

# THE MILWAUKEE EMPLOYEES MAGAZINE



*November 1921*

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

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

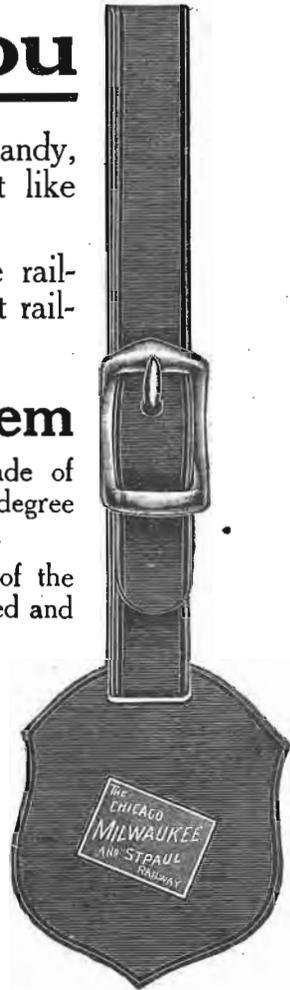
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

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



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

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

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Address \_\_\_\_\_

Town \_\_\_\_\_

State \_\_\_\_\_

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### Mark Articles Desired

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

# THE MILWAUKEE EMPLOYEES MAGAZINE

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## The Wrong Premise

In reporting developments in the railroad strike movement, the statement appeared in the public press as coming from one of the leaders of a labor organization that the next move would come from "the enemy camp," meaning, of course, the rail executives. The use of such terms in such connection is regrettable, not only because it is misleading to the public, but because it has a certain influence on employes whose duties do not often bring them into personal touch with their employers. To even imply that railroad managements and their employes are in the position, in matters representing differences of opinion, of embattled forces resting on their arms while their emissaries are conducting a parley, is ridiculous. Railroad managements and railroad labor are not and should not consider themselves as enemies; and their conferences should be and are held in a friendly spirit. That differences of opinion arise is quite natural, and if these differences were to be thrashed out in a spirit of enmity, little of permanent good could ever be accomplished. Yet it is probable that the public visualize the attitude of each side in the controversy, much as it was suggested by the statement quoted above.

The idea of managers of big industries and the workers who carry on in those industries sitting in hostile camps and ready to fly at each other's throats is fast becoming obsolete. Employers, whether they be in the railroad work, or in other industry, think of their employes as fellow-workers, and while employes in the smaller industries may have adopted that attitude toward their bosses to a greater extent than rail employes; and because of the extensiveness of the latter's work and the far-flung territory they occupy, some of them may have been slower than others to swing into the trend of the times toward friendly feeling and complete co-operation,—yet they are, generally speaking, far from feeling any enmity, even when discussions reach an acute stage. It is therefore a bad basis for a final good understanding, to let the impression gain that either side is an "enemy camp." Therefore if any employes of this company entertain any notion that their employers are conducting that kind of a camp, The Magazine suggests that they speedily disabuse their minds of any such ideas. With that thought eliminated, both sides to any argument will find it possible to meet, and without arrogance or condescension or subserviency, arrange a basis for a square deal all around.

When not in use turn out the lights!

# Co-operation

## The Milwaukee—The Town—The People

(An address by A. M. Marseiner, Agent,  
Lewistown, Mont. Delivered before the  
Rotarian Club.)

Picture this town without the Milwaukee railroad. Do you remember how you got out of town through Lombard on the Jaw Bone and the N. P.? Remember Billy Kee, the Chinese hotel keeper at Lombard? Picture the Montana flour mills without railroad connection, a bunch of shacks, the ice pond, the stock yards where now stands the beautiful passenger station, a blacksmith shop where Sweitzer's store now is located. We would not have the Montana Building, the Bank-Electric Building, the fine city and high schools, without the aid of the railroad progress into this community. Think of the money spent here by the construction gangs. Can you help feeling grateful for the enterprise of the Earlings and Mr. Calkins?

The Milwaukee has done a great deal for Lewistown. When it built into this territory it paid its way, bought all of its supplies locally and opened up a territory of something like a hundred square miles tributary to our town, built branch lines in three directions besides giving us the business east and west and putting Lewistown on the map. Do you know that branch lines bring from seventy-five to one hundred people into Lewistown daily? Do you know that branch lines are a wonderful asset to a city? The branch lines into Lewistown are what the termini of the railroads are to Chicago. The transient trade is a great stimulus to any community.

The Milwaukee picked Lewistown as a coming city. It built a magnificent passenger depot, an adequate freight depot, paid liberally for the property acquired, built a large freight yard, a big roundhouse, car shops—all buildings out of Lewistown brick—put this industry on its feet, acquired lots of land for expansion, made Lewistown a terminal, gave permanent employment to over 350 men, gave Lewistown a payroll of forty thousand dollars per month, advertised the city and the Judith Basin all over the United States. It is the biggest taxpayer the city has and has been very liberal in taking on all special improvement districts.

Years ago, a prominent railroad president said, "The public be damned." This was during the period of capitalistic control of transportation. That remark and others along the same line were responsible for the creation of national and state bodies for the regulation of railroads. A great many of the regulating bodies took the position in dealing with the railroads that the railroad president did in dealing with the people and said, the railroads be damned and they were damned—they almost ceased to function dur-

ing the early period of the late war when the Government saw fit to take them over and the damnation, as far as the railroads were concerned, was about completed.

It was at the time of the consolidation of the railroads in Lewistown that it was my good fortune to be assigned to Lewistown station.

One of my funniest experiences during that time was in connection with the handling of a trainload of sheep for one of our prosperous ranchers. As usual, he wanted some extra consideration for giving his business to the Milwaukee. I politely informed the gentleman what the Milwaukee could do in the way of handling his shipment, but he was not satisfied so told me he was going to ship over the Great Northern. I told him if the Great Northern were his choice. I would be pleased to serve him. He nearly dropped dead. I felt more like a postmaster at that moment than like a railroad agent, but that was the only time, for I realized that a trust was given me and I tried mighty hard to make good. Having come here as a Milwaukee man, after the unscrambling, I remained with the Milwaukee and expect to stay with that road, as it is the finest railroad I ever worked for.

The duties of an agent of a railroad company are many. They are just what the word implies. He is the local representative. In addition to transacting the company's business with the public, he has general supervision over all its operations pertaining to traffic, the local freight station and the yard. All of the merchandise for the Northern Montana Division comes to the Lewistown platform. There are loaded at Chicago and the Twin Cities daily package cars directed to Lewistown. The time from Chicago is six days and from St. Paul and Minneapolis, four days. These cars connect at those points with package cars from the East and South. We have through cars from the Coast, daily from Butte and Great Falls. The package cars are worked and transferred here and the shipping from Lewistown loaded. The Lewistown shipping is a big item and as conditions improve will increase for we are geographically situated so as to make Lewistown a great distributing center. Our wholesale houses now have accounts as far east as Miles City, north to Geraldine and Highwood and beyond Harlowton west. Lewistown brick finds a market all over Montana. Lewistown flour goes to Spain, South America and the Orient.

Since the operations of package cars into Lewistown over the Milwaukee, our mer-

chants receive their goods, as a rule, in first-class condition. I wish to ask for the co-operation of all business men in shipping. Packages properly packed, marked and loaded are halfway there. A good package delivers the goods. The railroads in the past few years have conducted a very active and profitable campaign towards freight claim prevention. Improper marking, failure to efface old marks, poor packing, the use of second-hand containers and poor loading are among the many items which enter into claims which can be prevented by the shippers. Very few shippers are familiar with the requirements of the Consolidated Classification in regard to packing. The shipping room should be in charge of a competent man and if interested in his employer's affairs, he will acquaint himself with the various methods of packing. If you have flour to be shipped, see that the truck is clean or papered before sending it to the station. Light and fragile packages should be put on top of the load. The shipper wants his freight delivered to his customer in first-class condition and the railroads want to get it there in that condition.

All of our business men are interested in the matter of how claims against the railroads are handled. C. H. Dietrich, our freight claim agent, has been writing a series of articles for the *Traffic World* on this subject. All of the railroads of the country are now members of the American Railway Association and the freight claim agents are organized under Division 7 of the Association. They have adopted uniform rules for the handling of claims and the settlement of claims is made by the railroads under these rules. These rules and regulations are mandatory and through the influence and activities of this organization, there has been an improvement in the handling of claims. Our merchants have been greatly aided in properly filing their claims by the presentation blanks adopted and used. If you will see that the proper papers are attached as enumerated on the blank, a great deal of inconvenience and delay will be overcome. In addition to supplying the documents, a statement of how a claim is arrived at will often be of great assistance. Mr. Dietrich says that statistics gathered from a large number of freight claim offices develop the fact that from thirty to forty-five per cent of all loss and damage claims received are adjusted without any further correspondence. In making an analysis of such claims filed in his office, he finds that all such claims have been properly prepared by the claimant. From further observation of the 65 to 70 per cent remaining, on which it is necessary to develop additional information, it is certain that a large percentage could also have been paid upon presentation had the claimant understood what was necessary to properly support his claim and furnished it accordingly.

I do not believe that Mr. Dietrich can find much fault with claims presented through our office for we realized the importance of having our merchants properly

support their claims and have asked them to present them through our office and if not properly supported we call their attention to the absence of the documents required before forwarding them to the freight claim department.

Before coming to the Milwaukee, a former general agent told me that their policy was to let the merchants file their claims either direct or through the agent and that the agents were not supposed to question claims as they had men hired for that purpose. I never thought very much of that theory. People in those days got the impression that they had to file their claims for additional amounts with a view of having them cut down. It is the duty of every person to protect his employer's interests. If Mr. Dietrich was not anxious to see that claims are properly prepared, and that shippers become familiar with the various phases under which claims are investigated with a view of placing responsibility, and interested in the prompt disposition of claims, he would not be writing the series of articles for the *Traffic World*—one of the leading magazines dealing with commerce and traffic regulations. "Good will means more business, more profits, less trouble and more happiness."

All business needs co-operation. There is a widespread fear in the country that labor is revolutionary. Some writers for railroad magazines voice the sentiment that the railroad workers are not interested in the welfare of the railroads. There is an unrest among the workers. How can it be otherwise when wages are being reduced and workmen being thrown out of employment to join the already large body of unemployed, and labor being offered on the block, the same as slaves on the Boston Common. There is no revolution in the heart of the American workers, says Frederick M. Davenport in the *Outlook*. What labor is looking for is personality in management—the square deal. Cyrus McCormick in the *Harvester* asks—Do we make as good use of man power as of machine power? He says it is more important that the man should be maintained in good health, that he should have around his home and his work a happy influence, and in a proper sense be unwearied. Before jumping at conclusions in regard to the high wages paid railroad employes, our people should take into consideration the years put in by the men. Right now, a conductor on a choice passenger run earns only \$199.00 a month. Usually, such a man has about thirty years' experience. Recently, at a meeting of the American Bar Association, the question of proper preparation for admission to the bar came up. It was decided that two years of college and three years of law school would be required to properly fit a man. Some difference as against the passenger conductor who usually puts in fifteen years in minor positions. I do not fear for the loyalty of the Milwaukee employes. They size up very well with the workers Senator Davenport tells about in his article. "Out of the Toga

and Into Overalls." Labor is growing more intelligent and far more self-conscious than ever before. On the Milwaukee we are getting more real co-operation than on any of the western lines. What is the reason? We have a Christian general manager. He believes in the brotherhood of man. Our superintendent is a square shooter. They enjoy talking over the work with their men, they know them, as we Rotarians know each other, and the men are supporting their officials.

The wisest men of the entire world are giving a great deal of their time to the labor situation. Even the churchmen are becoming interested, as the General Conference of the Methodists in London took up the subject. Europe is on the verge of Socialism. The minister of finance of Japan is advocating the profit sharing plan as the only solution of Japan's labor troubles. Among other things he says are that a certain share of the responsibility must lie with the capitalists who have not yet learned to appreciate the true value of labor but work inconsiderately for the promotion of their own welfare. The workmen, he thought, should be made more familiar with the circumstances under which their employers' business is being conducted. Babson is crying for us to put the Golden Rule into effect in business. If you would know how successfully it has been applied read the article in the October number of the *American*, "A Bible Text that Worked a Business Miracle," by Arthur Nash, president of the A. Nash Company, of Cincinnati. Mr. Nash, who was at one time an atheist, laid the groundwork of his present business philosophy as the result of a request to tell a Cincinnati church audience what was wrong with Christianity. He now gives employment to two thousand operatives in his clothing factory. He pays higher wages than the unions demand. It is not necessary for his employees to belong to a union.

