left him unconscious, his companions feared he had been seriously injured but in a short time he regained consciousness and an examination showed that he had been injured about the head and his hip and knee were badly bruised. While his injuries were not of a serious nature they were very painful, but he is now able to be around.

Lawrence Dietrich of Avery spent a few hours in Moberge recently, you see he was on his way home and had his mind changed for him.

Here is a hope that each and every one of the Milwaukee Family has a Bright New Year.

Des Moines Division Items "Frenchy"

District Passenger Agent H. W. Warren and Mrs. Warren spent a few days in Chicago, during December.

Train Rules Examiner J. M. Oxley visited the division during December.

A Safety First, also a fuel conservation meeting was held in the superintendent's office at Des Moines December 16. A good attendance was had at both meetings.

Miss Alice O'Laughlin, daughter of Conductor "Andy" O'Laughlin, has been seriously ill in the hospital but is reported as going nicely at present.

A certain young lady in the superintendent's office is taking lessons in marcelling and will soon be an expert in that line. She is at present running a free clinic for her friends and any one wishing to get "dolloed up" should apply to her for an appointment. (Don't know whether she does gentlemen's work or not, but can find out if any of her numerous friends desire to know about it.) Some one has suggested that she is her own best customer.

The accounting department, taking with it, "Jimmie" O'Brien and Miss Bernice Russell, has been moved to Cedar Rapids. We shall miss these people but wish them every success in their new location. (At one time it looked as if they were going to take the entire office with them, but they did leave us enough furniture, machinery, etc., to continue to carry on our business with). The superintendent's office looks much improved without so much furniture and so many filing cases in it.

The depot at Boone burned on December 12 and the work of reconstruction is now going on. Think they will just about have to build a new one as the larg-

er part of the structure was completely destroyed.

Leo Hamilton of Mr. Hilliker's office has been on the sick list the last few days.

Milwaukee Shops H. W. G.

General foremen of car men, Zuehlke and Campbell of Milwaukee shops and Western Ave. have traded places.

The big classic photo enlargement, the Pioneer Limited in action, is in popular demand all over the country, also the writer's collection of early railway pictures and locomotives, as far away as Leipzig, Germany, some mention was made of payment in marks. No, we haven't room.

J. A. Anderson, locomotive shop superintendent gave an illustrated talk at the public museum lecture room the 13th of November, before the Electrical Engineer's club of Marquette University, slides and moving pictures of the Milwaukee road electrics were shown, also some of our slides of early locomotives.

Ray Petrie was laid up a week or so with a badly sprained ankle from the world series ball games at the shops, Nov. 19. He appeared on crutches and is tapering off with a cane and will soon be solid on both feet.

J. H. Wandberg, of Minneapolis was a caller the 3rd.

Chas. Sanhueber spent his vacation in Iowa, also duck hunting there. The birds bagged filled up most of one end of the baggage car, "Ma" don't do things by halves, not even to percolating good "Java" for the noon lunch.

In the death of Lord Shaughnessy, "Tom" as we knew him, the Milwaukee road counts one less of its old time pioneers. We knew him when he was clerk to Store Keeper Wasson at the old shops, foot of Third street in the early 70's, and when he was alderman from the Third ward, active in the library young men's association, general storekeeper in 1880 when the new shops started, then to the Canadian Pacific in 1881. Milwaukee will always rate Shaughnessy as one of her own.

Blacksmith Gen'l foreman Rrichart now also has charge of the repair tracks west yard with office in the Juneau old office up the curve.

Draftsman Guschl has returned from his vacation, the cigars were evidently a testimonial to Mrs. Guschl.

In our railroad history we are fortunate in securing a large photo of locomotive 40 L. B. Rock with J. M. Lowry at the gangway taken at the North Milwaukee Humbolt shops in 1869. Mr. Alcott gave us the loan of the photo. We would like to have the loan of a later photo of Mr. Lowry, and H. C. Atkins and J. O. Pattee, and any other old time scenes.

Cold weather set in the other day, just about on schedule, we can't complain so far.

Next month we expect to send in a few photos of old time engines and railroad men, if the Editor can make room for them.

Dubuque Shops "Jingles" "Oosie"

New Years Resolutions Are Now in Order
Ye Scribe resolves—that she'll get 'em in early enuf to make the magazine.

L. Howell—That he won't purchase more than three Buicks in 1924.

T. Jones—That he won't have his front yard look any more like a taxi barn than it did in 1923.

G. Lake—That he won't tell any bigger bear stories after his next vacation.

A. Brophy—That he won't take any more "guff" from Siegel than he did last year.

S. Avery—That he'll make all the dudes fall in line.

The store department furnished some real excitement for us last month. John Kile, our gallant accountant, took Miss Richter by the hand and led her to the Altar, now wasn't that simply grand? But grander still was the reception when he opened the office door—the congratulations sure were hearty and we wish them luck galore.

Then the very next week after, our Lillian said that she was no longer Miss O'Brien, but Mrs. R. Jewett—Whee! 'Twas just like a bomb exploded, such when's and where's and who's—she had kept the secret for a week; think of a woman keeping such news. Happy days to ye!

As a result of the above, Chief Clerk Ostendorf checks up his force each day, and says to each and every one, hey! Any brides or grooms today?

The B. of L. E. & F. gave their annual banquet and dance at the Eagles Hall on Monday evening, Dec. 3.

About three hundred attended and everyone reported having swell eats and a good time.

District Accountant Ehmer and his entire office force transfer to Cedar Rapids, Iowa on Dec. 16, this being brought about by the consolidation of the accounting in the Southern District.

On Saturday evening, Dec. 8, the accountant and his force were entertained at a dancing party held at the Paris Hotel. Sixty couple attended and a good time was had by everybody. Committee in charge were, Ed. Kiesel, M. Flanigan, Floor Manager F. Shoulty—nuff sed.

The girls of the accounting, car, store and mechanical offices were entertained at the home of Lucille Millar on Dec. 6, to bid the accounting department force farewell. Bunco and eats were the main attractions.

On Dec. 12, Mrs. Robert Sommers passed away at her home in Dubuque. Mr. Sommers has the sincere sympathy of the entire shops in his bereavement.

Iowa (East) Div'n and Calmar Line
J. T. Raymond

Operator and Mrs. R. L. Taylor spent Thanksgiving with relatives in Chicago.

Agent L. J. Miller of Springville was called to Minnesota on account of the illness of his father. F. E. Sorg is relieving him.

Agent A. J. Gibson of Dixon was away on a vacation. Operator W. D. Schesser relieving.

Conductor and Mrs. W. D. Shank and Operator and Mrs. A. J. Campbell of Marion attended the funeral of Mrs. Thos. Freeman at Tabula, Nov. 22nd.

Mrs. Thos. Freeman, wife of Conductor Thos. Freeman, passed away at the home of her son in South Dakota, the remains were taken to Sabula where the funeral was held Nov. 22. We wish to express our sympathy to Conductor Freeman and family in their bereavement.

The following bulletin issued by Gen'l Superintendent Harstad. "Owing to the illness of Mr. Marshall, O. M. Stevens is appointed acting superintendent of the Iowa Division." Mr. Stevens was form-

erly special assistant to Vice President B. B. Greer at Chicago.

Mrs. J. S. Williams has gone to California for the winter.

A section foreman on the Iowa Division has dreams that come true. He dreamed there were broken rails on his section, then arose earlier than usual went over his section and found three broken rails. Ask Fred Day at Sabula.

Agent F. N. Rathbun of Elk River Junction was off on a week's vacation, part of the time was spent attending the Ceremonies of the Shrine in the new Davenport temple, spending Thanksgiving day with relatives at Martelle.

Fireman Lloyd Keith died suddenly at Monticello, Nov. 16, shortly after his day's work was completed on No. 93. The funeral was held at Monticello, Sunday, November 18.

Mr. Keith was popular with his fellow employes and will be much missed from the ranks. We extend our sympathy to the bereaved family.

Agent M. E. Burns of Green Island was off duty a few days spending Thanksgiving with his mother at Volga City, R. Tarr acted as relief during Mr. Burns' absence.

C. C. Laird spent Christmas with relatives at Minneapolis.

Miss Lois Kugler of Marion, thinks that Woodward, Iowa is a very attractive place, everything is delightful there, the clouds are beautiful, the trees are lovely, the soil is grand. The occasion seems so imminent that the force in Storekeeper Meyers office are trying to decide on a present and farewell shower.

Léonard F. Anderson of Marion spent Christmas at Iowa City and expects to spend a lot of other days and evenings there as opportunity affords.

Welcome, Brother Linscott, into the fold. The Marion boys saw your "Ad" in the Magazine and are pleased to see you putting Seattle on the map.

C. J. Sellens, storekeeper at Council Bluffs, spent a day at Marion on company business.

Miss Blanche Remington of Mr. Meyer's office, Marion, and a former high school basket ball star is to play with the Marion girls' basket ball team this winter.

L. A. Franke of Marion while switching on extra at Monticello, Dec 10, had his ankle broken by foot slipping off of the pilot of engine. He was taken to the hospital at that place for treatment and is expected to improve steadily.

Notes from Local Office and Docks,
Tacoma
R. R. T.

The Local Office has been all torn up over the sensational lawsuit of Gleb versus Shipley, which was recently tried in the Kangaroo district court presided over by Judge McLennan, our handsome claim clerk. Tubby Gleb, well-known member of our warehouse force, brought suit against Bob Shipley, our rotund demurrage clerk, to recover the sum of twenty-five cents, alleged to have been advanced two years ago by Tubby, who is our private banker, to Bob, while the latter strenuously denied the charge. That eminent legal luminary, Emmett Maloney, chief bill clerk at the docks, appeared as counsel for the plaintiff, assisted by Mr. Rouse, abstract clerk, also deeply learned in law, while Bob Shipley was ably defended by Mr. Baldwin, of the demur-

"Standard o'er the earth on account of greater worth"



TRADE MARK REGISTERED

Steam Turbo-Generators
500 Watts to 7½ K. W.

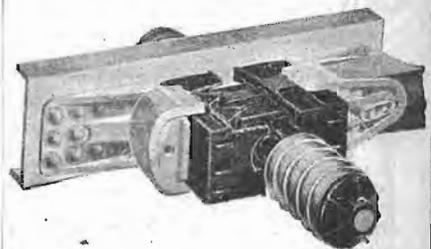
- A Complete Line of—**
- Headlight Cases—Sheet and Cast Metal
 - Reflectors—Metal and Glass
 - Portable Headlight Cases
 - Floodlights
 - Searchlights
 - Lamps for rear of tender
 - Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc.
- Write for Catalogue No. 101*

Makers of the Famous "Nonglare" Glass Reflectors for Locomotive Headlights

FLOODLIGHTS
INCREASE SAFETY AND PRODUCTION
Better Illumination With Fewer Units With "Pyle-National" Floodlights.

THE PYLE-NATIONAL CO.
The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets
General Offices and Works
CHICAGO, ILL.

**CARDWELL
FRICTION
DRAFT GEAR**



**UNION DRAFT
GEAR COMPANY**

CHICAGO OFFICE McCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

**Burdett
Oxygen & Hydrogen Co.**

309 St. Johns Court—Phone Monroe 4486
Chicago, Ill.

Producers of pure oxygen and hydrogen.

Oxygen-hydrogen and oxygen-acetylene welding and cutting apparatus.

Welding rods, fluxes, regulators and goggles. Complete stock carried for immediate shipment.

Lukens
Locomotive
Firebox
and Boiler
Steel



CASTLE
IRON & STEEL
CHICAGO

Champion
Structural
and
Boiler
Rivets

**Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes**

Rome Staybolt and Engine Iron
Black-Galvanized and Alloy Coated Sheets
Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work

A. M. CASTLE & CO.
CHICAGO, ILL. SEATTLE, WASH.

If You Need—

**Standard or Extra
Heavy Pipe,
Valves, Fittings**

*in a hurry get
them from*

CENTRAL SUPPLY CO.
MINNEAPOLIS, MINN.

TENTS



AND

**CAMP EQUIPMENT
COMFORT**

On your camping trip is assured if you have the proper tent and equipment. Our Catalog and camper's guide will put you on the right road. Send free. Ask for Catalog No. 628.

GEO. B. CARPENTER & CO.
440 NO. WELLS ST. CHICAGO

rage desk, and Ray Powels, the tall Oriental clerk, both shining lights of the legal profession. The case was tried without a jury, all the members of the force being violently prejudiced one way or the other. Attorney Maloney made an especially eloquent and impressive plea, depicting Tubby Gleb as a hardworking, horny-handed son of toil and Bob Shipley as one of the white-collar brigade, intent only on oppressing the poor. It was fortunate that there was no jury to be convinced as it is difficult to visualize Tubby's well-rounded form as one of the oppressed while Bob has worn out more overalls than white collars. However, the judgment went against Bob who was condemned to pay up the sum at issue together with fifty cents attorneys' fees. Pending appeal, the defendant was remanded to the custody of Jack McKay, assistant warehouse foreman, who acted very efficiently as sheriff and preserved proper decorum in the court.

Owing to the enormous carload business handled by us to the Port Commission's Docks here, a demurrage desk has been established at the Port Docks and Bob Shipley placed in charge of it. He will have his hands full, as the Port Dock is handling a tremendous amount of lumber, as many as six or seven deep-sea steamers loading all the time. The Port Commissioners are continually compelled to enlarge their facilities and will soon be able to handle seventy-five million feet of lumber in storage awaiting steamers for loading. If any of our readers can picture a pile of lumber containing seventy-five million feet they will get an idea of Bob Shipley's activities.

Cedric Moyer is again car clerk at the Yard, now on one of the graveyard shifts, and Robert Weatherly is acting as messenger. Emmett Maloney is already getting the waybill stretcher ready to send to the dock with Robert.

Mr. Howard Baldwin of the warehouse

The Fair Rail Anti-Creeper

This is a one-piece rail anti-creeper made of high-carbon, heat-treated steel of extremely simple design. Its application on the rail is very simple, and it is, without a doubt, the easiest anti-creeper to apply on the market. In placing the rail anti-creeper on the rail in position for driving, it is ordinarily not necessary to remove any great amount of ballast. This eliminates considerable work, which is necessary in applying other types of rail anti-creeper. Its application requires very little force, the striking face being easily accessible and conveniently located when the driving sledge is held in a natural position.

When the rail anti-creeper is in its final position on the rail, the fact is positively indicated by the offset on the small end snapping up over the edge of the rail flange. Application can be made from the gauge side or the outside of the rail. However, we would recommend that a uniform method be adopted.

We hope that this article will be of benefit to those responsible for the application of this device, as we know that good results can only be obtained when this feature is given proper attention.

On page 37 of this issue, you will find an advertisement covering this device, the industry checker's job, where he will be able to get plenty of fresh air and exercise.

checker's force has now gone on the demurrage desk and will wrestle with the mysteries of average agreement.

Keith Williams is acting as chief bill clerk at present.

The export business to Japan at Dock Two is fairly brisk at the present, due to the great demand for all kinds of material and machinery for reconstruction in the devastated cities of Tokio and Yokohama. Automobiles and auto trucks of all kinds are also a very heavy factor in the exports.

Minneapolis Shop Happenings
James Nellins

The customary Minnesota weather is now prevailing, warm and sunny and the volley ball team playing their games right out of doors in mid-December. Snow and blizzards in Texas and sunshine and warmer in Minnesota. Minnesota forever.

Our locomotive department shop time-keeper, Miss Elavia Conroy, has taken an extended leave of absence and has gone to California for the winter, getting fat on oranges that they give away there but that we dig up big doubloons for here; but we have the laugh on the California tourists this time as far as weather is concerned. Miss Conroy is one of those people who will surely make a good time of her visit.

A sad announcement is that of the death of Machinist John Jepson who died on November 24, the result of an injury sustained while exercising in the gymnasium of the Young Men's Christian Association, in falling from some of the gym apparatus the injury resulting in his death. This fine young fellow served his apprenticeship in these shops and every last man in the shop was his friend. He was a son of veteran machinist August Jepson and leaves a wife and two small children to mourn his passing away.

Miss Esther Linden and Morris Bowman are the most recently employed in the office to the store department and indications are that they are making good are acceptable associates and hope they will find it agreeable and remain.

Social activities are now in full bloom among the office force of the store department and not having had any sign up's in the "holy bunk of matrimony" those activities may bring about some results.

Another death announcement is that of Welder Stanley Jones, he having recently died after a long service at these shops and he made friends with all his associates. Two of his son's are employed here as mechanics and to them and other members of the family, sincere sympathy is extended.

It looks good and natural to see Axel Edlund back on the old scenes after an extended service at the Balwin Locomotive Works and now that he is back Michael Hesik better look to his laurels as a cribbage player, and Axel will also soon be ready to meet some of the crack bowlers or any others in the sport line.

DON'T SUFFER LONGER
FROM

The Brooks Appliance
Most wonderful discovery
ever made for rupture sufferers. Noobnoxious springs or pads. Automatic Air Cushions. **Binds and draws the broken parts together as you would a broken limb.** No salves. No plasters. No lies. Durable, cheap. Many imitators. None equal.



SENT ON TRIAL. CATALOGUE FREE.
THE BROOKS CO., 116 State St., Marshall, Mich.

Madison Division Notes

We are glad to hear that Thomas McGowan, engineer and city alderman, Madison has taken unto himself a wife. Congratulations Tom, we are looking to you for the usual free cigar.

Engineer Frank Lamphere and wife have decided to spend the winter in California. Transportation has been secured to Los Angeles. We of course think that everyone going to California enters the movie business. Frank will remain there for his health only.

Bill Fearer our worthy yard clerk, has been laid up and at this writing is still off with an injured hand. Bill claims while scuffling with a friend in the yard office his hand was cut by a broken milk bottle. All in favor of this alibi say AYE—The No's have it.

The movement to make "bobbed hair" 100% by spring among the gentle sex in Madison is progressing rapidly. Two recruits have been added and the minority of "unbobbed" has dwindled to a small number. By a little tactful persuasion there will be a complete enrollment before the violets bloom again.

In the interest of Safety First we wish to enter a protest against star gazing. Recently one of our station daughters was struck in the eye by a cinder while engaged in the above pastime. We are not sure if it was the weather or the probable height of the flag pole on the station grounds was the subject being discussed.

We are on the lookout for Switchman Armstrong's clothes that were stolen while on a short visit in Chicago. Bill neglected to place his trousers under the mattress for the customary pressing and someone got away with the works.

Agent Thurber Muscoda has a new depot taking the place of one recently destroyed by fire. All PST has to do now is to return all correspondence with the following notation, "All records destroyed by fire." Isn't this wonderful. Some agents have a snap.

We regret to announce the sudden death of Mrs. R. H. Tegan, wife of Station Agent R. H. Tegan of Albany, Wis. Mrs. Tegan passed away Dec. 5, after an illness of only a few days. We wish to express our sympathy.

Train Dispatcher Dousman is out after a siege of sickness and has recovered the old pipe, making the job more complete.

The accounting department spread considerable gloom among a number of our boys by proposing the movement of the division accounting forces to Milwaukee Shops. Cap Payne living at Brookfield has already mapped out all train service between Brookfield and Milwaukee. If the change is made Cap will be closer to his home than by being located in Madison.

C. & M. Division

C. E. Rholes

Now that the holidays are over all the boys will be wearing new socks, bright ties, fancy mufflers, etc. Ok just as long as they do not wear any green suits.

Special mention for meritorious conduct goes to Special Agent F. W. Webber, who discovered and reported a car off center at Deval last month, which no doubt, saved a possible accident.

Conductor Salisbury has been ill for the past few weeks but we expect "Sag" back on the job soon.

About six brakemen recently passed examination for conductors. Here's hoping they get a chance to run soon.

Wonder if Bogus John will line up with a new outfit when he is the boss of the train.

There has been a flock of high finance checks around due to back pay. Krause led the boys with a check for 17 cents. No shoes for the baby with that, eh Al?

Chief Timekeeper Anderson recently discovered his car was not made of concrete when some one banged into him—so Andy says.

Young Click, the timekeeper recently stepped off. If friend wife feeds him as he is used to being fed, his clothes will have to come from the tent factories.

Ex. Trainmaster's Clerk Bucholz made the step leaving for New York the 29th. The depot force showed up to shower the rice but Harvey fooled them and slipped on No. 10, on the rear end.

La Crosse Division

C. W. Velsor

The announcement of the moving of the division accountants department from Portage to Milwaukee Shops was received with deep regret and surprise. This means that we shall no longer see the smiling faces of Miss Hellman, Miss Stowell, Budzine, Rolleston, and Buckley who will go to the smokey valley.