In regard to our people, as I think of successful management in any business, I reflect on the real object that we have in meeting here weekly. This body of men stands for the representative business and professional life of Lewistown. One hour is taken for the meal, exchange of ideas, song and better fellowship. It is truly remarkable what can be accomplished in such a short period and what an influence for good can be distributed by a bunch of real men.

As I study the code of ethics, I am convinced that each Rotarian should feel that he has a duty to perform in the community. We are banded together to upbuild our homes, town, community, state and country; in fact, the world. In doing this, is there anything more uplifting than the influence of character? Martin Luther said that "the prosperity of a country depends, not on the abundance of its revenues nor on the strength of its fortifications nor on the beauty of its public buildings, but it consists in the number of its cultivated citizens, in its men of education, enlightenment and character; here

are to be found its true interest, its chief strength, its real power."

Smiles says, "Character is one of the greatest motive powers in the world. In its noblest embodiments, it exemplifies human nature in its highest forms, for it exhibits man at his best. Men of genuine excellence in every station of life—men of industry, of integrity, of high principle, of sterling honesty, of purpose—command the spontaneous homage of mankind. It is natural to believe in such men, to have confidence in them and to imitate them. All that is good in the world is upheld by them and without their presence in it, the world would not be worth living in."

I am enrolled as a railroad representative. It is a common saying that to take advantage of a railroad, a soulless corporation, is no sin. Some men achieve material success in taking advantage of questionable methods in dealing with railroads. This we are admonished not to do. If I do not protect the interests of my company I am not doing my duty. Commonplace though it may appear, this doing of one's duty embodies the highest ideal of life and character. The influences of Rotary are reflected in our character. As expressed by Estes Snedecor, the president for the year just closed, in his address at Edinburgh, "We are here to contribute our best thought and energy to the development and furtherance of that idea of human relationship and that ideal of service, the outward expression and organization of which we have been pleased to call Rotary."

May I add that this can not be accomplished without the influence of character and a sense of duty which I believe each true Rotarian possesses, in putting "service above self," or as our general manager puts it, "Getting 'The Milwaukee Spirit.'"

#### The Croix de Guerre for Him

Frances Boardman, in the St. Paul Daily News, pays the following tribute to the patience and courtesy of the ticket agent at Lake City, Minn. The station at that point burned a few weeks ago and the present station is housed in an old smoking car. She says:

"It was a rainy night and there was some little time to be spent in the smoker station before the arrival of the train, and I had a chance to witness and admire the Homeric patience of the ticket agent. Nearly every man, woman and child who entered the car asked him about the station. He told each one of them about the fire; how it started, when it happened, what it did, where the new station is to be, what it will look like, and when they 'aim to start it.' And he did it in the manner of an officer and a gentleman. I know. I was one of the inquirers. If I were the president of his railroad I'd give him a croix de guerre and at least seven-teen wound stripes."

**Save fuel!**

**Compressed air is expensive! Save it!**

**UNITED STATES RAILROAD  
LABOR BOARD**

Decision No. 299 (Docket No. 845)

**Brotherhood of Locomotive Engineers,  
Brotherhood of Locomotive Firemen and  
Enginemen,  
Brotherhood of Railroad Trainmen,  
Order of Railway Conductors,  
Switchmen's Union of North America,  
vs.  
\* Ann Arbor Railroad Company, et al.**

While for convenience and identification this proceeding is numbered, docketed and styled as above set out, it is in substance and fact an inquiry and proceeding instituted and conducted by the Railroad Labor Board on its own motion under the provisions of the statute.

The subject and impelling cause of the inquiry was the threatened general strike of the employes comprising the membership of the above named labor organizations on practically all the Class I carriers in the United States, which, if it had culminated, would have resulted in a national calamity of incalculable magnitude. It was the purpose of the Board to develop the causes and true facts and conditions to the end that all possible measures might be taken to avert the disaster. It was shown that a vote had been taken and strikes called on all the roads—and as to the Brotherhood of Railroad Trainmen had gone into effect on one, the International and Great Northern—on account of dissatisfaction with Decision No. 147 of the Labor Board making a reduction in wages.

Since the hearing and as a result thereof the strikes have all been called off by the officials of the organizations and the danger of an interruption of traffic removed.

The representatives of the carriers and the representatives of the employes have announced their intention and purpose to conform to the law and abide by the orders of the Board. These facts render it unnecessary for the Board to make any further orders on or about this matter, and move it to congratulate the parties directly interested and the public most vitally and profoundly interested on this return to industrial peace, triumph of the reign of law, and the escape from this national disaster.

But at this time, and while the matter is so intensely before the minds of all, the Board deems it expedient and proper to make its rulings and position on some of the points involved so clear that no ground for any misunderstanding can hereafter exist.

First, when any change of wages, contracts or rules previously in effect are contemplated or proposed by either party, conference must be had as directed by the Transportation Act and by rules or decisions of procedure promulgated by the Board, and where agreements are not reached the dispute must be

brought before this Board and no action taken or change made until authorized by the Board.

Second, the ordering or authorizing of the strike by the organizations of employes parties hereto was a violation of Decision No. 147 of this Board, but said strike order having been withdrawn, it is not now necessary for the Board to take any further steps in the matter.

The Board desires to point out that such overt acts by either party tending to and threatening an interruption of the transportation lines, the peaceful and uninterrupted operation of which are so absolutely necessary to the peace, prosperity and safety of the entire people, are in themselves, even when they do not culminate in a stoppage of traffic, a cause and source of great injury and damage.

The Board further points out for the consideration of employes interested that when such action does result in a strike, the organization so acting has forfeited its rights and the rights of its members in and to the provisions and benefits of all contracts theretofore existing, and the employes so striking have voluntarily removed themselves from the classes entitled to appeal to this Board for relief and protection.

By order of the

UNITED STATES RAILROAD  
LABOR BOARD.

R. M. BARTON.

Chairman.

Attest:

C. P. CARRITHERS,

Secretary.

\* The carriers parties to this decision are those named in Decision No. 147 and addenda thereto.

**Freight Claim Department**

J. Liewald was married September 24th, and after being at his desk for a few days the company saw fit to send him out on the road for a week. Hard luck. His wife is keeping close tab on him now. Is that not so, Jimmy?

E. W. Kuehn and wife have moved into their new bungalow at Roselle. The freight claim department wishes this young couple many happy years in their new home.

Miss Almeda Geshner is on the sick list. She has been in the hospital, but at this writing she is home recuperating.

E. P. Heyn, W. L. Schirmer and Carl Larson have just returned after having spent a week-end in Prairie du Chien at the auction sale.

Charles Zapfel of the typing bureau has resigned to take up new duties at the postoffice. Wish you lots of success.

Miss Rose Glocker, one of our former dictaphone operators, was married September 28th. Happy future, Rose.

**Bowlers, Attention!** The freight claim department bowling team, consisting of Goodenough, Schirmer, Hamm, Gleason and Heyn, would like to hear from their brother bowlers. Come on, give us a match game! We need the practice to keep us on edge. Joe Gleason, our heavy anchor, bowled 207, which to date is high game in the league. Heyn, Hamm and Company say this won't be high very long. Watch our smoke from now on. Claim department, get together and meet us any Tuesday evening at 6:00 o'clock at the Crystal Alleys. Maybe a little rooting from the fair ones will encourage our bowlers and help to boost the freight claim department to top the league.

**Pick up washers, nuts and bolts.**

**Any leak is a waste, stop it!**

Forget about what is the other fellow's duty and commence that which we know to be our own duty.

#### The Prize Winners

Following the customary practice of the Mechanical Department, prize tablets have been awarded to Locomotive and Car Department points showing the best operation, greatest improvement, best maintenance, etc.

The committee consisting of Messrs. R. W. Anderson, Frank Rusch, C. G. Juneau, J. O. Jones, F. D. Campbell, H. S. Brautigan, W. H. Gardner, James Elder, E. W. Young and L. Samuelson cast their votes for the point which in their opinion was entitled to first or second consideration. The personnel of this committee was such as to make it thoroughly competent to render judgment, all being thoroughly in touch with the general performance of the duties under consideration. Due to the excellent showing made at so many Locomotive and Car Department points, and the resultant differences of opinion by the judges, it was necessary to draw the winner from the following named:

Locomotive Department: Aberdeen, Austin, Coburg, Council Bluffs, Milwaukee, Othello, Savanna, Sioux City and Tacoma.

Car Department: Dubuque, LaCrosse, Malden, Othello and Tacoma.

The names of these stations, as picked by the judges, were placed on slips of paper and the winners drawn by General Manager J. T. Gillick, in the presence of Messrs. L. K. Sillcox, C. M. Dukes, G. T. Martin and C. C. Juneau. Aberdeen was drawn for first prize in Locomotive Department, for their "sustained effort"; Austin, in the Locomotive Department, second prize, for "greatest improvement, this as compared with last year"; Dubuque Car Department, first prize for "best maintenance"; Othello Car Department, second prize, for "enthusiasm and care of service."

Honorable mention is due the following, they having been selected by some of the committee as points to receive consideration, but were not fortunate in being drawn winners, as but four prizes are awarded each year.

Locomotive Department: Coburg, Council Bluffs, Milwaukee, Othello, Savanna, Sioux City and Tacoma.

Car Department: LaCrosse, Ottumwa, Malden and Tacoma.

#### Wanted: All Rail Route to Germany

H. P. C., at Lyons, Iowa, tells the following: "During the war a man came and wanted a ticket to Germany, all rail; said he did not want to risk the water, with so many subs. He said he had been told I could sell him a ticket, all rail, and send him via Canada."

## Attention of All Agents!

The following article relative to cooping grain cars, written by J. A. McNulty of the Grain Door Reclamation and Cooperaage Bureau is shown in the "Grain Bulletin" of Minneapolis, Minn., of October 18, 1921. Mr. McNulty has had a great deal of experience in cooping cars and agents should call the attention of all elevator superintendents to this article and endeavor to secure their co-operation in applying grain doors in such a manner that it will not be necessary to destroy them in unloading at the terminal markets.

G. E. Simpson,

General Supervisor of Transportation.

TO SUBSCRIBERS:

#### GRAIN DOOR DESTRUCTION

We earnestly suggest that you read carefully the following letter; you expect to have boxcars that are in good condition furnished you for grain loading, do your part toward keeping them in good condition.

#### THE GRAIN BULLETIN

The Grain Bulletin,  
Minneapolis, Minn.

Gentlemen:—You will be interested in knowing that due to the enormous waste of grain door material in releasing bulk grain from the cars, that the carriers are carrying on a campaign among shippers and unloaders of grain in order to reduce this destruction to a minimum.

It is conceded by all who are attempting to solve this problem of grain door destruction including the unloading elevators, that the biggest contributing factor is the prevailing practice among country loaders of needlessly spiking, or excessive nailing, and "tying" together grain doors so as to make their removal from the car impossible without destroying the bottom door, as where the doors are properly nailed it is found they can be barred out from the top down without any appreciable loss of time.

As a matter of fact this is the preferred method, wherever possible, at many of the largest elevators in the country, as it eliminates the annoyance and hazard of flying chips and splinters over the unloading sinks and reduces the fire hazard by reason of scrap wood littering up the premises. However, it is useless to attempt to secure the effective co-operation of the unloaders in this matter as long as the grain doors of such a large proportion of the cars are spiked to the door posts or tied together on the inside, or lined with burlap linings, or where all three conditions prevail in one car, which is often the case.

If the country loaders can be induced to act upon the suggestions enumerated below the necessity for destroying the bottom door will be removed, and without inconveniencing them—if anything, facilitating the installation of the grain doors.

(a) Restrict the size of nails used to fasten grain doors to posts. Nails larger than 8d should not be used on doors with nailing margin of single thickness, and no larger than 10d or 12d nails for doors

with nailing margin of double thickness lumber, using not to exceed three nails at the end of each door, unless badly warped. (Two nails are sufficient in most cases for lower doors.)

- (b) Stop the use of cloth linings or burlap over grain door barricades, which makes releasing of grain doors very difficult.
- (c) Stop the common practice of "tieving" together, on the inside the grain doors applied to doorways of cars, which "tieving" together is brought about by nailing the doors used for reinforcements along both the top and bottom edges, instead of nailing each reinforcement door along to top edge only. In this connection the bottom reinforcement door should be placed about 10 inches from the floor. There is no necessity whatever for placing reinforcing doors any lower to prevent bulging and observance of this rule will prevent its destruction in case outside door is chopped.

If you will be kind enough to publish this letter or convey the above suggestions to your subscribers, your interest in this matter, and their reasonable compliance therewith, will be of vast benefit to the unloading elevators as well as the carriers, and, I am sure, will be greatly appreciated by all concerned.

Yours truly,

(Signed) J. A. McNULTY,  
Grain Door Reclamation  
and Coöperage Agent.

C. M. & ST. P.

- C stands for courtesy,  
Give it to all patrons you see.
- M stands for merit,  
And it's a poor railroad without it.
- & is used to link the C and the M,  
As both come up partners again and again.
- ST stands for Saint  
Is an agent one? I say he ain't.
- P stands for perfection,  
Resolve to avoid an auditor's correction.

—KENO.

### "Perfect Package Month"

*(Nation-wide movement to be conducted by the railroads and the express companies of the country, to stimulate further interest in good packing.)*

The railroads, steamship lines and express companies of the United States and Canada, through the American Railway Association and the American Railway Express Company, will inaugurate a nation-wide movement in November, for "Perfect Packages." November has, therefore, been named "Perfect Package Month."

The employes of the railroads and express carriers, are requested to take the initiative in making "Perfect Package Month" a great success and in every city and town will be asked to get together and form local campaign committees. Co-operation of shippers and of civic organizations will be sought during the movement.

During November, railroad and express employes will be asked to carefully examine all shipments, freight and express, and to note any shipping errors. Where such are

found, notations will be made upon specially prepared "Exception Reports," which will be sent to the shippers of the package. A record of the number of "exceptions" found will be kept by the local railroad-express committee, so that a summary may be sent to the shippers' organization co-operating at stated periods.

The purpose of the movement is to stimulate further public interest in good packing of freight and express shipments, and all trades and industries, which use rail transportation in any form, will be invited to co-operate in "Perfect Package Month." At the conclusion of the drive, the shipping records of the various cities and towns will be compiled and sent to the joint campaign committee, of the railroads and express companies, so that the highest percentages may be ascertained and published.

The carriers do not propose to throw a heavy burden on the shippers' organization they ask to participate. The number of "exceptions" discovered during the month, together with a notation of the principal shipping errors will be reported to these organizations, and at the conclusion of the drive the carriers will tell just what the business was, passing out of these localities, so that a percentage record may be obtained.

In order to thoroughly exploit the movement and its purposes, the local railroad-express committees will be provided with posters and other literature, together with newspaper articles to be submitted to local publications.

The assurance that this movement will be a great success is given in the enlistment of the entire working forces of the railroads and the express companies, totalling at least 2,000,000 men, in this campaign. How the movement is to be carried out will be fully explained to the agents of the carriers and they will be asked to use their best efforts and their own ideas in accomplishing the results desired.

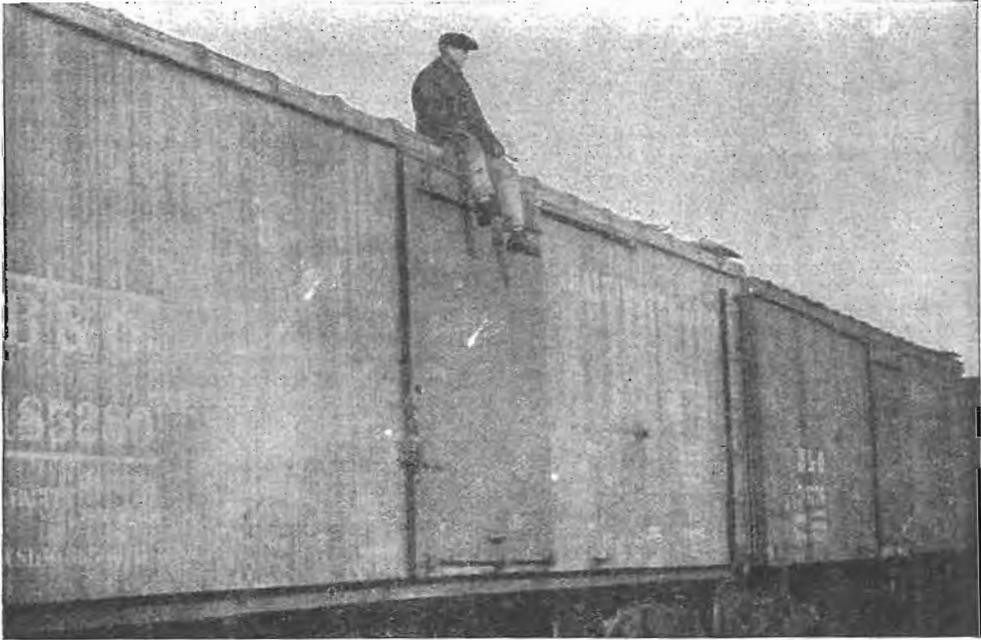


Trainmaster J. E. Hills Getting Ready to Climb Onto a Box Car. Is It an Optical Illusion, Or Is Mr. Hills a Very Tall Man?

**SAFETY FIRST***A. M. Smallen, G. S. S.*

No. R. 100

# He Looks Comfortable—But



It's easy to slip off when the cars sway.  
A sudden jolt will throw him to the ground.

# IT'S DANGEROUS!

National Safety Council



Steam Railroad Section

# Tonnage

## Ways and Means of Securing Maximum Train Load, Balancing Power, Etc.

*Paper Read by E. W. Lollis, Superintendent Illinois  
Division at General Staff Meeting.*

The subject of tonnage—ways and means of securing maximum train load—balancing power, etc., I feel is a difficult one to discuss generally, on account of the different conditions on different divisions.

Freight being the principal commerce to which the railroad looks for revenue, it naturally follows that the maximum tonnage should be handled at a minimum cost. To do this involves many things to be done—taking into consideration the various conditions under which it is to be moved, due to physical characteristics such as junctions, grades, commodity handled, yard facilities, etc. On some portions of the railroad there are junction points where it is necessary to set out and pick up cars. On such divisions trains should be made up at terminals in solid through trains, and cars for junction points, or to be picked up at junction points, should be handled on way freights, switch or pickup trains. Of course where these junctions handle a large volume of business, it would be impossible to have the way freights, switch or pick-up trains handle the proposition. In cases of that kind, the terminals should hold the cars for junction points, switching them onto certain designated tracks, and make up the junction cars in solid trains, if that is possible. If it is not practicable, make up as many cars for the junction points as is possible, filling up the trains with through cars if necessary.

Yardmasters should not allow every through train that runs to handle one or two short cars, except in case of stock or perishable freight; and even these cars may often be handled on the junction proper, trains. I do not feel it necessary to argue that stopping through trains unnecessarily shortens the time for through trains, and when a train of this kind is delayed it often is necessary to keep the tonnage below the maximum; and frequently to run a delayed train arbitrarily light on account of Hours of Service Law, abuse to engines, and other causes. The longer the train is enroute after overtime accrues to the crew—the freight rate remaining the same—the greater, of course, is the cost of handling.

It is a mistaken idea of some train dispatchers that the way-freight should be loaded down with through freight from the initial terminal, to maintain tonnage. This causes a slowing down of speed, delay to movement of cars—switching to be done by lamplight, with possible loss and damage to merchandise, etc.; and in addition to these evils, way freight rates are paid for handling through freight on through freight trains.

The way freight rate, of course, is much higher.

Where there are heavy grades at one end of division and level track on the other, the business over grade should be handled by turn-over crews, hauling the trains to the summit, making a series of short trips—through trains to be filled with a maximum tonnage over the balance of the division.

One of the great troubles in handling tonnage to the filling points, is lack of track room—or in other words, storage tracks to properly handle the tonnage. My experience on several different divisions, has indicated such widely differing conditions, that a hard and fast rule for handling of tonnage and power can not be worked out satisfactorily. Conditions change and vary to such a degree that it is a hard matter to say just what a division needs to increase the tonnage and facilitate the movement of power.

On some divisions, efforts have been made to improve tonnage records by pulling more than the engines were capable of handling with success—and in my judgment this is a mistake. We will gain a great deal more, by finding out what the engines can handle and maintain a speed of six or eight miles per hour, working full throttle and two-thirds full stroke over the heaviest pull. The reasoning in support of this practice is that automatic block signals are, in some instances, located at the hardest part of the pull, and if the engines are loaded to capacity and anything causes the block to go to danger, the train cannot then be taken over the grade, without backing up, taking a run or doubling. Where there are five or six grades of this kind on a division, it is easy to see what the result would be in handling a train which worked its engine to its full capacity, in order to get over the grade without stopping.

Another thing to consider in handling tonnage is the proper line-up of trains in the yards. A check of trains on one of the divisions some time ago, developed the fact that trains were being made up with empties and light loads ahead, and coal and other heavy commodities on the rear end. This acts as a drag or anchor on the rear of the trains, and I would say makes a difference in the pull equal to one to two hundred tons, especially over short hills and through sags.

Another item entering into the hauling of tonnage is the proper care and inspection by trainmen of the air line. One or two sticking brakes will cause much stalling and be responsible for poor runs and heavy pulling.

Cars having short draft timbers should always be switched to the rear of trains, as

such draw-bars will not stand the strain of heavy pulling. This affects the tonnage, as all delays and cars made bad order, on the road reduces the tonnage and causes overtime, and frequently the setting out of trains, with crews running in light in order to avoid Hours of Service Law. If this is not done, it means re-crewing of trains and the payment of approximately three times what should be paid to move tonnage from one terminal to another.

Keeping passing tracks clear is another element entering largely into the proper handling of tonnage, in order to avoid holding certain trains back for superior trains; also permitting time freights and preference trains to pass dead freight trains. In numerous cases the blocking of passing tracks is responsible for light tonnage as trains cannot be moved successfully over the road without having such tracks clear and in shape for operation.

You have all heard of the "Eternal Triangle." We also have a triangle on a railroad, and there is considerable trouble when one side of that triangle neglects or fails to measure up to the service. Our triangle is composed of the chief dispatcher, roundhouse foreman and general yardmaster. If this triangle functions properly, much of our trouble and worry is over. These three men must work harmoniously together. The chief dispatcher should keep close check on his power, notify the roundhouse foreman each morning of expected train arrivals, time the power will reach the terminal, get a line-up as early as possible on what is coming from connecting divisions and give him as nearly as he can, a figure on what he will require in the way of power during the next twelve or twenty-four hours, if it can be computed that far ahead.

This tells the roundhouse foreman something of what he will have to do, and how long he will have to do it in. He, in turn, can line up his forces to have engines inspected promptly, look over the work reports upon arrival of engines, and get them into the house and the work started. Without this information, the chances are that the work lags, as he would form the opinion that the chief dispatcher was not calling for power, and consequently would do more work on engines which are tied up for three or four days. This results in the power that is really needed standing idle until the chief dispatcher "drums" them up.

I may, perhaps, illustrate by giving the arrangement at Savanna: the general yardmaster gets a line on what he had in the yard, calls at the chief dispatcher's office, and they, after taking into consideration prospective arrivals from connecting divisions, decide what trains they will run, and when to run them, giving due consideration to the tonnage to be given each train. The roundhouse foreman also, makes it a point to be present at these conferences, after checking up his engines, so that he is in a position to tell the others just what power is avail-

able. These conferences are held at 8:00 a. m. or as near that time as possible, which materially assists in getting an early start, and things are usually moving in good shape before noon.