P. F. Mitchell has been appointed 2nd trick operator and A. J. Farnham 3rd trick at Elm Grove. Any banks at Elm Grove, A. J.?

Miss Garaghty, day operator Union Depot Milwaukee, recently underwent an operation and is expected back at her desk soon. Operator Farnham has substituted.

The La Crosse Division can reasonably be proud when it recently moved a silk train from No. La Crosse to Milwaukee depot; a distance of 197 miles in 3 hours and 45 minutes, making only two stops. The train was handled by Engineer Ed Krause on the west end and Engineer Durrick on the east end.

On November 20, 1923 occurred the wedding of Carl R. Frick, Jr., shop accountant at Tomah and Miss Mary Steinmetz. Carl intends to beat the income tax

E. A. AARON & BROS.

General Commission Merchants

SPECIALTIES

BUTTER, EGGS, POULTRY, GAME, FRUITS AND VEGETABLES

Hotels, Clubs, Restaurants and Dining Car Supplies

72-74 W. South Water St. CHICAGO
PHONES: Central 0640-0641-0642 & 5103

We ask the co-operation of every user of Airco Oxygen to keep Airco Service at high efficiency by returning cylinders at once, when empty, to the Airco plant or distributing station from which they were originally shipped.

AIR REDUCTION SALES COMPANY

Manufacturer of Airco Oxygen—Airco Acetylene—Airco-Davis-Bournonville Welding and Cutting Apparatus and Supplies, Acetylene Generators, and Specially Designed Machines for Automatic Welding and Cutting—Nitrogen, Argon and other Airco Atmospheric Gas Products.

Controls the manufacture and sale of National Carbide.



HOME OFFICE: 342 Madison Ave., New York, N. Y.
CHICAGO: District Office, 2236 South Lumber St.
MINNEAPOLIS: District Office: 327, 25th St., S. E.
KANSAS CITY: 21st and Baltimore Aves.
SEATTLE: 3623 E. Marginal Way.

Other district offices, plants, and distributing stations conveniently located throughout the country.

PATENTS Booklet Free—Highest References—Promptness Assured—Best Results. Send drawing or model for examination and report as to patentability.

WATSON E. COLEMAN
PATENT LAWYER

644 G Street Washington, D. C.

Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.

Chicago Athens, Ohio New York
St. Louis, Mo.

Advertise in the Milwaukee



Place Anti-Creeper on Rail against the Tie. Drive until Notch engages edge of opposite flange.

Method of Application

THE FAIR

Simple—Effective—Easy to Apply

Made of high carbon heat treated steel. Can be driven on from either gauge side or out side. Uniform method should be adopted

THE P. & M. CO.

Chicago—Montreal—London—Paris—New York



Applied

ROBT. E. LEE
PRESIDENT
LESLIE LEE
ASS'T TO PRES.

BERT S. LEE
VICM-PRES. & TREAS.
A. C. DAILY
SECRETARY

Hobart-Lee Tie Co.

RAILROAD TIES AND TIMBER

"Our Ties Help Make Travel Safe"

Landers Bldg., Springfield, Mo.

ILLINOIS-INDIANA COALS

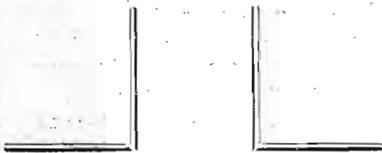
We are shippers of genuine Franklin County Coal, prepared in all sizes; also Clinton Ind., Fourth and Fifth Vein, Sullivan County Fifth and Sixth Vein and Green County Fourth Vein Coals—specially prepared for steam and domestic trade

WRITE FOR PRICES

ROSENGRANT COAL CO.
McCormick Bldg. Chicago, Illinois

Advertise in the
Milwaukee

KERITE



For Signal
Service, Car
Wiring, Light-
ing and Power
Service



KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

next spring, and you would think that he thought that the cigars which he bought for the occasion and distributed to the men at the shop could be deducted from his income tax report.

Understand that our friend Helen has returned from the "Golden West" and paid the Tomah office a visit.

T. P. Horton was called to Chicago, Monday Dec. 10, to attend the funeral of Major E. Schultz, who commanded the 1st Battalion of the 13th Engineers, U. S. Army, who was killed by his assistant general foreman who had been discharged for some infraction of the rules. At the time of his death Major Schultz was employed as general foreman for the C. & N. W. Ry. at Chicago. The coroner's jury rendered a verdict of murder and suicide as the assistant general foreman turned the gun on himself and the police found both bodies.

The war department has asked the C. M. & St. P. Ry. to form a reserve battalion to be available under the National Defense Act in time of war and Trainmaster T. P. Horton has been appointed a major in the engineers reserve corps and placed in charge of the work as commander of this battalion. Assistant Superintendent N. A. Ryan of the Terre Haute Division who was formerly with the 16th Engineers in France has been given a captain's commission in the engineers reserve corps and will be battalion adjutant of the reserve battalion.

There will be three companies, one operating, one maintenance of way and one maintenance of equipment but it is not planned to do any recruiting until the War Department says the word. This information should be of interest to the members of the 13th Engineers who went with Company D to France.

Born to Mr. and Mrs. W. E. Wais, an 8 pound boy. The smokes come tomorrow.

Jerry Lynam, conductor Lax Division is seriously ill at the Lutheran Hospital. We all hope a speedy recovery.

Andy Hayes, caller has been off a month on account of his face being infected. He expects to return soon.

Norbert Smith, caller, is back on the job after being off three weeks, sick with pneumonia.

Operator Nelson claims he has a Paige car, but so far this year have been unable to see him with it.

Clerk Earl Bakken and switchman Freddie Leipolt leave for Chicago Saturday for a pleasure trip. Understand they have some strong stuff around there.

Operator Leske has been working at Grand Crossing for past few weeks for Leverman Solberg.

Clerk Tom Marlow had a close call on SM 91, account having a stock car off track blocking the main track for passenger 101 and No. 59. His quick thinking avoided a very bad accident, you have to hand it to Tom.

If you want your map drawn come around to Camp 20 and Lewie Gouch do it all free.

Conductor William C. Olgan is back on the way freight after being on the pusher, hard luck, Bill.

Musselshell Minutes

H. K.

When this is off the press I shall be down among the cornhuskers in my native state, good old Nebraska. Thinking about going home you're too far up in the air ever to be able to write news

notes. When I said I was up in the air I didn't mean I was going heavenward but I believe at that, home is as near heaven as we'll ever get—on earth.

Ann Butcher expects to spend Christmas with the home folks.

It is rumored that Miles City is about to lose Mr. and Mrs. Bill Ross. Mr. Ross is now on the coast looking for a location. The business men of the city tendered Mr. Ross a silver loving cup at a dinner given in his honor. Everyone sincerely hopes that they do not succeed in finding a better place to live. Their many friends regret the news of their departure.

Helen Coleman returned from her trip to points east where she enjoyed her vacation.

A number of the "pung" fans were in the front row at the Elks Club and the decision "draw" caused some argument among them for days, after the big fight.

If we had a few banana trees—Yes, we'd pick bananas.

R. W. Allen is with the engineering department, succeeding Ralph Alway.

Elizabeth Coleman spent the last week end in Butte. Yes—we have another bob. Very becoming, Elizabeth.

Cliff Alderman visited lines west recently.

Cleaning up that derailment down in the yards a week or so ago was some job—all hands on deck made a full house and there weren't enough spades to go around. Bill Ross, E. P. Bennett, Jeff Kelley, and Lon Grill happened along and made light work of it. Their business isn't fixing derailments but they didn't shirk and hearts are trumps when a bunch of good fellows get together. Messrs. Rippberger and Kolhose appreciated their timely aid.

Those that refused to shuffle right 'along had pot luck when Mr. Ross laid down the royal spread in the shop of sandwiches and coffee. Everybody was tired and happy about 2:30 A. M. when all hands departed homeward. Nobody hurt, but it was thought for a while that somebody lost a relative—and calling "auntie" in every direction. Later it was learned that Mr. Rippberger was calling his dog "Andy", or something like that.

To the Musselshell Division, our family of correspondents and our busy editor, Mrs. Kendall—I wish you a right merry Christmastide and a happy and prosperous New Year.

Car Accountant's Office

Folks did you notice the fashion review in the local per diem bureau one Tuesday night not so long ago? The girls went to the Bamboo Inn for dinner. Myrtle Devol opened the evening by giving the following toast:

"Here's health, wealth and happiness to one and all

To the jolliest and prettiest of the St. Paul.

When the evening is over we all want to say,

This is the end of a most perfect day."

Genevieve Klein gave the ending toast: "Let's put away frowns, hard feelings and

tears
And make this the happiest day of the year.

We'll begin this glad evening with laughter and fun

And go home with a smile as bright as the sun."

Miss Alice O'Neill was also called on

for a few remarks. Dancing, song and laughter made the meal merry, after which the girls journeyed to the Palace Theatre where they spent the remainder of the evening.

Miss Alma Claussen resigned on Dec. 8 to take care of her mother. Our best wishes go with her.

Elsie Schroeder entertained a merry crowd at her home Saturday, Dec. 8.

Say Bunch! Ask Elmer Selk where he learned to make elephants out of gum.

Clara Wood has just returned from a wonderful trip. Welcome back Clara.

We all extend our best wishes to Mr. and Mrs. J. Dewar for a speedy recovery.

Glad to have Hazel Dillon back again with us, wearing her same sweet smile.

Who said bobbed hair is going out of style? Take a look at the new bobs in the local per diem bureau.

River Division News

M. M.

Hope you have enjoyed the year that has passed by,

My, how time did seem to fly,
The year has been fraught with memories dear,

And now we welcome the glad New Year.
This year we shall have to mix
Our days and nights with politics.

We are sorry to relate the accident that Mr. and Mrs. Corbiel, manager of the Interstate lunch room met with at Newport recently when another car collided with their car, upsetting the Corbiel car and pinning Mr. Corbiel underneath. Fortunately Mrs. Corbiel and daughter were able to escape. The colliding car sped onward and did not hesitate to lend a helping hand to the Corbiels, but assistance was quickly summoned and Mr. Corbiel was released and taken to a hospital at St. Paul.

The Misses Emily and Nel Hiddelston of the master mechanic's office spent Sunday, December 9 at La Crosse visiting friends.