In ordering trains from the yard at any time during the day, the chief dispatcher is always consulted first, to see if the time that the yard desires to start a train fits in with the operation of the division, after which the roundhouse foreman is consulted with reference to furnishing an engine at the specified time. This triangle reaches an agreement before anything is done, and since this arrangement has been in effect, it may be said that in no instance has the superintendent been called upon to settle any dispute or argument. Everything has been worked out without friction, and there have been no misunderstandings. No engines are fired up six to eight hours in advance, waiting for calls, except in instances where they have been repaired and forced outside on account of lack of roundhouse room to house the power. Our engines do not have dirty fires before trains start, with the single exception as above cited.

Summing up, I believe the best results will be obtained:

1st. By finding out what an engine will handle over ruling grades of a division, and then not overloading them.

2nd. By having tonnage for fills, at the summit of the grade when conditions will permit of this, bearing in mind not to place more tonnage at these points than can be moved by filling trains within the next twelve hours.

3rd. By keeping junction and other points cleaned up where tonnage is not being used for fills, thus keeping the car mileage up.

4th. By having trains properly made up at terminals.

5th. By insisting that train crews give train line proper inspection and care, to prevent brakes sticking.

6th. By everlastingly keeping after both engine and train crews, whenever a poor run is made, to have them realize their responsibility in the handling of trains and engines, in order to move them over the railroad at reasonable speed, and to reduce the cost of operation, while at the same time, moving the tonnage.

7th. By the co-operation of the general yardmaster, chief dispatcher and roundhouse foreman, which is of the first and utmost importance: co-operation between train and enginemen, and the local officers of the division; co-operation between the heads of the different departments and the superintendent of the division. In fact, the whole matter lies in the co-operation of all concerned.—of "each with all." We can lift a mighty load if we all lift together.—but singly we are able to lift only a very small fraction of the load.

**Keep premises clean!**



Above photograph was taken while the Pacific Limited stood at Ferguson, Iowa, detained there on account of a washout. The train was delayed practically the whole day. The train and sleeping car crews made every effort to have passengers enjoy the beautiful day out-of-doors, and the time was most enjoyably spent. The picture shows a couple of young men passengers, who were on their way east to college, entertaining the company with songs to guitar accompaniment, while the engineer is beguiling his time with the ladies on the platform of the observation car, and the cooks and waiters of the dining car are waiting to contribute to the afternoon program.

### The Man Who Fancied

There was a man who fancied  
By driving good and fast,  
He would get his car across the track  
Before the train came past.  
He would miss the engine by an inch.  
He would make the train crew sore.  
There was a man who fancied this;  
He isn't any more.

There was a wise old switchman,  
Expert at coupling cars,  
He used his feet to push in place  
The knuckles and draw bars.  
He did this for many years,  
He thought it was great fun.  
He had two feet to push them with;  
He now has only one.

Bill Jones on the repair track,  
He fancied he could do,  
A little work beneath the car  
Without his flag of blue.  
Well, yes, he did it many times,  
In spite of rule or warning,  
One day the engine hit the car:  
Bill's wife is now in mourning.

Jim was a nimble kid,  
He live nearby the track:  
He jumped each train as they went up  
And off as they came back.  
You couldn't warn Jim,  
Jim knew best.  
He was in no danger,  
His tombstone reads, "At Rest."

Between the rails of the double track,  
Mike smoked his pipe of clay,  
As 37 with red ball freight  
Sped noisily on its way;  
It would take four steps to clear the track,  
Those steps Mike did not take,  
Number four approached unheard:  
Result—an Irish wake. —Author Unknown.

Costs 15 cents per thousand gallons  
to pump water!

### Service

G. T. Spaulding, T. E.

The locomotive is the means of giving service and upon its condition depends the class of service. The traveling engineer being closely associated with the locomotive, may be considered more responsible for its condition than any other employe. If so, the question arises, how are we to bring about an improvement and maintain thereafter a condition near perfection. We must first acquaint ourselves with the general condition of the locomotives, make memoranda of this and memorize as many of the details as possible, and this can only be accomplished by making a **close personal inspection**.

The heads of our motive power department have thus decided and require traveling engineers to make a thorough inspection of each locomotive in their respective territories once during each thirty-day period and properly fill out two copies of a Form 600 card, one for master mechanic and the other for the superintendent motive power. Doing this enables the traveling engineer to have a very good record of the condition of locomotives, to which he may refer for the purpose of having work done, until the next periodical inspection, when new defects may have developed.

There is no doubt that the matter of getting work done is the most difficult part of the program. The roundhouse foreman has a thankless job and much depends upon him; he is very much human, however, and we should cultivate his good will by exercising diplomacy in our associations with him. If we would have him do our work as reported, we must first make it possible for him to do it, then for a time at least follow up closely to see that the work has been done until the habit is formed of doing our work to the letter.

How are we to make it possible? It is a fact that the general condition of a locomotive may be improved materially while at terminals between trips in the ordinary service by submitting to the roundhouse forces a brief "boiled down" work report instead of the extensive closely written article usually submitted.

The traveling engineers should be capable of choosing between the more or less essential things to be done, and if we limit our work to two, three or possibly four necessary things to be done each time, we will make the work appear easy to the roundhouse forces and in most cases their conscience will not permit them to pass the work undone. Educating the enginemen along the same lines and then keeping everlastingly at it will get results. If at first you find the work slighted, take a copy of the work report to the master mechanic and then and there have an understanding with both he

and the roundhouse foreman as to whether your brief work reports are to be respected. The master mechanic cannot well do otherwise than uphold you, owing to the reasonableness of your requests.

On the other hand, if we make an extensive report, including every little defect possible to find, closely written and two or more subjects treated on one line, the foreman will think the locomotive needs to go to the back shop as he cannot possibly do all of the work reported, and some of it is passed undone and right there the habit is formed of considering your work reports lightly and leaving work until next trip and you all know the result. However brief your report, give due respect to penalty defects.

Running repairs kept up from the start result in much economy as compared to slighting a locomotive simply because it has recently had an overhauling. Start out with the determination not to permit a mechanical condition to get the upper hand of us.

It may be unpleasant, but nevertheless a fact that supervision on the average railroad is very much lacking from Saturday A. M. until Monday P. M. More shortcomings and loose ends may be found and more opportunity for close inspection of locomotives may be found over the ending and be-

ginning of the week than during all the other days of the week, and with service the object, we should take our "Sunday" during mid-week.

Keeping pace with the requirements in the position of traveling engineer means aggressiveness and hard work but nothing that is detrimental to good health and happiness. To properly inspect a locomotive requires the exercise of nearly every muscle in the body. Nature prepares us for the work we have to do, and if we would not be displaced by a younger man, we must **keep fit**. During the latter part of the month, if we find our inspection work well caught up, we should direct our attention to the young men and some of the older men whose duty it is to move from eighty-five to one hundred car trains from one terminal to another. They are the men that to be successful must display skill, and a little instruction in the proper handling of air brakes and control of ever-present slack action of trains may result in saving of more dollars for our employer than in any other way we could serve. Properly carrying out instructions given, to the best of our ability, much hard work which will give us peace of mind, knowing that we have done our duty, and with the proper care of our physical condition, we will continue to be fit for a long time to give "SERVICE."

**THIRTY-FIRST ANNUAL CONVENTION**

SEE THE CONVENTION FIRST

B & B

SEE THE SUPPLY MEN BEFORE YOU GO.

**NEW YORK CITY**

OCT. 18-20, 1921.

**LET US SING!**

Corrected to Oct 19, 1921.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSN.

Tune Tables

Compiled for the exclusive use of the members and friends of the

AMERICAN RAILWAY BRIDGE AND BUILDING ASSN. and the BRIDGE AND BUILDING SUPPLY MEN'S ASSN.

AVOID WASTE. KEEP THIS TUNE TABLE.

F. E. Weise, General Tune Agent.  
F. E. Eschwege, Advertising Agent.



TOGETHER YOU DO IT! "Don't play, don't lie. Now it goes, now it goes. Up and down the system to and from the system. When it goes, don't look."

2-4-6-8 WHOM DO WE APPRECIATE? WE'RE HERE BECAUSE WE'RE HERE. (SING TOGETHER) "Don't play, don't lie. Now it goes, now it goes. Up and down the system to and from the system. When it goes, don't look."

WHOM DO WE APPRECIATE? WE'RE HERE BECAUSE WE'RE HERE. (SING TOGETHER) "Don't play, don't lie. Now it goes, now it goes. Up and down the system to and from the system. When it goes, don't look."

WORTHY OF THE STAR? There's a man at this convention who wears a normal brain. You'll always see him with papers tucked down. I heard somebody say the other day that the Secretary of the A.R.B. & B. is a CHORUS. (SING) "Don't play, don't lie. Now it goes, now it goes. Up and down the system to and from the system. When it goes, don't look."

GIVEN THE SAME TRAINS AND GRADES ON THE TRACKS AND TRUCKS? (SING) "Don't play, don't lie. Now it goes, now it goes. Up and down the system to and from the system. When it goes, don't look."

PROF. WEISE HERE'S SOME DISCORD. (SING) "Don't play, don't lie. Now it goes, now it goes. Up and down the system to and from the system. When it goes, don't look."

A SPECIAL THAT NEVER IS SAVED AND NEVER WILLS.

**USELESS INFORMATION**

Tunes operated on STANDARD 1812 TIME.

THIS ASSOCIATION is not responsible for errors in time tables, misconnections, or damage resulting from bad road conditions or failure to make connecting schedules herein subject to change without notice.

REDEMPTION OF TICKETS is not so fast and will not be made.

ARTICLES ALLOWED IN PASSENGER COACHES, first class, which can be conveniently carried, dogs, cats, baby carriages, guns and any other articles carried in a basket.

LOST KEYS To be reported to C.P. Ramon, Mr. East and Round Dept.

TRAVELERS will find a sound proof padded seat on no seat of train for their use. Take advantage of it.

NO RESPONSIBILITY will be assumed for the treatment you will receive if you do not sing.

TIME No need to set your watch in order to make good connections. Set C.R. Knowles.

REPRESENTATIVES OF THE NATIONAL ANTI-PROHIBITION SOCIETY are at all of the large stations for the purpose of relief of the distressed and assistance of the unemployed. Those in need of such service improve at THE LEMON.

**American Railway Bridge & Building Association**

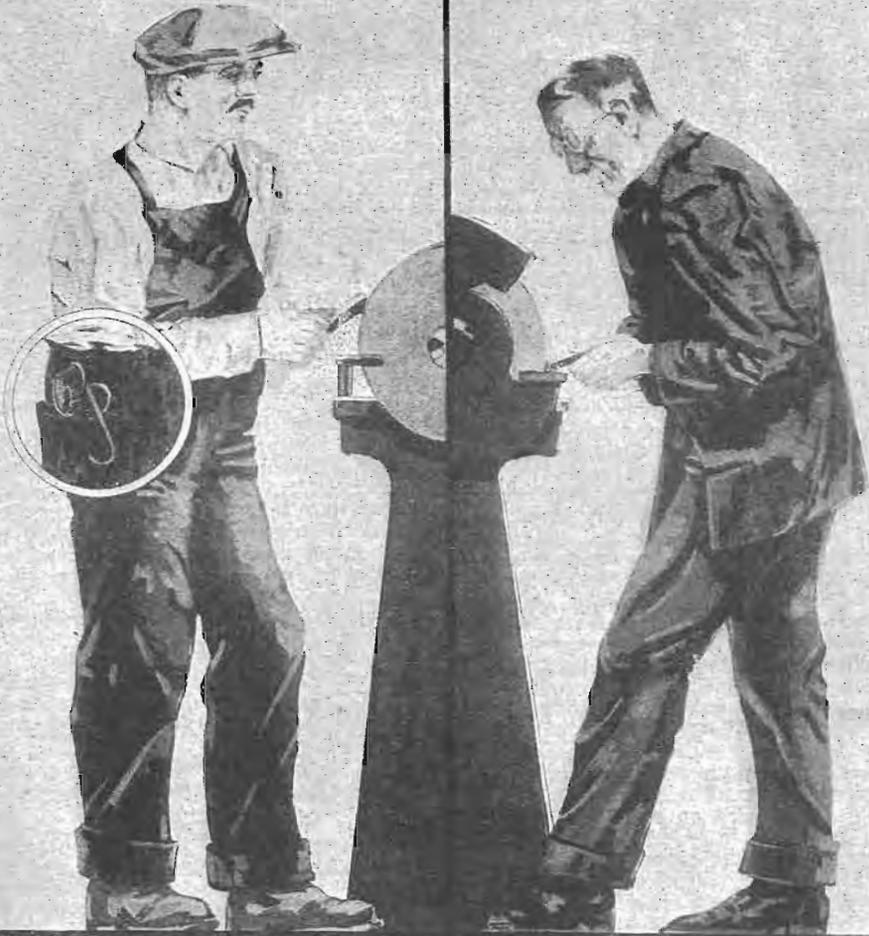
The thirty-first annual convention of the Am. Ry. B. & B. Ass'n. was held in New York City, October 18-20, and was largely attended. The western contingent, numbering 165, had a special train from Chicago, via the Michigan Central and Lackawanna Railroad. A fine program was fully enjoyed during the three-day session. The annual dinner was the feature of the occasion, the above "Tune-Table," prepared by Fred E.

Weise of the engineering department, being a delightful souvenir. Mr. Weise was general tune agent and led in the tuneful numbers of the evening. The following were in attendance from our road: T. H. Strate, C. U. Smith, C. P. Rawson, N. Gregory, Charles Grady, H. Wuerth, L. J. Denz, R. G. Heck, E. L. Sinclair, N. H. LaFountain, L. K. Sorenson, F. E. Weise and L. D. Hadwen.

# SAFETY FIRST

A. M. Smullen, G. S. S.

## WHY TAKE A CHANCE ? CARELESSNESS CAREFULNESS



Be CAREFUL and YOU WONT Be SORRY

SAFETY DEPARTMENT  
**INTEGRITY MUTUAL CASUALTY CO.**  
CHICAGO, U.S.A. R.C. BARR, Safety Engineer



An Old Picture of the Office Force at Horicon, Wis. The Late Roadmaster "Bob" Whitty In The Center of The Group.

## Obituary

### Robert Whitty

Robert Whitty, veteran roadmaster of the Northern Division, died at his home in Horicon, Wisconsin, on September 30th, after a long illness.

The funeral, which was attended by many of his old associates and friends on the railroad and by a great number of the townspeople among whom he had lived and by whom he was greatly beloved. Mr. Whitty was a native of Horicon, having been born just outside of the town limits in 1851, and his service date with the Milwaukee was 1867, since which time he has been continually in the employ of this company. He started as water boy, and by faithful and conscientious service, earned his promotions up to the position he occupied at his death.

Mr. Whitty was a genial companion, and many of the "old rails" of the Northern Division have pleasant recollections of his kindly presence among them and his ready Irish wit. He was also a nature lover, and he may be said to have started the movement toward beautifying the company's station grounds. For many years he has tended and cared for the lovely little park which he laid out around the station at Horicon. He built bird houses, himself, and erected them on the station lawns, and he had beds of old-fashioned flowers, side by side with rare exotics from the greenhouses. Pictures of "Bob Whitty's park" appeared in this Magazine several years ago.

One of Mr. Whitty's most important achievements as roadmaster was the construction of the yard at Horicon, which he laid out himself so that nine trains can be stored away and the main line left clear. During the summer just past, even with failing health, he worked steadily to get the track in shape for a hard winter—his last task being to relay the 65-pound steel between M. P. 65 and 66 with 90-pound, and thus strengthen a bad spot.

He leaves to mourn him, beside the widow, five sons and three daughters, to whom the sympathy of the Division and of all his friends on the railroad is extended. His daughter, Miss Hazel, is the Magazine correspondent for the Northern Division; and to her, the editor and the news-gatherers offer their heartfelt condolence.

### William Ross

William Ross, yard foreman at Milbank, S. D., died September 11th from an acute attack of appendicitis. An operation was performed, but due to his advanced age, it was unsuccessful. Mr. Ross was born in 1847, and during his youth worked in a bridge construction crew on the Central Vermont Railroad. He came west in 1879 to commence work on the CM&StP, as bridge carpenter under Foreman Gammons. He was promoted to pile driver foreman in 1881 and the following year received the appointment of chief carpenter of the H. & D. and James River Divisions, which position he held until 1910, when he was given the position of foreman of the B. & B. material yard at Milbank. Mr. Ross made a splendid record during his long and faithful service with the company. He went through many hardships during the pioneer days of railroading in Minnesota and the Dakotas, but due to his sagacity and steadfastness of purpose he never found an obstacle which he could not surmount, or a problem too hard for him to tackle successfully.

Mr. Ross was a member of the Veteran Employees' Association, a life member of the American Railway B. & B. Association and of the Order of the Mystic Shrine. He is survived by his wife, one son and one daughter, who have the tender sympathy of all of Mr. Ross' associates and friends on the Milwaukee.

### At Rest in Home Ground

#### Joseph H. Barnoske

The body of Sgt. Joseph H. Barnoske, D Company, 13th Engineers, who died at Fleury-sur-Aire, France, October 20, 1918, from an attack of pneumonia, superinduced by influenza, was brought to the home of his parents, Mr. and Mrs. George Barnoske, Marion, Iowa, and laid to rest October 16th. The funeral was conducted by the American Legion and the local lodge A. F. & A. M., of which deceased had been a member. The pallbearers were Fiske Marshall, John Mullin, Karl Kassler, Clark Williams, Chester Cornelius and George Hines; the first five of these carried his body to its first burial in the little cemetery at Fleury. Two color-bearers and two color-guards from the 13th

Engineers attended the ceremony at Marion, and a firing squad from the Legion fired a salute over his grave, while Russel Bash of Marion sounded taps as the grave was closed.

Sergeant Barnoske, it will be remembered, was one of the volunteers for D Company, 13th Engineers, and served with that famous unit fourteen months in France. He enlisted as a private, had reached the rank of sergeant and had been recommended for a commission.

### Henry J. Hayden

Henry J. Hayden, chief traveling auditor, age 72, whose services with this company extended over a period of more than fifty years, passed away Saturday morning, October 15, 1921, after an illness of two months. Funeral services were held at Milwaukee, Tuesday, October 18, 1921, at 1:30 p. m.

Mr. Hayden was a member of the Veteran Employees' Association of the CM&StPRyCo., entering the service March 17, 1869, serving as warehouseman, telegraph operator and agent at various stations on the Northern Division from 1869 to November 1, 1880, at which time he came to the accounting department as clerk in freight auditor's office. In December, 1882, he was appointed traveling auditor and some years later chief traveling auditor, and served in that capacity up to the time of his death.

Mr. Hayden's genial personality, loyalty to his friends, and fidelity to duty endeared him to all who knew him.

### Keep your stock in neat condition!

#### Wisconsin Valley Division Notes

##### Lillian

Mr. and Mrs. J. W. Held entertained as their guests, Chief Dispatcher H. C. Van Wanwormer and wife, and Mrs. J. Briggie and daughter from Marion, Iowa.

To Whom It May Concern:

We wish to thank the CM&StPRCo. for installing box grates on some of the engines used on the Wisconsin valley division. It is a great improvement and eliminates the necessity of a great deal of hard labor.

Firemen Wisconsin Valley Division.

A serious catastrophe was averted by Section Foreman J. Heller on September 21st when he discovered an empty box car and a car of logs, which were blown by the wind from the west loading track through both switches onto the main track. Mr. Heller, with one of his men, was returning from an inspection after a heavy rain and ran into the cars. While the motor car was damaged beyond repair, both men escaped without injury. We feel that this discovery is well deserving of special comment.

F. Bunker, T. Burek and Oscar Larson arrived in New Lisbon on September 16th, on No. 92 with discolored eyes. An argument of some kind evidently took place between above mentioned parties, but we have been unable to extract anything further from either of the pugilists. The fact, as stated above, has offered considerable discussion among the boys, but the secret seems to be AIR TIGHT.

To Train and Enginemen:

If an error be discovered in your next pay check, please overlook same, for the timekeeper came to work the other morning displaying a beautiful gem on the third finger of her left hand. For with her heart doubling its natural pace, her thoughts with Joe and that cozy little home, would you think it possible to get the through freight, way freight, straight and overtime all balanced and charged to the proper persons?

Miss Margaret McGinley entertained at 500 in honor of her cousin, Miss Marie Riordan, of Tomab. A good time was had by all and a

delicious lunch was served later in the evening.

Miss Edna Larson has returned from St. Mary's Hospital, where she submitted to an operation. We are glad to see Edna back at her desk and hope she will be able to attend all the dances with the rest of us hereafter.

Mr. and Mrs. A. W. Warner motored to Green Bay recently.

Mrs. L. Vachreau, mother of Train Dispatcher H. L. Vachreau, passed away at St. Mary's Hospital on September 17th. She had been in poor health for some time, and her passing away was not wholly unexpected. The funeral took place at Mosinee.

R. R. Akey visited at Milwaukee for a few days.

Mrs. P. Lennert and son, Guy, visited with relatives at Chicago.

Mrs. J. Campbell and sons spent a week at Mauston visiting with her parents.

Mr. and Mrs. P. H. Nee visited at Chicago the latter part of the week.

We are glad to be able to state that Roadmaster H. Redlich, who recently had his ankle broken, is getting along nicely, but anticipate it will be some time before he will be able to attend to his duties.

Mrs. John E. Dexter visited with friends at Tomahawk.

Mrs. G. B. Stoddard of Bensonville is visiting at the Dexter home.

Have not heard anything from Steve.

#### Northern Montana Division

##### Anna B. Goff

Stock shipments have begun. The Milwaukee shipped seventeen carloads of stock from Roy, Grass Range and Heath to Chicago markets. In this shipment there are twelve cars of cattle and five of sheep.

Traveling Freight Auditor A. W. Luedtke and family, who spent the past four weeks visiting with friends and relatives in Wisconsin and Chicago, have returned home.

Dispatcher L. C. Searles and wife have returned from a month's visit in Wisconsin.

H. M. Gillick, superintendent of this division, accompanied by Mrs. Gillick, left for Excelsior Springs, Mo., where they expect to visit for about three weeks. During Mr. Gillick's absence Chief Dispatcher E. B. C. is acting as superintendent and Dispatcher T. J. Hansen as chief.

We take pleasure in announcing an addition to the accounting department. Moving accountant! Some title, isn't it? And that isn't all. He'll be the busiest in the building.

Al. of the roadmaster's office is preparing for winter. Been busy recently ordering right and left-handed snow-fence. You know me, Al.?

Again Moved: Rose (oh, no, not Old Rose, as we aren't talking of colors, nor is it Rose of Old Virginia, but just plain Rose of Pipestone) recently on National Canay Day, delightfully surprised those of the superintendent's office with a five-pound box of home-made fudge. We wish there were more National Canay Days and more Roses of Pipestone.

Once More Moved: Harry Linsley is another addition. Baldy is in the superintendent's office as stenographer to Chief Clerk Wharton.

Moved Once More: Jesse Murray is acting superintendent's stenographer in the absence of Hazel Sayre.

Another wedding in the mechanical department. K. E. Rutledge and Miss Viola Norton were married at Miss Norton's home in Sumner, Wash. The happy couple spent their honeymoon down in California, then came to Lewistown for a short time, but have returned to the coast, where, I understand, they intend to make their home. Judging from Mr. Rutledge's smiling face when he returned to Lewistown, it is hardly necessary to wish them happiness; he was bubbling over with joy. Nevertheless we take this opportunity of wishing them much happiness.

Born, to Mr. and Mrs. James Muir, shopman at the Lewistown roundhouse, a bouncing nine-pound baby girl, at St. Joseph Hospital.

**A good workman will not waste materials!**

# SAFETY FIRST

A. M. Smullen, G. S. S.

No. R. 188

## To Prevent Stumbling Accidents



*Courtesy, Pennsylvania System*

**Many accidents to pas-  
sengers and employees  
have been caused by bag-  
gage obstructing aisles.**

# Keep Aisles Clear



## Current News of the Railroad

### Railroads and the Auto Bus Lines

The Jitney Bus made its first appearance not so many years ago in competition with the city street car. More recently it has taken on longer runs and has in many localities interfered rather seriously with the success of passenger-train operation.