Trainmaster J. W. Blossingham returned from his hunting trip out west. Somehow or other we reported in last month's magazine that Ray Long of the La Crosse Division accompanied him, but since have learned that Mr. Long was not content with going still farther west and that Mr. Smith from Winona accompanied Mr. Blossingham.

This wonderful weather of Minnesota has detained many folks from journeying to California but since it is the custom and so to speak, traveling etiquette, Fireman F. L. Kelley decided to leave for the sunny climes.

Roadmaster E. E. McClellan spent Thanksgiving day at Kansas City with home folks. Mac says that he sure did have one jolly time plowing around in the snow. He tells an interesting story of his ride in the wagon and sometimes I have a sneaking notion that maybe he did exceed the speed limit. Well, nothing like the motor car when you have plenty of gas. How about it Mac?

General Manager J. T. Gillick attended the golden jubilee meeting of the firemen and engineers held recently at Minneapolis.

On December 12, Lake City celebrated the official opening of their new depot. General Superintendent W. M. Weidenhamer, Division Superintendent D. E. Rossiter, Mr. Willoughby and Mr. Bowman representing the passenger department were in attendance. The appreciation of this station at Lake City was manifested

by the large attendance of the citizens at this gathering, there being over 1500 present. Addresses were made by the company officials and citizens. Luncheon was served and a good time was reported by all.

Coach 3017 which was used as a temporary station for some time was released. "Farewell Coach 3017,—Hope never to see you again."

Division Master Mechanic John Turney and Traveling Engineer W. C. Blase made a trip of inspection over the C. V. Division the past week. Favorable reports were received.

A new safety gate has been placed at the crossing of track leading down town to mill at Wabasha. This will necessitate train to stop and unlock the gate but will insure perfect safety at this crossing.

Roundhouse Foreman John Fleming has been adding an additional supply of coal to his regular winter's supply. Could not quite understand the reason for doing this with the fine weather we are having, but a lucky winner explains the conditions.

Conductor H. Reed has equipped the caboose on the Wabasha freight that lays over at Zumbrota, with a radio outfit. Harry likes to have the boys entertained while they spend their evenings at Zumbrota.

Engineer Fred Koch spent a few days hunting in Northern Wisconsin. Luck seemed to smile upon Engineer Koch and his party for they were fortunate in securing a deer.

Splinters From The Wooden Shoe

Brownie

Oh yes! Deer hunting season is all over. Edw. Klinghammer, machinist helper in roundhouse, returned from a ten day hunting trip in the North woods after big game and he brought back a buck weighing two hundred and twenty-five pounds. Be a sport Ed and let us in on the secret. How much did you pay for it? Understand you found it tied to a tree. Fred Price, back shop foreman, also went up but Klinghammer shot the last one, so Fred came back light.

The passing track at Park Siding has been lengthened out so it will now hold fifty cars, which will save a lot of sawing by.

Cashier Joe Bronoel, Iron Mountain, still makes his week end trips to Iron River. Bring her to Iron Mountain old man and save yourself a lot of deadheading.

Engineer Morgan has given up Nos. 2 and 3 on the West end and taken the scoot. Well Charlie you picked a snap.

Owing to the very mild weather we are having the log business has not been very good, but give us one good snow storm and then the boys will get in their mileage.

Chief Clerk Schwalenberg at Iron Mountain, is losing a lot of sleep on account of not being able to find a house to live in.

Brakeman Thos. Sayles has taken the swing job in the baggage car on Nos. 802 and 803 and 10 and 23, bumping old man Maloney. How does it feel Art to have to go to work?

One of the largest Christmas trees in the world, which was sent to the Chicago Herald and Examiner, came from the Superior Division. It took two forty-foot flat cars to carry it. If you want them good and big you will find them on the Wooden Shoe.

Engineer Geo. Gunn injured himself by falling off of the engine on the Appleton Branch.

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

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

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee Wisconsin

What is Calcium Carbide?

Calcium Carbide is a product of the electric arc furnace. Lime stone (calcium) is mixed with coke (carbon) in the proportion of about 60% limestone and 40% coke. When this mixture is fused or melted, the molten mass is tapped out of the furnace and allowed to cool, then crushed and assorted to standard commercial sizes and packed into air tight containers.

Calcium Carbide has the appearance of crushed stone, varying in color from earthy gray to black. It is hard and brittle and non-inflammable. In the presence of water, the carbide decomposes, yielding acetylene gas and lime.

Compressed Acetylene will be described in the next issue.

Will you help speed up the return of empty acetylene cylinders? Thanks,

Gas Tank Recharging Co.
HOME OFFICE—MILWAUKEE, WIS.

"Makers of Quality Acetylene"

J.J. Collins' Sons
ESTABLISHED 1878
PRINTERS
 MANUFACTURERS OF BILLS OF LADING
 PAPER RULERS, BOOK BINDERS
 BLANK BOOK MAKERS, WAX
 ENGRAVERS, ELECTROTYPERS
 LINOTYPE COMPOSITION
 LOOSE LEAF BINDERS
 Multigraph Plates Made From Our Composition
STANDARD RAILWAY FORMS
THE COMPLETE PLANT
 1315 to 1321 W. Congress St.
 CHICAGO, ILL.

Telephone Wabash 5408
HILLISON & ETTEN
COMPANY
 Personal Service
 PRINTERS - BINDERS
 638 Federal Street
 CHICAGO

FLANNERY PRODUCTS

F. B. C. Welded Flexible Staybolts
Tate Threaded Flexible Staybolts
Taper and Button Head Stays
Water Space and Radial Stays
Flannery Grease Cups

FLANNERY BOLT CO.
 3528 Forbes St. Pittsburgh, Pa.

Continental
Bolt & Iron Works
 West 43rd Street & Western Ave.
 CHICAGO
 Phone McKinley 1701

Machine and Carriage Bolts
 Hot Pressed Nuts
 Bridge Bolts
 Lag Bolts

Engineer Robert Hetherington returned from a trip to Florida. Should have staid for the winter, Bob, where it is nice and warm instead of coming back to this cold country.

Labor Foreman Gasper Joachim says "Dem engine has got to be wiped."

Brakeman E. Landry and Tony Schmirler have taken the Appleton Branch.

Brakeman C. Cowie is improving nicely after falling off of the top of a box car.

Engineer Ray Mitchell came down from Channing and took an East end passenger job. He has already returned to Channing. Job too heavy.

Yes and the freight office at last woke up and sent us some news. We are sure glad to hear from you people again.

The office kids took an extended auto trip to Stangleville to juggle a chicken supper. We will never know who has the biggest capacity for Cliff pulled his belt one notch before he sat down and Mike did the same, shortly after he started to eat. Cecil, Mike and Cliff had to leave theirs as there wasn't room enough for all the "kids" and all the chicken in the "Little Ol' Maxwell." Another trip is being planned.

Ed. Madigan disappeared for three days—we all thought the Maxwell went on the rocks, but Ed only wanted a little vacation.

John Milheiser is all out of little mice. If anyone has a surplus supply please give them to John—he just loves the little things.

Lost: Adolph's cold:

Found: Florence found the cold and Bill Basche found some of it.

Donations for a cuspidor to be used instead of a waste paper basket will be accepted by the freight office girls at any time with many, many thanks.

Iowa Division
Ruby Eckman

G. J. Williams, who has been car foreman at Perry for some time has gone to Manilla to take the place left vacant when C. A. Cowhick resigned. G. S. Beaumont of Chicago has taken Mr. Williams' place at Perry and has moved his family there.

Engineer George Saucer has taken a few weeks lay off and has gone to Excelsior Springs for treatment for rheumatism.

Mrs. Milo Dillon, wife of Iowa Division engineer, died at her home in Perry the fore part of December. Engineer and Mrs. W. H. Dahl of Savanna were in Perry to attend the funeral.

News of the birth of a daughter to Train Master A. J. Elder of Milwaukee terminals was received by Perry relatives December 12. The little lady has been named Janet Elaine.

Chief Carpenter Ed Collings celebrated his sixty-ninth birthday anniversary on Thanksgiving day. A number of relatives from out of town were at his home in Perry to help with the event. Mr. Collings has been on a sick leave for a few months but has improved to such an extent that he plans to resume work about the first of the year.

M. A. Devoe who has been doing extra train dispatching in the Dubuque office during the last few months has returned to the Iowa division and has been checked in as agent at Bouton. C. L. Kinner who has been holding the agency temporarily has gone to his regular position at Ferguson.

Miss Dorothy Banyard, daughter of

Conductor E. E. Banyard has been at the Kings Daughters hospital in Perry for a couple weeks on account of a serious operation.

Section Foreman Askerman of Keystone received a dislocated elbow and a fractured arm when the motor car on which he was riding collided with a Ford on a highway crossing, the motor car occupants coming out second best in the mix up.

Conductor John Dignan had a narrow escape from a serious accident the latter part of November. He was getting on his train No. 4 as it was pulling out of the Council Bluffs passenger station when a big colored man who had gotten on while they stopped, to see some friends, was getting off. The colored man knocked John to the platform but he managed to save himself from getting under the wheels of his train. He received some bad sprains and bruises but continued on his run.

Gus Burglund a foreman in the B and B department was injured in a fall from the derrick while at work in Perry yard Nov. 23. He was at the Perry hospital for a few days, later going to his home where he recovered from the injuries received. He resumed work December 10.

Coral Joanne is the name of a little daughter who has arrived at the home of conductor Charles Bradley since the last magazine was published.

Line man J. R. Long of Perry was called to Minneapolis, December 9 by a message telling him of the illness of his brother Wm. Long also a line man. He left at once for Minneapolis, but his brother passed away before he arrived. Burial was made at Ossian, Iowa.

Perry friends learned with great regret of the death of Mrs. Thos. Freeman, wife of Passenger Conductor Freeman, which occurred in Dakota the latter part of November.

Engineer Frank Stapleton has a new son born the middle of November. The lad has been named Keith.

Engineer Jack Ahern has been quite poorly for some time and unable to work. Engineer Frank Johnston is on his run on the west division.

Master Lawrence Stotts, son of Marlow Stotts yard clerk had several stitches taken in his head to close a wound which he received when run down by an automobile. The lad with another boy was playing with a wagon in the street and got in front of an approaching truck.

Iowa & Minnesota Division
D. M. W.

Fireman Carl Peters left for California to be with his wife who is ill.

Fireman Arnold Mohs has been confined to a hospital in Menneapolis. The last report was that he was doing fine. Hope you are well and on the job again Arnold by the time these items are out.