Commenting on this situation editorially, under the caption "Killing the Railroads," *The Spectator* (Portland, Ore.) brings out the short-sightedness of a policy, which permits the Jitney Bus the unfair advantage it now enjoys.

The editorial says, "Probably, *The Spectator* is not competent to solve the problem; meanwhile, it has made, and is willing to make again, some suggestions that, in a manner of speaking, may be regarded as a solution of this question which, indeed, not only threatens the existence of the railway systems, but that menaces the welfare of the country in general, and ourselves particularly. It is merely stating the obvious to say that if the railroads have no freight and passenger patronage, they must cease operation; none the less inevitable is it, that when the railroads go out of business, we must perish. Our fertile fields may continue to yield their abundant crops; our abundant orchards may still drop their golden harvests; and our forests will still be a source of potential wealth. But what will it avail us to harvest our myriad bushels of wheat and our car loads of fruit, and cut into train loads our lumber if we cannot transport them to the waiting and eager markets? The Jitney Bus, by unfair competition, is taking from the railroads the short-haul patronage by means of which they are able to serve us by moving our harvests. These harvests the Jitney Bus cannot transport; and by transporting them only, the railroads cannot survive.

"Automobile transportation of passengers and freight is here, and is here to stay. But it has its limitations, and can never perform for us the service we are getting from the railroads which, unless it is properly regulated, it must inevitably destroy. The Jitney Bus, which has assumed all the features of a common carrier, must be treated as such. It must enjoy no privileges or immunities that are denied the common carriers of which it is the competitor. It must come under the jurisdiction of the public service commission. It must be regulated, as to rates, fares, and services, as the railroads are regulated. With the railroads, it must pay its fair share of taxation. At a cost of millions of dollars, the taxpayers have built good roads, which the Jitney Bus uses as its right of way. As the railroads not only built their own rights of way, but are taxed on them, we must devise a fair means of assessing against the Jitney Bus the cost of the good roads that they use as their rights of way. In whatever impositions we have seen fit to put on the railroads as common carriers, the common carrier Jitney Bus must be equal sharers.

"There is the solution of the problem. It may be added if it is not immediately applied there will be no problem to apply it to. The railroads will have ceased to exist."

### Railway Net Return

In an article recently published, *The Railway Age* brings out some very striking statistics in contradiction of the current misinformation as to railway earnings.

For example, during the twelve months, ending August, 1921, the net operating income of Class 1 carriers was the lowest in twenty years. During 1902, the next lowest year, the roads were still able to retain one-third of the gross. For the year August, 1920-21, they kept only one-twelfth of what the public paid in rates. In 1902 the property investment was only about one-half of what it is at present and the net return amounted to 5 per cent. During the year August, 1920-21, the yield for all Class 1 carriers amounted to only 2.9 per cent, the lowest since 1892, the earliest figures obtainable.

### POST CARD SOLICITATION OF PASSENGER BUSINESS

Name	Occupation	Residence	Report Made
M. Bauman	Conductor Riv. Div.	Minneapolis	One Mpls. to Seattle.
J. Bausman	Conductor Riv. Div.	Minneapolis	One Mpls. to Chicago
E. E. Borrer	Sleeping Car Dept.	Minneapolis	Two Mpls. to Chicago.
J. H. Brown	Switching Clerk	Minneapolis	One Mpls. to Washington.
O. A. Bremseth	Engineer	Minneapolis	One Mpls. to San Francisco.
Jud Cook	Station Master	Minneapolis	Seventeen R. T. Mpls. to Chattanooga.
F. N. Covnick	Trav. Auditor	Minneapolis	One R. T. Mpls. to Wausau.
W. J. Carey	Clerk, Twin City Tr.	St. Paul	One R. T. Mpls. to Schenectady.
C. H. Cutts	Clerk, Frt. Office	St. Paul	One R. T. St. Paul to Waukesha.
J. P. Fahey	Asst. Loc. Frt. Agt.	Minneapolis	Two Mpls. to New York.
J. P. Fahey	Asst. Loc. Frt. Agt.	Minneapolis	One Mpls. to Seattle.
J. P. Fahey	Asst. Loc. Frt. Agt.	Minneapolis	Two Mpls. to Kalamazoo.
Jay Frisbee	Machinist	Minneapolis	Two Mpls. to Portland.

I. R. Hamilton.....	Mr. Brewster's Office.....	Minneapolis	Two Mpls. to Spokane.
H. F. Hagen.....	Twin City Tfr.....	Minneapolis	Two Mpls. to Boston.
Geo. Hance.....	Supt. Term's Office.....	Minneapolis	One Mpls. to Portland.
Lonis Heine.....	Locomotive Engr.....	Dubuque	One R. T. Spring Valley to Portland.
Jos. Kent.....	Station Baggage Rm.....	Minneapolis	Three Mpls. to Seattle.
John Lally.....	Conductor, H. & D. Div.....	Minneapolis	Three Seattle to Minneapolis.
H. K. Lutz.....	Telegraph Operator.....	St. Paul	Four and one-half St. Paul to Portland.
C. R. Langan.....	Conductor, Riv. Div.....	Minneapolis	Two St. Paul to Seattle.
A. H. Matzke.....	Diversion Clk.....	Minneapolis	One Mpls. to Terry, Mont.
A. H. Matzke.....	Diversion Clk.....	Minneapolis	Two Mpls. to Chicago.
Alva Neese.....	Foreman, Round House.....	So. Minneapolis	One Mpls. to Chicago.
Allen Rothmund.....	Chief Bill Clerk.....	St. Paul	Two Mpls. to Chicago.
M. J. Sturdevant.....	Blacksmith.....	Minneapolis	Two Mpls. to Chicago.
M. Woodward.....	Demurrage Inspector.....	Minneapolis	One Mpls. to Los Angeles.
G. A. Van Dyke.....	Supt. Terminals.....	Minneapolis	One Mpls. to Lewiston, Ida.
Geo. Vetter.....	Telegraph Operator.....	Minneapolis	Two Mpls. to Boston.
O. G. Meyers.....	Dem. Insprtr.....	Marion, Ia.	Two Iowa City to Kansas City via Cedar Rapids.
P. A. Gifford.....	Condr. D. M. Div.....	Des Moines, Ia.	Two Rockwell City to Omaha.
G. D. Gordon.....	Motor Car Insprtr.....	Marion, Ia.	Five Cedar Rapids to Dubuque.
C. H. Ordas.....	Supervisor of.....	Chicago, Ill.	Two Chicago to Seattle.
C. H. Ordas.....	Motor Cars of.....	Chicago, Ill.	Two R. T. Chicago to Seattle.
E. Nächstigal.....	Steno. GAFFD Office.....	Omaha, Neb.	One Omaha to Chicago.
O. Dahl.....	Clerk, Supt's Office.....	Tacoma, Wash.	One Tacoma to Miles City.
F. W. Bean.....	Operator.....	Herndon, Ia.	One Des Moines to Milwaukee.
C. H. Hayner.....	Train Baggage man.....	Iowa Div.	Two R. T. San Francisco.
W. L. Finnicum.....	Conductor.....	D. M. Div. Des Moines	One Seattle to St. Paul.
M. J. Malano.....	Foreman.....	Rockford	Two Rockford to Missoula.
Mr. Soper.....	S. C. Condr.....	Elgin	One Elgin to Los Angeles.
Wm. E. Patterson.....	Laborer in Rail Mill.....	Savanna	Mt. Carroll to California.
T. A. Biggs.....	Conductor.....	Sioux City	One Sioux City to Grand Rapids one Sioux City to Des Moines.
T. A. Biggs.....	Conductor.....	Sioux City	One Sioux City to Philadelphia.
T. A. Biggs.....	Conductor.....	Sioux City	Two Sioux City to Chicago.
T. A. Biggs.....	Conductor.....	Sioux City	One Sioux City to Cincinnati.
T. A. Biggs.....	Conductor.....	Sioux City	One Sioux City to Des Moines.
T. A. Biggs.....	Conductor.....	Sioux City	Two Sioux City to Cleveland.
T. A. Biggs.....	Conductor.....	Sioux City	One Sioux City to Milwaukee.
T. A. Biggs.....	Conductor.....	Sioux City	One Sioux City to Denison, Ia.
Miss Johnson.....	Aud. of Expend. Office.....	Chicago	Two R. T. Chicago to Los Angeles, and one Chicago to Portland.
Marg. Hermansader.....	Clerk, Store Dept.....	Dubuque Shops.	Two Dubuque to Los Angeles.
N. J. Miller.....	Engr. Chgo. Term.....	Chicago	One Prosp. for Portland.
N. J. Miller.....	Engr. Chgo. Term.....	Chicago	One Prosp. for Los Angeles.
Allen C. Rothmund.....	Bill Clk. Local Frt. Station.....	St. Paul	Four St. Paul to Kansas City, en route Bryan, Tex.
Mr. Ainson.....	.....	Tacoma	One Battle Creek to Tacoma.
M. McQueeny.....	Conductor.....	Milwaukee	One R. T. Milw. to Los Angeles.
R. D. Lamphere.....	Trav. Auditor.....	Sioux Falls, S. D.	One Wentworth, S. D., to Chicago.
W. A. Hearst.....	Clerk.....	Ellensburg, Wash.	One Cincinnati to Coast and Ret.
J. F. Dickiusion.....	Tel. Opr.....	Sumner, Wash.	One Sumner, Wash. to Milwaukee.
Stewart Sale.....	Tel. Opr.....	Seattle, Wash.	One Milwaukee to McKenna, Wash.
Stewart Sale.....	Tel. Opr.....	Seattle, Wash.	One Independence, Wash., to Orange, N. J.
Stewart Sale.....	Tel. Opr.....	Seattle, Wash.	One Prosp. St. Paul to Seattle.
I. S. Williamson.....	Agent.....	Mystic, Iowa	Party of 34 from local point on C. R. & P. to Chicago
F. M. Ackley.....	Index Clerk, Engr. Aud. Office.....	Chicago	Two, Spokane to Chicago
J. C. Keterson.....	Yardmaster.....	Sioux City	One, Sioux City to Greenville, Pa.
F. M. Ackley.....	Index Clerk, Engr. Aud. Office.....	Chicago	Three, contemplating trip from California points to Chicago

**The Hon. L. C. Hodgson of St. Paul  
a Veteran**

Following the wonderful talk given by Mayor Hodgson of St. Paul to the Veterans at Minneapolis, September 15th, and because Mayor Hodgson "grew up" on the Milwaukee tracks, so to speak, and only because the Fates decreed otherwise, would have been a Milwaukee "rail" himself, the Veterans unanimously voted him an honorary member of the Association. In advising Mayor Hodgson of his action, Secretary Grant Williams

voices the sentiments of the entire Association when he says:

"The marked interest which you have taken in this organization, and the sentiments expressed by you of friendship for its members has deeply impressed them, and it is the earnest desire of all that you shall be one of them. You will find, herewith enclosed, a card of membership and the button worn by all members."

### Birthday Dinner to General Manager Nicholson

On a recent inspection trip over the Coast Branch Lines our congenial general manager, Macy Nicholson, let drop a casual remark that Father Time would add another year to his life's course before the end of the trip. The remark was sufficient to the subordinate members of his party, ever on the alert for an opportunity to show appreciation for the kind and just treatment which has made Macy Nicholson so popular with all members of the great "Milwaukee Family."

A council of arrangement was immediately formed and when Mr. Nicholson walked into the dining room of the 333 at Morton, Wash., at noon October 20th, he was agreeably surprised to find the room decorated with flowers and in the center of the table a huge birthday cake reposed, set with lighted candles in honor of the occasion. A sumptuous banquet followed, one long to be remembered by those who attended, which included:

W. H. Penfield, engineer maintenance of way, Chicago; R. J. Middleton, assistant chief engineer, Seattle; F. C. Dow, superintendent Coast Division, Tacoma; E. A. Lalk, D. F. & P. A., Tacoma; J. F. Pinson, district engineer, Seattle; Nels Johnson, roadmaster, Coast Division; F. J. Welch, chief carpenter, Coast Division; H. A. Wurzbacher, secretary to general manager.

The banquet was a masterpiece, designed and executed in a fashion as only our able chef, Thomas Jackson, knows how to prepare, and served in fitting style by D. E. Brooks.

Everybody joined in wishing Mr. Nicholson hearty congratulations on the occasion and continued health and prosperity.

### The Putitoffs

My friend, have you heard of the town of Yawn,

On the banks of the river Slow.  
Where blossoms the Waitwhile flower fair,  
Where the Sometimeorther scents the air,  
And the soft Goeasys grow?

It lies in the valley of Whatsthouse.

In the province of Letterslide;  
That tired feeling is native there.  
It's the home of the listless Idon'tcare,  
Where the Putitoffs abide.

The Putitoffs smile when asked to work,

And say they will do it tomorrow,  
And so they delay from day to day.  
While another fellow takes all the honors  
away.

'Tis as failures they wake—to their sorrow.  
—Selected.

**Don't waste oil!**  
**Don't waste water!**

### R. & S. W. Division

*M. J. Cavey*

Conductor Jake Myers is on the sick list but at this writing has improved sufficiently to be out of doors again. Conductor Hayes is on his run.

John Dietz, car foreman at Beloit, has moved to Green Bay to take the position as foreman of the Green Bay car shops. The change took effect Sept. 30th, and we all wish him well.

Wm. Gabriel, warehouse foreman at Beloit, was a Milwaukee visitor Oct. 14th.

A thousand friends attended the funeral of Corpl. Edward L. Moser, son of Section Foreman L. Moser, Allens Grove, Wis., Sunday, Sept. 25th. Short services were held at his late home in Allens Grove, and then at Oakwood Cemetery at Sharon, Wis. Rev. Gustav Stearns of Milwaukee, former Chaplain of the 32nd Division, in which the deceased served, officiated. The American Legion of Sharon, whose post is named after the brave hero, with members of Delavan and Watte-water had charge. The W. R. C. attended in a body. The floral offerings were beautiful. The firing squad of Delavan gave the final tribute.

Mr. and Mrs. H. P. Roe of Milwaukee arrived in Elkhorn the middle of September. Harvey takes the position of engineer on the Eagle Branch. Mr. and Mrs. Roe will live in Conductor Myer's house.

Engineer Barron, former engineer of the Branch, will take up duties on Nos. 9 and 10.

Traveling Auditor Frazer has been more than busy transferring agencies the past month. The old saying, "It never rains but it pours," Delavan and Burlington offices were burglarized and had to have an immediate check. His only consolation in the latter is the guilty parties were caught.

Geo. O. Kelly, former cashier at Delavan, is back from Albuquerque on a vacation. George is holding down the stenographer's position for the master mechanic of the Santa Fe at Albuquerque.

Relative to the "burgling" at Darien—it is presumed that Mr. Lane can prove that he was in Beloit, and it is hoped that Mr. Carter can prove that he was in, for instance, Virginia.

The misplaced eyebrow, which has adorned the upper lip of J. Warren Rossmiller, has been removed. Since which time his many admirers are convinced that nature intended he should wear a full beard.

Mathew Passage, brother of Master Mechanic George, Brakeman Frank, Former Brakeman Bernard and Harry, employed at Milwaukee shops, passed away Oct. 12th. Mathew started railroad-ing in 1893, acted in the following capacities as fireman, brakeman, and switchman. Burial at Shannon, Ill.

### Notes from the Aberdeen Division

*W. H. Murphy*

Chas. Capon, chief clerk in the store department at Aberdeen, sprung a big surprise by returning to Aberdeen with Mrs. Chas. Capon, whom he had met at New York City on her arrival from Bigglesway, England. Mrs. Capon had started for America several times only to be delayed on account of sickness in her family at home. All welcome Mrs. Capon to the C. M. & St. P. family at Aberdeen.

The latest music out in this part of the country was made up for A. M. P., the champion gum chewer.

L. J. Faeth, rate clerk in the local freight house, has the starting of a mustache in case any of you may wonder why he looks this way. He says he has great hopes of that mustache being the envy of even Bill Berg. Chas. Wales is running in competition to Louie.

Miss Lily Paton has been acting chief clerk during the absence of Chas. Capon.

Gus Rueland was called home to Parkston, S. Dak., October 14th, on account of his grandmother.

L. J. Faeth has now moved out on his homestead. He is going to raise fancy chickens and also purchase a cow. Louis is going to deliver milk on his way to the office during the summer months, so any customers living in that vicinity may arrange accordingly.

## At Home

Hazel M. Merrill, Editor



Edmond Vachreau, Son of Dispatcher H. L. Vachreau, W. V. Division, and 8-Pound "Muskie," Almost As Big As Himself, Caught In Boulder Lake, Wis.

### SUGGESTIONS FOR CHRISTMAS FANCYWORK

#### Silk Lamp Shades

Used moderately, nothing is prettier for room decoration than the silk lamp shade. The tall floor lamps take on a grace and kindly hospitality when shaded with a silken frock of harmonious coloring and artistic simplicity. I dislike that word "artistic," and I want you to know that I am not using it in the parlance of the day, "such a lovely room, so artistic." No. The meaning I am trying to convey here is that dignity and grace which simplicity in applied art always lends to its surroundings. Too many silk lamp shades are draped up with folds and folds and festoons and shirring and ruffling until they look like a mid-Victorian dame ready for "soiree." A charming silken shade may be made of pongee silk, and by the way, pongee is "in it" on the fancy-work page. It's used in all sorts of charming creations for decorative purposes, and it's doing splendid service in the way of handkerchiefs for our boy friends. But that's another story. Let's get back to the lamp shade. Pongee for the foundation, instead of parchment achieves an effect similar to parchment, but with a somewhat softer effect, by doing embroidery on the silk, where paint is used on the paper shades. Pongee, also, may be lined with any desired color and fluted or pleated onto the frame and finished with fringe and cords of any color harmonizing with the room color scheme, or the lining, and combined with an ecru fringe and cord matching the pongee.

The Modern Priscilla for October devotes a page to pongee shades for the lamps and candle and bracket light shields. It also gives detailed instructions for covering the shade frame. "Priscilla" says of this work: "Get silk binding ribbon for winding the

ribs. Measure the length of one rib, double this length and cut it. Cut lengths for each rib. Sew one of these firmly at the top of each rib, catching it around the top wire. Wind tightly around the rib, holding the binding in place between the thumb and finger of one hand while throwing it over and pulling it around with the thumb and finger of the other hand. Sew again at the bottom, fastening it firmly around the lower rim of the wire. For top and bottom rim wires, measure twice their length with the silk binding and wind in the same way. Top and bottom wires must be tightly wound, because the lining is fastened to them, and if the binding is not firm the lining will sag. You will need a strip of lining as wide as the frame with one inch allowance for sewing on and long enough to meet around the bottom of the frame, allowing one inch for joining. Pin lining to the base circle of the frame on the outside beginning at a rib. After the lining is pinned all the way around, sew it in place, taking stitches as far over the wire as possible and take care to make stitches even. When the sewing is all in place cut the lining (if you have not measured correctly on a straight thread) leaving a lap one-fourth inch wide. Now turn lining over on inside of frame and pin to the top. Make the lining join the rib of the frame so that no extra line will show when the light shines through. When the top rim is sewed a slash must be made at each rib and the lining pulled up tightly on each side. Sew to outer rim wire, putting needle over as far as possible on the right side. Pull silk over tight with thumb and finger of one hand while sewing with the other. Trim lining as close as possible to both rim wires, since every imperfection shows when the light is on."

This same authority shows some charming designs for shades for lamps, and "shields" for candles and bracket lights. Some of these have lovely cut-work done on cream linen over a pongee lining, and another is an oval shade of ecru pongee embroidered in pastel shades.

#### Some Other Suggestions for Christmas

To write the word Christmas in the middle week of October, makes one feel they are getting a little "anticipatorious," but we all know from past experience that we must begin to turn our thoughts in that direction if we are to be ready for old Santa.

Make a screen of flowers for your electric candles. The light streams through the sprays of daisies, roses, and lilacs in the new lacquered finish, and gives a soft, pleasing effect.

Silk, chiffon, and worsted flowers form dainty little boutonnières for "my lady's" costume. The very latest is to mount them on a black velvet ribbon to wear girdle-fashion on a tailored gown, or as trimming on a simple hat.

The old-fashioned, so-called, tidies as an ornamental covering for the back of a chair, the arms of a sofa, davenport, etc., are again coming into favor, and they make a useful and very pleasing gift. A beautiful set may be made in the proud peacock design of flet lace. For proud peacock designs in cross stitch.

There has also been a revival of reed and raffia baskets, and they are interesting and simple to make. For those who are handy with a brush, there are painted baskets, trays, book ends, numbers for card tables, etc., and the latest in trays are those of black with a bright colored design painted in the middle and a border. Ordinary black tin book ends may be entirely transformed by a conventional design of bright flowers.

There are center pieces, chair-backs, collar and cuff sets, pincushions, and baby-pillow covers of cutwork embroidery.

The popular black is even carried to house dresses and aprons, and a black satine apron with appliqued flowers of bright color is very attractive, as well as serviceable. The days of unattractive kitchen pinafores are over, and there are many new designs.

#### Winter Fashions

From the vast array of black, black everywhere, and other dark shades, one would think the season was in mourning. It surely is a contrast after the exceedingly gaudy, bright colors of the past several seasons. But some of the garments have sleeves of brighter material, also other bright trimmings, to relieve the sombre situation.

Most of the coats fall loosely from the shoulders, or flare slightly from the hips, and there are just as many unbelted ones as belted. When belts are worn, they are dropped to give the long waist-line effect. While suit coats and coats for street wear are long, coats for sports wear are short and generally of rough material.

Fur still holds unprecedented place; not only fur coats, but fur neck-pieces, chokers, and fur trimmings on everything; bands of fur trim blouses, coats, skirts, dresses, and their use is extended to evening gowns. Baby Lamb, Mole, Monkey and Caracul seem to take the lead for trimmings. Some of the gowns are trimmed with odd triangular or oblong folds of material or silk braid stitched on one edge of dress, or hanging loose like fringe on the skirt. Steel nail-heads are a new and novel trimming.

Dresses are of velvet, velveteen, duvetyne, broad-cloth, tricotine, and Poiret Twill with varied waist and neck-lines and sleeves. Sleeves moderately wide at the top, flaring toward the wrist, with the lower part of another color; sleeves with varieties of cuffs and bands; some long sleeves bulge at the elbow and close at the wrist; and straight, wide Chinese sleeves are very popular. There are "V" neck-lines, square, round, boat-shape, and some of the very chic coat dresses have collars which button around the throat, and when open, form revers. The average skirt is six inches from the floor—some longer, some shorter, of course.

Generally speaking, straight lines are maintained in afternoon and street frocks, while for evening some are decidedly fuller with slight circular flare. A few of the evening frocks are distended at the hips with whalebone below loosely-fitted seamed corsages, while side by side with these we find the tall, straight, slender models. Evening wraps are of brocade and velvet, and on many of them the fur collar is replaced with plaited velvet, by way of change.

Street hats are small and much veiled, while large hats for afternoon and evening are unrivaled. The earlier fall hats were, many of them, of Fuchsia shades, but now sapphire blue is as much in evidence. The trimmings are all carefully designed to look careless and much as though they had been thrown on.

The keynote of the season is irregularity. Diagonal and surplice drapings and closing of all garments; uneven hem lines, etc. Anything and everything is being worn, providing it is worn carelessly and irregularly.

Coffures are becoming much more simple in design, but are much ornamented. Paris says bobbed hair is passe, but hair waved and fluffed out to give the appearance of a bob is the effect sought after by the younger set.

#### In a Bad Way

Supt. Some Place.