One of our big electric engines exhibited at Austin November 14. The turnstile registered over 5,000 people passed through the engine.

Yard Foreman "Butch" Thompson has a new Buick car, four wheel brakes and everything.

Austin is going to build a new sewage disposal plant, the details of which have kept Pat Burne and Harry Howard pretty busy.

S. R. Finnegan, agent, Cleveland has accepted agency at Rosemount and Operator Bell has moved to Cleveland. Bell says he likes pumping water, he says the gas engine there works a lot easier than

his old Lizzy.

Agent A. George is very low in a hospital at Austin. It is not expected that he will live, altho we hope for a change for the best.

Engineer Sam Jones is also sick in the Hospital at Austin.

Roadmaster Larson had five days vacation attending Court at Minneapolis. He figured to take in one movie a day.

Idaho Division
R. C. P.

Conductor Ray Falck returned from Binghamton, New York, remaining long enough to make a round trip on 66 and 65, after which he returned to his business in the east.

The interior of the union depot at Spokane has been redecorated. Oh! what a headache while it was going on. Miss Gertrude Alden stepped into the master mechanic's office one evening about dusk, and noticing the ghostly canvas, uttered a wild shriek, and dashed back into her office. Her teeth fairly chattered while she tried to tell what she had seen. She had been so terribly upset that for once she had overlooked the purpose of her nightly pilgrimage to the M. M. office, that is the powdering of her nose.

Agent J. H. Vasey of Manito has been on the sick list for the past two weeks, but we are glad to hear that he expects to return to work within the next few days.

We note that former dispatcher C. E. Molander is engaged in that capacity with the O. S. L. at Nampa, Idaho.

Messrs. J. S. Griffith and F. D. Campbell of Tacoma, far famed for their inner knowledge of baseball, thought to take advantage of our own Bill Emerson, who they figured knew no more about baseball than a hog does about roller skates, and placed a nice tidy sum to back their judgment on the winners of the recent world series against Bill's ordinary horse sense; and now they are wiser and Bill is richer.

We notice that quite a few of the old-timers are migrating from the Coast Division. Not long ago Conductor Jack Atcheson made his appearance, and settled down on the St. Maries Branch; also Conductor Frank Terrian came over and laid claim to the West End Local. Later Conductor C. W. Little took a ring car on this Division, and now we notice that Engineer Larson has taken the West End Local.

W. A. Pease, agent yardmaster at Malden, while at Ellensburg recently prevented what might have been a serious accident to Train No. 18. While the train was arriving at station a strong wind blew a baggage truck onto the track only a short distance ahead of the engine, but the quick action of Mr. Pease in pulling the truck off the track prevented any mishap.

Al Jenoski of the superintendent's office, and Mrs. Jenoski entertained some of the office bunch at their house one night recently. I didn't receive an invitation, so, of course, did not attend, but from what I can learn about the doings there I would say that Ray Shook carried on in a very disgraceful manner. Jimmie Kerns gave the crowd a real shock by behaving himself.

Agent Copelan at Elk River had finally succeeded in getting a new cinder station platform when, after a heavy rain, the inhabitants of his fair city carried it all away on their feet.

Heart of the Columbia Basin

E. F. Waterstrat—roundhouse foreman has been transferred from Malden to Othello vice A. R. Kidd going to Lewistown. A. R. K. is never satisfied unless she is below zero and plenty of snow. Wrecking Foreman Mesenberg is another one of those birds that doesn't feel good unless in a frigid zone.

Understand Car Foreman Weber and Storekeeper Askew were questioned as suspicious characters on their last trip to Cle Elum.

Depotmaster Wm. Hodson returned from his vacation, understand Bill knows all about the amount of business done at Mr. Warner's office, Spokane. W. P. W.'s office is across from lobby of Davenport hotel.

Roadmaster Manley was over to see us, looking for some of our ball players to strengthen Ellensburg team next season.

Whenever Dick Wende shows up and starts to explode, the bunch starts whistling, it's just cow bells.

Yard Foreman Clark is now taking his annual vacation, J. Greer seeing to the blocking of trains.

Conductor L. J. Terrien is all smiles—It's a girl.

Engineer. Mohr on Warden line was busy studying on lay-over days but as he was about to get his diploma, was bumped by Engineer Stull.

Donated by A. C. Weber, Car Foreman
Our yardmaster, M. F. Whalen, has acquired the new position of local undertaker.

Chocolate Drop John delivers chocolate to the car department clerk quite frequently. Bring some more John, but don't be so slow paying your bets.

Fred Brotchi, special agent from Spokane spent a day at Goose Lake hunting ducks with Operator Schlatter. They didn't bring back any. Perhaps they were unable to bag 'em all.

Car Foreman Weber and Storekeeper Askew spent two days in Tacoma looking at radios. They didn't take their wives along. We wonder if they were looking at radios all the time.

E. F. Waterstrat our new R. H. foreman, has proven himself a busy man since he has been at Othello.

Since Special Officers Daily and Misenberg can't learn to play pinochle, they have taken to a more simple game. Pit.

We see, Jack Welsh has finished his job on the roundhouse smoke stacks therefore our lessons in rich language have ceased. Of course we realize it must have been hard work up there, because none of the rest of the gang would venture up.

Laura Perry, R. H. clerk bid on a job at Spirit Lake but got cold feet and didn't send her bid in. There is a reason—isn't that so, Berky.

Funny what attraction the watch inspector's sample case has for one of the store department clerks and one of the depot clerks. Your suspicions wouldn't be aroused if they didn't try to be so smooth about it.

The many friends of Switchman Wm. Tansman were called to mourn his sudden and unexpected death Nov. 28. Death was caused by explosion of an oil stove at his home. From appearances the oil stove exploded in the basement. Tansman managed to get to the door but collapsed. His body was lying against the door. Burial took place at Quincy, Ill.

Conductor Gene Wright while writing for Peter Colwell composed the following:

Union Spring & Manufacturing Co.

Manufacturers of
Steel Castings, Coil Springs,
Spring Plates, Elliptic Springs, Journal Box
Lids, Kensington Journal Box

(ALL STEEL)

WORKS--NEW KENSINGTON, PA.
PITTSBURGH OFFICE--300 GRANITE BLDG.

50 Church St., New York; N. Y.
Fisher Bldg., Chicago, Ill.
Todd Building, Louisville, Ky.
Mutual Bldg., Richmond, Va.
Munsey Bldg., Baltimore, Md.
"City Center" Bldg., Philadelphia, Pa.

The Western Iron Stores Co.

Jobbers in

Machinists', Mill,
Railroad and
Factory Supplies
and Tools

143-145-147 W. Water Street
Milwaukee, Wis.

Guilford S. Wood

Mechanical Rubber Goods
Inlaid Linoleum Upholsterer's Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose
Protector

Great Northern Building
CHICAGO

Two Swedes went to Ireland
Their business was unknown,
But I think they went to Ireland
To kiss the Blarney stone.

Oscar says to Ole,
"I think we better go,
For we cannot catch no luterfish
Where the River Shannon flows."

Ponderings from the Pend O Reille
Since you correspondent wrote last time a good many changes are to take place in this neck of the woods. Owing to the death of Agent Lambert at Ione, Wash., Kelly Hudson now at Dalkena takes Ione, L. G. Graham of Marcellus going to Dalkena. An operator has been put on at C. D. Alene which was bid in by Operator Matz of Newport. We know the musical folks at C. D. Alene will be glad to welcome them.

The Spirit Lake turn around has again been turned over on the triangle to an entire main line crew with Louiselle writing up the set outs and pick ups.

Section Foreman Fallis at Spirit Lake is taking a long leave of absence. Don't know whether he is going to start in the aeroplane business or go farming.

Third trick operator position at Spirit Lake having been abolished, Operator Bloodgood displaced Operator Percy, who in turn bumped Agent Curtis at Worley, Idaho.

Contractor at Rathdrum recently finished cement sidewalks on three sides of the depot park there, adding to the appearance of the station at that point.

Sioux City & Dakota Division H. B. Olsen

All hail the New Year of nineteen hundred twenty-four, may it bring to you health and prosperity galore.

Before the next issue of the Magazine is printed, there will have been made some important changes in the division accounting department which will also include five other divisions in the Southern District. Consolidation in this department will be made at Cedar Rapids, Iowa. This will mean the following clerks will leave Sioux City office and effective December 16 will go to Cedar Rapids. A. H. Osthoff, division accountant, Arthur Piper, assistant accountant, Miss Anna Petry, bill and voucher clerk and Cliffie Wolken, comptometer operator.

It is needless to say they are going to be missed around the Sioux City office, and although they are going to take their work with them, it still remains a fact that we are losing four of the best folk in "Our Gang."

In order that their departure may not be forgotten for some time at least, a farewell Christmas tree and party has been arranged for and at that time it is expected that we can revive the same good feeling which has always existed among the office force and, suitable gifts are to be presented to those who are leaving. We are all going to miss Mr. Osthoff, division accountant in more ways than one, and hereafter when some one wants some carpenter work or repairs of any nature done, they will have to do it themselves.

We can only wish them all success, and the best of fortune in their new location and hope that their duties will bring them out to see us once in a while, and I am sure that although they are not with us we will not forget them both in an official capacity as well as personally.

Conductor Buck Jenkins presents himself in a brand new uniform and it's needless to say his appearance is excellent.

Not long ago, a certain young lady and very popular at Sioux Falls was asked if she would assist "tagging" two cars of hogs, she of course always willing to do her part agreed but inquired just how it might be done, and, being informed, was told each hog must be tagged. She then asked just where should she attach the tags, tail or ear.

Carl Wangberg who has been in the train master's office for the past three years, has accepted a position in the car department at Sioux City shops. We wish you much success, Carl.

Miss Carmen Jehn from the master mechanic's office has accepted the position made vacant by Mr. Wangberg, and Miss Ruth Bershon is the new girl in the master mechanic's office.

T. L. Holland, special agent, formerly of Ottumwa, Iowa, has been transferred to Sioux City. S. B. McCaully, special agent has been transferred to Milwaukee. We wish both these gentlemen the best of success in their new fields.

Bob Hoberg of the superintendent's office indulged in a brisk game of foot ball on Thanksgiving day. Result: A badly strained knee, Bob is getting around on crutches now, but his smile is still to be seen.

Wm. Ralph of the master mechanic's office passed around candy and cigars, and has been accepting congratulations and best wishes of the bunch. He was married to Miss Opal Cramer, a very popular Sioux City girl.

The bobbed hair fad has struck the Sioux City S. C. & D. girls. Nearly all of them have their locks a la Irene Castle. Ollie and Viola better follow suit.

"Sandy" Rowland, traveling engineer, is building a beautiful bungalow and will move in about the first of the year. A house warming will be in order, eh "Sandy."

Miss Clara Gorman, clerk at Parkston is confined to her home on account of illness and is relieved by Harry Stopfer of Ethan.

"Sunshine"

Carmen Jehn, Trainmaster's Office

The world loves the sunny soul, the man who carried his holidays in his very eyes, whose face is a pleasure ground, everyone loves good cheer. What a wonderful thing it is to be able to carry one's sunshine with him, to cast a glow of brightness and joy upon every condition in life. The power to transmute gloom into gladness, the mirth-provoking faculty, is worth everything to men and women today. They pass through life with less friction; they carry a talisman that will make them welcome wherever they go.

The determination to be kind and helpful to every one, to be cheerful and optimistic no matter what comes to us, is one of the noblest of ambitions. Don't be a knocker; Hide your little hammer and try to speak well of others no matter how small you know yourself to be. There is no end of fun minding your own business. It makes other people like you, but nobody gets stuck on a knocker.

The switchmen's locker shack at West Yard caught fire recently and considerable damage was done. Tom Oxley was first on the scene then Engineer Hayward wheeled his engine close enough to use the blow-off cock which was most successful. Leonard says there were several lives lost, not humans however.

Geddes on the Platte line has been selected as the point for receiving and unloading of all materials for the new Missouri river bridge. The bridge is 15 miles from Geddes but material will be "trucked" from there. It is estimated that over 500 car loads of material will be necessary to complete the fine structure.

Agent Raub of Luton went duck hunting on the Missouri bottoms, results: fell in the river but got one duck.

Leave it to Operator Murphy, Mapleton to make "Henry" go, Henry refused to move in the forward motion up hill so "Murf" backs him up, in the dark too.

Operator Bristol of Charter Oak seems to be enjoying the scenery of the surrounding country in his new enclosed "jitney."

The Safety First movement is a live subject on the S. C. & D. The last meeting at Yankton was well attended and was full of pep and enthusiasm. The next one will be at Sioux City and, Sioux Falls will start the new year with a lunch following the meeting.

A habit formed to that compels us to handle all merchandise carefully is a good sort of habit to practice too. The best insurance our railroad can have is a bunch of freight handlers who are graduates of the "Naturally Careful" school there is a post graduate course that takes in the train service also. It is always a pleasure to work with a conductor or brakeman who insists on careful handling and stowing of merchandise cars. We have many of them on the S. C. & D. and strange to say, the knuckle-kicking fellows are not members of the crews in charge of these real examples of what the Safety Habit means.

Kansas City Terminal S. M. C.

Robert Morrow one of our old time employes was injured November 14, and died November 18. The sympathy of the entire Milwaukee family is extended to Mrs. Morrow and Horace.

After an illness of about two weeks, Geo. W. Harris, yardmaster, died December 11 at his home. During George's illness this office had many inquiries as to his condition, both from our own men and from other railroad men with whom he came in contact and all of us extend our sympathy to Mrs. Harris and George Jr.

The Coburg Yard office is very much dressed up. Besides an extension giving the boys more room, it also has a new coat of paint, windows washed n'everything.

It is reported that Fred Willard of the car department recently purchased a Chevrolet car. Seems like everyone is getting the fever.

We also had rumors of other important purchases made by employes of the car department; but when inquiries were made the young man said, "Don't be in a hurry. There is no marriage to report yet. Maybe the first part of the year it will be different." We are waiting patiently for developments.

Don Norman a fireman is suffering from a fractured leg. It is reported that he disputed the right of way with a street car.

We were all very glad to see Mr. Hoehn when he paid us a visit December 11. It's the first time he has been here for quite a while, as he has been under the Doctors care.

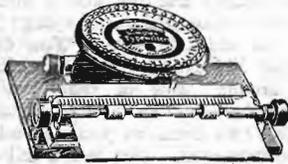
Enginer Caldwell is finding fault with some of the other engineers for the improper handling of air, causing sudden jolts. If you want more information on the above ask Dell. He can explain.

Conductor Matt Carry is making a specialty lately of telling fortunes. He assures all, young ladies in particular, that he can tell their past as well as their future. Now if Matt says he can you may depend on it. One at a time, please.

Friends of Wm. Barker, transfer man at the freight house, were grieved to hear on the morning of Dec. 10, that he had passed away in the night after an illness of quite a time, although he has been working up until a short time ago. He was buried here as no other relatives were known of by any of his friends.

Attractive Gifts Without Cost

See your neighbors and get several of them to order Better Farming from you—**ONE YEAR 25c—TWO YEARS 50c—FOUR YEARS \$1.00.** If they are already subscribers, the new subscription will be added to the old one. The prices are so reasonable you will have no trouble in getting your list. You can include your own subscription if you wish. Get One year, Two year or Four year subscriptions: it doesn't matter, just so you collect the amount required for the gift or gifts you want. The important thing is to start right **NOW!** Read over the offers—Pick out YOUR gift and **GET BUSY.**



SIMPLEX TYPEWRITER

This little typewriter will be found useful and instructive. Children, especially, should have one, as it interests and teaches them. It has all the letters, figures, spaces and stops. It will write on envelopes, postal cards and note size paper.
Gift No. 39. Sent postpaid for \$2.00 in subscriptions.



RIBBON WRIST WATCH

A beautiful Ribbon Bracelet Wrist Watch in very latest style and shape. 10 1/2 ligne, 25 year White Gold filled case. Excellent cylinder movement. We guarantee that you will be delighted with this watch.
Gift No. 101—Sent postpaid for \$7.00 in subscriptions or for \$4.00 in subscriptions and \$1.50 in cash.



SCHOOL COMPANION

A big handsome writing set in folding leatherette case. Contains an assortment of high grade pencils, pens, erasers, pencil sharpener, blotters, etc. 18 pieces all told. Sure to please any school boy or girl.
Gift No. 21—Sent postpaid for 75c in subscriptions.



WATER COLOR PAINTS

In handsome enameled box, complete with brushes. These colors are high grade in every respect.
Gift No. 25. Sent postpaid for 50c in subscriptions.



WEATHER PROPHET

A miniature house, eight inches high, finished in rustic style. The figures enable you to foretell the weather 24 hours in advance. Has accurate thermometer. Makes an attractive, durable and useful gift.
Gift No. 26. Sent postpaid for \$1.00 in subscriptions.

BEAUTIFUL SILVERED PENCIL

This is a real always sharp, all-metal pencil, pleasing to the eye and built for service. Illustration exact size. Barrel beautifully chased and durably nickel-plated. Extra leads in chamber. High grade in every way.
Gift No. 12. Sent postpaid for 75c in subscriptions. State whether Gents, with clip or Lady's, with ring is desired.



CHAIN AND PENDANT

An exquisite ornament that must be seen to be appreciated, sterling silver; pendant set with small ruby and brilliants. The sort of thing a person of refinement would choose.
Gift No. 102. Sent postpaid for \$1.50 in subscriptions.



Beautiful Bluebird Pendant

A delicate neck-chain, safety clasp, with oval pendant enclosing "Bluebird for happiness." Bear in mind that this is not cheap jewelry. We guarantee it to please the most discriminating.
Gift No. 103. Sent postpaid for \$1.50 in subscriptions.



COMB AND BRUSH

Ebonized brush and comb made of excellent materials and guaranteed to please.
Gift No. 15. Sent postpaid for \$1.00 in subscriptions.



TWO BLADE KNIFE

This is a Jim Dandy knife that will give good service. Stag handle; one large blade and one punch blade. A good sized, sturdy knife.
Gift No. 104. Sent postpaid for \$1.00 in subscriptions.



No. 287

The rings illustrated here are all good quality and are guaranteed to be exactly as represented. In ordering be sure to mention ring number in full and give size, using gauge below.

Ring No. 287. Gold filled chased belcher with small, pure white stone of great brilliance. Sent postpaid for 50c in subscriptions.

Ring No. 323. Sterling silver Friendship



No. 323



No. 288

ring with five white brilliants in hoop setting. A beautiful ring. Sent postpaid for \$1.00 in subscriptions.

Ring No. 288. A fine, handsome, gold filled ring with a remarkably brilliant, pure white stone in dogtooth setting. This stone has 24 facets, which means that it will retain its brilliancy for years. Sent postpaid for 75c in subscriptions.

Ring No. 321. The popular "Pinkie" ring



No. 321

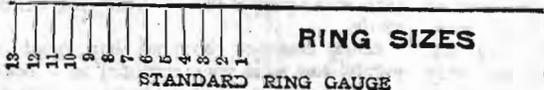
in sterling silver. Has flat, oblong ruby set. Men wear it on little finger, girls any finger. A novelty and all the rage in the east. Sent postpaid for \$1.00 in subscriptions.

Ring No. 281. A beautifully finished gold filled ring set with five matched turquoise stones in a dainty hoop setting. A real ring value. Sent postpaid for 75c in subscriptions.



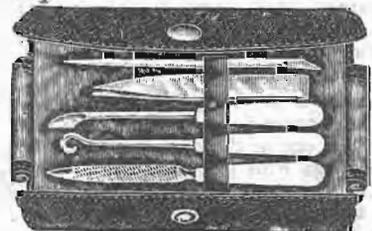
No. 281

HOW TO DETERMINE THE SIZE
Cut a strip of thick paper so that the ends will exactly meet, when drawn tightly around the second joint of the finger. Lay one end on the diagram at O and order the size the other end indicates.



MANICURE SET

Every girl will want one of these fine sets. Five pieces:—tweezers, file, orange-stick, button-hook and cuticle knife. All in folding case with snap fastener. Sent postpaid for \$1.00 in subscriptions.



Write subscribers' names and addresses plainly and enclose with money collected. Be sure to give your own name.

BETTER FARMING, 141 W. Ohio Street, Chicago, Illinois

The On Time Line Kansas City Division

H. F. B.

Trainmaster F. H. Allard was married at Cedar Rapids Tuesday December 11 and left for a two weeks' trip to New York and Washington, D. C. We wish to extend to Mr. and Mrs. Allard our hearty congratulations and best wishes.

Agent Anderson at Jerome was recently quarantined with diphtheria and we are glad to hear that he is getting along nicely and that his condition is not considered serious.

Agent Alspach of Cowgill, Mo., discovered a pair of wheels sliding about ten cars from the engine on train extra 8253 east when passing his station and through his prompt action the train crew was notified which was no doubt the means of averting what might have terminated in a very serious accident.

It seems that the dispatchers office at Ottumwa Junction is blessed with talent, especially in music, in having a composer in Dispatcher J. A. Sanford and a soloist in Miss Catherine Gohman who sings Mr. Sanford's latest composition's in the highest degree of excellence.

Mr. Sanford's Latest

I love her in the summer
I love her in the fall
But lastnight in the Essex
I loved her best of all.

If you don't believe it just request Miss Gohman to sing it for you.

On November 28 Engineer Joe Palmer took as his bride Miss Hazel Nation who was also a Milwaukee Employee in the capacity of stenographer in the Master Mechanic's office at West Yard. We wish them much happiness.

As a result of a bar slipping in trying to move a coal bucket at the coal hoist at Mystic which threw him head long against a locomotive which was being coaled Frank Dooley passed away about twenty-four hours afterward at a hospital in Centerville where he was taken for treatment. Mr. Dooley was the father of both Earl and Dewey Dooley who are in the train service on the Kansas City Division.

Chief Clerk J. W. Sowder and engineer V. M. Glone made their annual hunt in Missouri and had very good luck.

Everybody around the Junction ate turkey for Thanksgiving as only three were raffled off in the Superintendent's office and the Dispatcher's office. Division Accountant A. C. Daalke, Roadmaster Wm. Metcalf and Operator Glen Walden being the lucky ones.

Mrs. H. F. Burnaugh has been working in the roadmaster's office for a few weeks filling a vacancy there temporarily.

The through runs between West Yard and Coburg with the time freight trains which were put on October 22 were taken off December 7. Although they were a success in so far as the operation was concerned, they were taken off through the objections of the train and engine-men's organizations who claimed that the runs were too long.

Now that the basket ball season is here the Milwaukee is represented with a team that beat one of the opposing teams, a few nights ago with only four men. We also are to have a bowling team for this season but this team is yet to be organized.

Yardmaster M. K. Park and Ice House Foreman H. E. Buckingham were in Ottumwa a day to attend the Safety First meeting but it seems that Kent some way

got his calendar turned wrong and was a trifle ahead of time.

The accounting force will soon be located in their new home at Cedar Rapids as they have been packing up their records and other equipment that is to be moved to Cedar Rapids. Division Accountant A. C. Daacke, Road Material Clerk H. J. Bower and Bill and Voucher clerk A. P. Lutz being the three to be moved to Cedar Rapids. Assistant Division Accountant Jay Mills is planning on returning to his old stand as cashier at the Ottumwa freight house.

Bill and Voucher Clerk A. P. Lutz had a little hard luck on a recent visit to Des Moines when a Ford rammed his Buick broadside at an intersection and turned Lutz's Buick over on its side and doing considerable damage to fenders and running boards.

Rodman John Meagher has returned to the Kansas City Division in his old position in the division engineer's office after running a ditching machine all summer and fall. The only kick we have against Johnny is that he goes out and cuts good ditches for all the divisions and then comes to his home division last and then ties up for the winter without doing much work for us. Even at that John is a pretty good skate.

Conductor John Carroll was very painfully injured at Cedar Rapids when releasing a brake from a car and fell to the ground breaking his wrist and fracturing his hip which will no doubt cause him to be laid up for some time.

District Special Agent T. L. Holland has been transferred to Sioux City and E. F. Conway transferred to Ottumwa to succeed Mr. Holland.

Conductor John James who runs on the Southwest Limited has taken his annual leave of absence for about 60 or 90 days which he generally spends in Washington State. Conductor F. H. Hahn will relieve Conductor James and Conductor Scott relieve Conductor Hahn.

"Badland Echoes"

Bill Mike

Well, folks, like that old bad penny, I've come back to try again. Guess a lot thought a good riddance, and had hopes that I'd remain far away from this here section, where the echo echoes so, where the news grows so in volume and just seems to overflow. Seems it piled right up so thickly, people couldn't get their breath, everybody had some scandal, women talked themselves to death. So they sort of asked me back here, (mostly married men, whose wives don't believe their small deceptions that they've practiced all their lives). Now, I feel that were I single I would help a married man, I'd create a bigger scandal and I'll tell you of my plan. Single and unmarried fellows, I would bring out to the light all their little faults and errors and the things that are not right that they do, and let me tell you give the married man a rest. Soon we'd have each woman thinking that her husband is the best. Now you singles know the reason why I sort of pick on you. Wait until you all are married and then see what you will do. Seems that Walsh is often going way out west to Spirit Lake. Guess there must be something brewing over yonder for his sake. The "Nut Crackers" gave a banquet not so very long ago, cocoanuts were out of fashion and they didn't drink cocoa. Peg and Eddie were the leaders, guess

they sure can entertain. All of them got full enjoyment and of headaches some complain. We've all read of Balaam's ass and how God opened its mouth, but Bill Davis tells a good one (and all this in days of drouth): Says he heard a doggie speaking, English, mind you, just as plain, says it talked at least an hour about New York's wet campaign. Heard that Mike Wood went out calling on the north side for his girl. An old dog thought his a strange and led him a merry whirl. Now we notice Mike is limping; let us revive the old, old song, "You Quit Your Kicking My Dog", or let him know that you belong. But at that I've got my doubts that it was a dog at all, father weights two hundred pounds and his boot is nothing small. I've heard tell of lots of tricks, some for meanness, some for fun, but I guess I'll have to tell you what Heinie Alcorn went and done. Seems he knew that one Fred Williams hostler at the roundhouse here, took a lay-off in the country, as will happen once a year. And so Heinie, I'd scarce believe it, yet they claim that it is true, drove Fred's cows out in the country, so Fred lost some more days too. Pears that when this Fred is gone hostling, job falls unto Heinie; bet when Williams finds it out, Heinie'd better up and flee. A. A. Fisher I've been hearing for the past two years or more, has been getting a new auto, hasn't got it yet, I'm sure. Seems that he is quite particular, wants one with a fancy top, Freeman says that he can get one at a five and ten cent shop. We've just had a great big meeting for the conservation of fuels, also about claim prevention, and some safety first's new rules. Heard that E. M. G. was sorry that the meeting came so late, but that henceforth he'd remember safety first to agitate. We must all learn the lesson, actual experience is best, never put off 'til tomorrow, let safety first be manifest. Well, I've got a little news, Harry Cook is with us now, traveling hog-head they'll call him, A. A. Fisher'll show him how. Quite a bunch about the roundhouse went to Bowman, down the line, took another step in Masonry, said the work was something fine. Mr. Fullerton pulled them through it, acted as their chaperon. Heard they never would have made it, had they gone up there alone. Agent Tripp is in the cities with little Warren, his only son, to consult with noted doctors, and to see what can be done. We all hope that home returning he'll have good news to tell, for we sure would like to hear that little Warren'll soon be well.

Mr. and Mrs. Roberts are thankful, for a baby girl's come that way, to bless their home life ever, since day before Thanksgiving day.

M. C. B. Gossip

"Lee"

Now that you have paid up your Christmas bills you cant start right in saving for your income tax. These two annual purse-breakers certainly can manage to keep some people "badly bent" for quite a while.

Edna Bremser bumped her head severely and is a very sick girl as a result. I hope by the time these notes are printed she will be her own cheerful self again.

Herman Klatte and Mr. Carnarius spent Christmas at Terre Haute, while Lorene Oelke hunge up her stocking in Markesan.

Marvin Keith feels like a human merry-go-round from going around and around the table gathering up the two hundred odd pages of the minutes of the staff meeting. Keep going, Marvin, all things must come to an end some time.

Gladys Leavenworth spent a few days in Chicago and had a wonderful time.

Have you seen the little mouse that scared Ethel nearly out of her wits? It is about an inch and a half long and has been having a jolly time chasing itself around the office.

Frank won a duck and offered to have a wonderful feast on the hill one Saturday afternoon but no one accepted his invitation. What's the matter Frank? Did you give them a sample of your cooking before hand? I guess the reason no one came, was that they were afraid they wouldn't get anything but the smell after you had got started eating.

Leo Ennis, the new clerk on the bad order desk, has had quite a task convincing certain people in the office that his nose and curly hair do not indicate his nationality.

Norman Fuller was on the sick list for several days but is back again as full of life as ever.

We understand now that Martin Biller has obtained the insurance money on his stolen car, he is contemplating buying another machine. Hope you better luck next time.

West I & D Inklings

Dot

We hope you all had a Merry Christmas and wish you all a Happy New Year. Remember not to make any resolutions that you can't keep at least a week.

Boilermaker Foreman Wright at Mitchell and Travelling Engineer Johnston of Mason City were with us a couple of days about the middle of the month. Division Master Mechanic G. P. Hodges made us a visit later in the month.

Machinist John A. Guthrie made a trip to Minneapolis during the latter part of the month.

Mrs. J. A. Farrell, wife of Roadmaster Farrell and daughters Gertrude and Lois visited friends and relatives in Ottumwa, Iowa along about Thanksgiving time. Miss Gertrude returned to resume her duties in the Murdo State Bank, but Mrs. Farrell remained longer.

Mrs. John Penticoff, wife of Brakeman Penticoff and little son visited friends in Rapid City for a few days this month.

Conductor Stewart has migrated for the winter to a warmer clime, choosing as usual southern California. According to the weather here so far the Californians will be coming up here for the winters. Only ten more years, so the scientists say, and we will have a tropical climate. So you don't need to save any more for that new overcoat.

Roundhouse Foreman Ricks and Engineer Ed Hansler have taken up a very concentrated study of Theology and Science combined. Their views upon these two subjects vary so much that it's worth your time to listen when they get started converting each other. Neither one is as yet converted though, so we predict a long struggle ahead. Mr. Ricks did go to church one Sunday not long ago. Drove up in his Chevy and parked it along with all the Fords and entered the church and listened very earnestly to the sermon. When

church was over and he went for his car—No it wasn't gone but the nice new motometer, Shrine Emblem and all was nowhere to be seen. Not very encouraging it's true but he hasn't given up church for as soon as he gets Ed to his way of thinking he will probably personally escort him to church every Sunday night.

Chicago Terminals

G. E. Sampson

Most of importance this month was the weddings of two of our girls.

Marge, of the North Hump force, was married at 9:30 a. m., November 12, at St. Mark's Church and now her name is Mrs. Kurtzer. All who possibly could get away were present at the ceremony. On Marge's return the office had a little surprise in her honor, served luncheon and had quite a time.

Grace Cowan at Western Avenue was married on November 28 to Paul Cavagnaro.

Guy E. Sampson and family, accompanied by his son Lyall and his family, departed November 24 for White Salmon, Wash., where they were to attend the Golden Wedding anniversary of Mr. Sampson's parents on Thanksgiving day. They will also visit Portland, Frisco, Los Angeles and Ontario, Cal.

We all welcome Elsbabe Schwemler, stenographer at Bensenville roundhouse.

Emma Weber will spend Christmas in Denver, Colorado.

Who carries the largest lunch at Galewood roundhouse? From the looks of the one that carries his dinner you would imagine he was going to make a week end visit. Ask R. B.

WEHR STEEL CO.

Electric Steel Castings

MILWAUKEE

WISCONSIN

W. H. CROFT
First Vice-President

M. S. PAINE
Secretary-Treasurer

MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Brass Engine Castings

NEW YORK

CHICAGO

Oh, yes. There is a new sheik at the North Hump, Wally Sampson, know him? You should.

Ruth says not to put in her name so we won't.

Why the sudden interest in the Wallace system, Florence?

Janitor Bill Short, North Hump, will soon have his better half to keep house for him. Bill has been keeping bachelor apartments thus far, his better half was due several days ago, however, Bill in all his excitement sent the pass to the wrong place.

From all indications Alice must have a hard time at that hard-times party.

"Red" Wolfe is going to night school, we think, because he is with the teacher every night. She has taught him to put soap under his finger nails to keep them clean. Wonder if she knows a good hair tonic for him?

We will soon be equipped in the terminals with a couple of clam shells which will make things hum in the line of loading and unloading cinders and other heavy articles which will make quite a showing on the labor proposition.

Blacksmith Dettman was laid up account of severe injury to a couple of his fingers.

Say have you seen anything of George lately (Galewood). The last we saw of him he had a grin on his face like a March Hare.

Did anyone see Alice lately? She has not been at Galewood for ages. When she does show up here it is liable to be Mrs. Someone Else.

Wisconsin Valley Division. Notes *Lillian*

May the New Year find you happy and leave you happier still.

V. R. Sullivan, son of Mr. and Mrs. J. W. Sullivan spent Thanksgiving day with his parents.

Conductor C. H. Randby who has held the position as yard foreman at Tomahawk for some time is back in the ring, Conductor Ed. Urban taking the position in the Tomahawk yards.

Miss Mary Linehan, who is attending school at Racine, spent Thanksgiving day with her parents, Mr. and Mrs. John Linehan at Wausau.

Twin baby girls were born to Mr. and Mrs. L. Johannes at Rhineland. Mr. Johannes has recently accepted the position as second trick operator at Minocqua.

Amos Griffith and family motored to Marshfield on Saturday and to LaCrosse on Sunday. They report the roads in excellent condition and report a wonderful trip.

Mrs. John Sullivan, of Chicago, visited with her parents, Mr. and Mrs. Frank McCann.

Mr. and Mrs. F. Lehrbas and son Chas. Jr., returned from a two months' trip through the west. While they had a delightful time throughout the trip, Fred could not go back to work until he landed a nice buck, which would indicate that for real sport he preferred "Good Old Wisconsin".

Roadmaster S. L. Core and wife will spend Christmas and the New Year with Mr. Core's parents at St. Joseph, Mo.

The Milwaukee employes pension association is surely appreciated by the Wisconsin Valley Division employes which

is evident by the majority of employes who are making applications for membership.

A letter was received in the office from Conductor G. Little informing us that his health has greatly improved. His letter contained a very cordial greeting to the boys, but ne'er a word for the girls. We think he will have to square himself the next time he comes to the office.

L. P. Ash, father of Conductor Sam Ash, passed away at his home at Tomahawk on November 28, burial taking place on December 1. His illness was of short duration death being caused by a stroke of paralysis. The Wisconsin Valley Division employes extend sympathy to those who are left to mourn his death.

James Callahan, son of Roadmaster Ed. Callahan has accepted a position in Chicago.

Dispatcher Jake Held has purchased a home on Tenth Street and has moved his family into the new quarters.

The engagement of Miss Katherine E. Gorman to J. W. Delaney of Amherst, Wisconsin has just been announced and by the time the next issue of the magazine is received Katherine will be busy getting her hope chest in order and studying recipes on how to prepare potatoes.

The railroad social club held election of officers on Friday afternoon, Nov. 30. The newly elected officers are: Mrs. Fred Lehrbas, President, Mrs. R. P. Rawson, Vice President, Mrs. Ketchmark, Second Vice President, and Mrs. C. Whitney, Secretary and Treasurer.

Rochelle and Southern Line *S. R. Collier*

Mrs. C. F. Holbrook has returned to her home in Minneapolis after spending a few days here with friends and relatives.

Car Repairer Thos. Byvick is in Spring Valley hospital where he is recovering from an operation for appendicitis, his place on the rip track being filled by Thos. Goslin.

Account reducing forces on the rip track, Jas. Carruthers and Robt. Carruthers at Ladd and J. H. Frisenger at Granville have been temporarily laid off. Machinist Irvin J. Conway of Beloit visited friends and relatives at Ladd a few days last week.

Brakeman J. Denault on 415-316 is laid up with injuries received in a fall while at work—relieved on passenger by Brakeman J. E. Wright.

Operator J. P. Oberto has returned from his vacation to California and is now employed as extra operator on the R. & S. W. Division.

Guess Oswald must have captured those wild ducks as I see he has moved his things back home and is now back on duty.

Did you all read the letter on Safety First in the December magazine by our Engineer Paul F. Schultz? If not you better get the Magazine and look it over and see what the boys on the R. & S. Line have to say about Safety First.

Brakeman John Hines is now doing his bit on the night job with Conductor Wm. Boucher.

The "Airedale" that Inspector Walter Meyers and Oiler Galundri have as a body guard in the yards was somewhat under the weather the last few days as a result of consuming too many rabbits including the fur.

NATIONAL SURETY COMPANY

"The World's Largest Surety Company"

Joyce & Company, Inc.

Chas H. Burras, Pres. John McKechney, Vice-Pres
Robt. E. Stitt, Secy-Treas.

GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

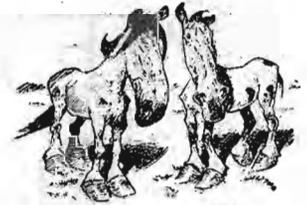
Pantasote

Trade Mark

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 Broadway Peoples Gas Building
NEW YORK CHICAGO, Ill.
793 Monadnock Bldg.
SAN FRANCISCO



PRIMES PLUGS

THE PRIME MANUFACTURING CO.

MILWAUKEE, WISCONSIN

Tie Plates

::

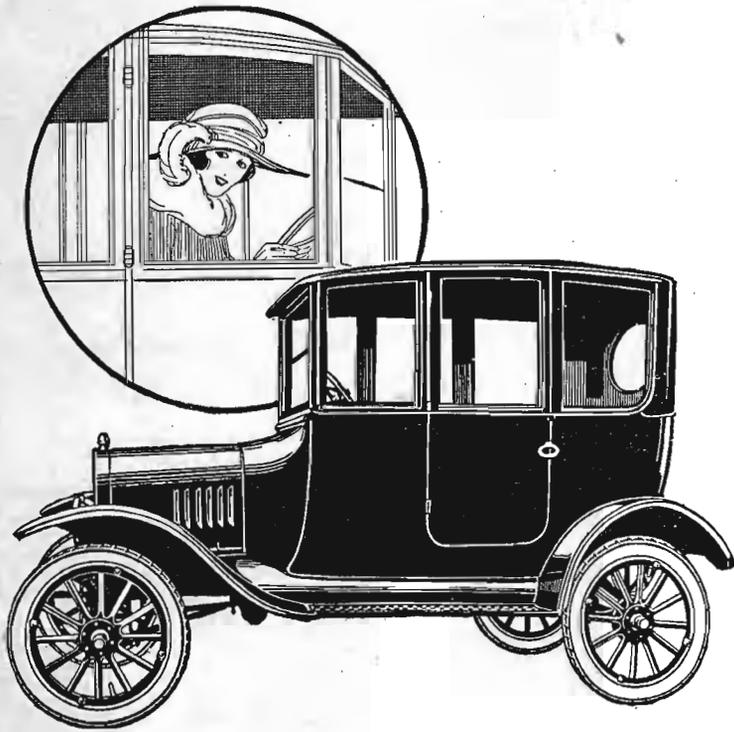
Derailers

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

\$ 2⁰⁰

**MAKES
'Em Look
Like
NEW**



It is not necessary for you to go to the expense of \$25.00 or \$50.00 to have your car repainted. You can do it yourself in two hours and the cost of your material is \$2.00. **Per-fex-ion Auto Black for Ford cars** makes your car look like new and saves you \$25.00. Our combination package and two hours' work gives you a car that looks like new the next morning and you can sell it or trade it for \$50.00 more.

2 Hours Does The Job

Per-fex-ion Auto Black is made especially for repainting Ford cars and furnishes a finish and durability that is unexcelled. We send you one quart Per-fex-ion Auto Black, one pint Top Dressing, Sandpaper, and paint brush, so that you have no other expense, and complete directions, to tell you just how to go about the work.

SEND THE COUPON

Just fill in the coupon opposite, with your name and address, and send us your check or money order for \$2.00, and we will send you immediately the necessary Per-fex-ion Auto Black with which to renew the appearance of your car. If you ever answered an advertisement in your life, let it be this one.

THRESHER VARNISH COMPANY
DAYTON, OHIO

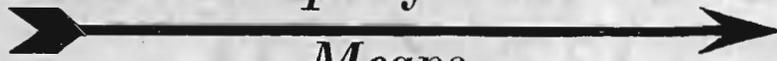
COUPON ORDER BLANK

The Thresher Varnish Co.,
Dayton, Ohio.

Enclosed herewith please find \$2. for which please send to me at once, your combination package to repaint my automobile.

Make of car.....
Name
P. O.
Street and Number.....
State

The Stamp of Character



Means

MC

Cross Ties *Plus*—

Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS

JAN 15 1924