Dear Sir:—

Did your inginear tel yu he has kiled too Couse belongin to me? he sed he wood tel yu, and the konductor to, they kiled them tonite as they cam acrost the rode at my plais, where i hav got a crosin and when i put my crosin in, you sed

yu was putin up a fense eche side of my rode that wood keep criterz from getin kiled, yu put up a hel oza fense, too catts broke it all to hel after yure fense gang went down the rode, your inginear ot to be fird, he nows ther is a graid there an he comes down ther hel bent every nite.

The couse he kild was yerlin heffers brand J bar swallow fork on rite ear and left ear under-hakd i want the mney for the couse an if yur inginear kills anuther one of my couse i will sea that yur inginear is not a our getin to hel after the couse yu haf kiled more stock for me than yure dam rode is wurth, an yu wont pay fer it, we got along befour the rale rodes cum an a dam site beterthan we do now, my critterz is al i hav to live on an if yure inginear can kil one every tm he gets drunk, all i have to say is this unided states has gon to hel, the couse wil be 95 dolers, bohln yu are wel,

yures truly

HARD BOILED DRY LAND RANCHER.

#### Good Things to Eat

For the Thanksgiving Dinner, where turkeys or chickens are not easy to get, or where their cost makes them prohibitive, pork in various ways makes a good substitute. A tart or spicy dish should always be served with pork; also Johnny cake or corn bread. A little pig from six to eight weeks' old makes a delicious Thanksgiving Dinner, and should be stuffed with duck or goose dressing. Serve on a bed of parsley with a lemon in its mouth, cranberry eyes, and a wreath of parsley around its neck.

**Vermont Apple Sauce Pie**—Line a pie plate with pastry and bake 12 minutes. Filling—3 cupfuls of hot strained applejuice; to this add  $\frac{3}{4}$  cup of sugar,  $\frac{1}{2}$  cup cornstarch mixed with  $\frac{1}{4}$  cup of water. Cook the sauce for  $\frac{1}{2}$  hour, remove, allow to cool thoroughly, and pour into pastry shell. For the meringue, soak  $\frac{1}{2}$  tablespoon gelatin in  $\frac{1}{4}$  cup milk for 20 minutes, then pour over this  $\frac{1}{4}$  cup scalding milk and stir thoroughly. Meanwhile, whip  $\frac{1}{2}$  pint of cream until quite stiff and add the dissolved gelatin, mixing it in carefully, together with  $\frac{1}{4}$  cup powdered sugar and with  $\frac{1}{2}$  teaspoon vanilla. Place in refrigerator until stiff enough to mound, then arrange on top of the pie, chill thoroughly, and serve.

**Heavenly Pie**—Line pie plate with pastry and bake 12 minutes. Meanwhile, mash two ripe bananas through a potato-ricer, and add 1 cupful of granulated sugar;  $\frac{3}{8}$  teaspoon salt, and two unbeaten egg-whites. Beat altogether with an egg beater until stiff and frothy like egg-whites. Add  $\frac{1}{8}$  teaspoon flavoring, and fill pie shell with this mixture. Bake 20 minutes. Remove and chill thoroughly, and top with  $\frac{1}{2}$  pint of cream whipped stiff, to which  $\frac{1}{2}$  teaspoon vanilla has been added. Dot the surface of the whipped cream with cubes of currant jelly and sprinkle with  $\frac{1}{4}$  cupful of chopped nuts.

**A New Oyster Soup**—One quart oysters and liquor, 1 pint milk, 2 tablespoons butter,  $1\frac{1}{2}$  tablespoons flour, 1 egg, 1 teaspoon salt,  $\frac{1}{8}$  teaspoon pepper. Place oysters and liquor in a saucepan and let simmer gently for five minutes. Strain and return the liquor to saucepan. Bring to boil skim. Beat egg slightly and add milk slowly. Mix well, add to the skimmed oyster liquor, and bring to scalding point. Meanwhile, cream together the butter and flour and add to the mixture, stirring constantly. Last, add oysters, salt, and pepper. Heat thoroughly and serve.

**Pineapple Salad**—One can sliced pineapple,  $\frac{1}{4}$  cup cream cheese, 1 pimento, 1 bunch water-cress, 1 small bottle maraschino cherries, French dressing. Arrange the slices of pineapple on a bed of cress in a salad dish. Mix the chopped pimento and cheese, form into balls, and place in hole of pineapple slices. Pour French dressing over cheese and pineapple. Sprinkle with chopped maraschino cherries.

#### Household Suggestions

When a child is confined to the house, it is often very difficult to keep him amused, but with modeling material, with which to make animals, beads, etc., they will amuse themselves for hours. Take four tablespoons cornstarch, eight tablespoons salt, and eight tablespoons boiling water. Mix the dry ingredients and pour on the boiling water, stirring until the mixture is soft. Put on the fire and stir until it forms



a soft ball, then remove from stove and stir for ten minutes. A little color may be added. Wrap in oiled paper when not in use to keep from hardening.

A few pieces of charcoal tied in a piece of white cheese cloth and placed in cabbage, onions, or similar dishes, while cooking, will kill the odor.

Clean nickel or other metal trimmings on gas range with whiting. Mix to a thin paste with ammonia or water. Cover the parts with this and allow it to dry; afterwards rub off and polish with dry flannel or cloth; or apply baking soda diluted to a thin paste with ammonia. A gas range should be kept clean both inside and out. Do not black gas stoves. Do not wash stove or apply oily cloth while it is cold, or when burners are in use, but when still warm, rub every portion inside and out thoroughly with an oily cloth; kerosene, lard, or suet may be used.

A little glycerin added to soapsuds makes soap bubbles tough, so that they will settle and remain four or five minutes before breaking.

#### Catalogue Notice

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1921-1922 CATALOGUE, containing over 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (Illustrating 30 of the various, simple stitches), all valuable to the home dressmaker.

Address Miss Hazel M. Merrill, Room 1241 Railway Exchange, Chicago.

#### The Patterns

3776. Ladies' Coat Dress.  
Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 6¼ yards of 40 inch material. Price 10 cents.

3784. Misses' Dress.  
Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 3½ yards of 40 inch material. The width of the skirt at the foot is about 2 yards. Price 10 cents.

3799. Doll's Coat and Hat.  
Cut in 5 Sizes for Dolls: 16, 18, 20, 22 and 24 inches in length. The coat will require ¾ yard of 24 inch material and the hat ½ yard of 18 inch material. Price 10 cents.

3790. Doll's Play Suit.  
Cut in Sizes for Dolls: 16, 18, 20, 22 and 24 inches in length. The suit will require ¾ yard of 33 inch material for a 24 inch size. Price 10 cents.

3736. Ladies' House Dress.  
Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size will require 5¼ yards of 36 inch material. Price 10 cents.

3751. Ladies' Apron.  
Cut in one size Medium and requires 1½ yard of 27 inch material. Price 10 cents.

3768. Child's Coat.  
Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires 2½ yards of 27 inch material. Price 10 cents.

3783. Girl's Dress.  
Cut in 5 Sizes: 2, 4, 6, 8 and 10 years. A 6 year size requires 3 yards of 36 inch material. Price 10 cents.

3764-3761. An Up-to-date Model.  
Waist 3764, cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3761 cut in 7 Sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make the dress of one material will require 8¾ yards of 32 inches wide. If made as illustrated in the large view 3¾ yards of figured and 3¾ yards of plain material will be required 42 inches wide. TWO separate patterns, 10 cents FOR EACH pattern.

3770. A Dainty Bondoir Set.  
Cut in 3 Sizes: Small, Medium and Large. The Cap No. 1 will require ¾ yard of 27 inch material. No. 2 will require ¾ yard. One Pair of Slippers will require ¾ yard for a Medium size. Price 10 cents.

3754. Girl's Dress.  
Cut in 4 Sizes: 8, 10, 12, and 14 years. A 12 year size will require 3¾ yards of 36 inch material. Price 10 cents.

3506. Girl's Dress.  
Cut in 4 Sizes: 6, 8, 10 and 12 years. An 8 year size will require 1¾ yard of 36 inch material for the gumpie, and 2½ yards for the dress. Price 10 cents.

#### I. & M. Division

*John Schultz*

Passenger brakeman Paul Christianson has taken a leave of absence and is now running a cleaning establishment.

Our sympathy is extended to Conductor Pat Malloy, whose mother recently died.

Switchman Carl Klein took his annual duck hunting trip. Guess he did not get many, at least he has nothing to say.

It is with deep regret that we must record the death of Conductor Tom Fitzgerald, one of our oldest conductors. Mr. Fitzgerald started work for the company on June 7, 1871, running as conductor since 1875, until he was stricken with

paralysis in Sept., 1921. The sympathy of all is extended the family.

Conductor H. Bushman is nursing a pair of sore ribs as a result of hitting a switch.

We are glad to announce that Operator Grau of Austin will soon have a set of teeth.

#### We Want the News

If you have a bit of news,  
Send it in.

Or a joke that will amuse  
Send it in.

A story that is true

An incident that is new,  
We want to hear from you,

Send it in.

Will your story make us laugh?

Send it in.

Never mind about the style

If the story is worth while.

And may help or cause a smile,  
Send it in.

(Although above verses have been published before in this Magazine, they are republished here, because the I. & M. seems to need a stimulant.—Editor.)

#### Des Moines Division Items

*Frenchy*

We regret to announce the serious illness of Supt. B. F. Van Vliet, at the Iowa Lutheran Hospital. His many friends are hoping for his speedy recovery.

M. C. Corbett was called to New Berlin, Illinois, recently, by the death of his mother, Mrs. Anna Corbett, which occurred Sunday, October 2nd, at the age of 71 years.

Mrs. Corbett was born in Ireland, but had spent 51 years of her life in New Berlin, where she was loved and respected by all who knew her. She was the mother of thirteen children, ten of whom survive her. Our sympathy goes out to the bereaved sons and daughters who are left to mourn her loss.

George Foxhoven has been appointed agent at Panora to succeed R. R. Jacobs.

Ed Olson, formerly of Dubuque, has been appointed agent at Grimes.

S. E. Carter has returned to work at Lavinia after a long illness.

W. J. Dargen of Chicago paid a brief visit to Des Moines in October.

Brakeman Wm. H. Ferguson will be compelled to wear better clothing while on duty as he narrowly missed being arrested as a tramp by the "Cop" at Madrid, recently.

We are informed on good authority that brakeman E. L. Miller is the proud possessor of a brand new Ford coupe.

Conductor C. E. Elliott went to Chicago recently to join his wife and daughter who had been there for two weeks.

The Misses Thelma German and Maude French of the Supt's. office were called to Chicago the latter part of September to attend a meeting of timekeepers. After the meeting the former visited relatives at Harvey and the latter at Oak Park.

#### Notes from the Tacoma Eastern

We learn to our deep regret that Mrs. Sara Burton, wife of A. O. Burton, agent at Hillsdale, passed away on Sept. 26th at the Lutheran Hospital at Beatrice, Nebraska. The deep sympathy of all Milwaukee people is with the bereaved husband in his great loss.

C. D. Farmer and family have just returned from a vacation journey to Mankato, Minnesota. Doubtless they lived on the fat of the land back in the good old Gopher State, but we hope that they were glad to return to the balmy climate of Puget Sound.

Mrs. E. L. McAllister, clerk at Hillsdale, who also caught the vacation fever and went to the famous burg of Kirksville, Missouri, for a brief visit, is being relieved by Miles Story from the Tide Flats. Let's hope she may think to bring back a trunk full of the big red apples for which Missouri is famed, just to give us a chance to compare them with the Washington product.

Oscar Beck, section foreman at Hillsdale, has just returned from a trip to the old home in Wisconsin, being relieved by Charles Perrin in his absence.

## Special Commendation

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

Northern Division Conductor J. Rochford and crew, for preventing a serious fire at the freight house at Hartford, Wisc., on September 12th; their prompt action being all that prevented the total destruction of the property. Such fine work is greatly appreciated by the management.

Lineman Joseph P. Kneuhman, Bellingham Division, for prompt action taken October 13th, in notifying the train dispatcher of a broken rail discovered on the main line near Bellingham, Wash. His efforts very probably were the means of saving a serious derailment.

Illinois Division Brakeman A. F. Sack, for discovery of broken truck frame on refrigerator car, October 14th. Car was set out for repairs and a possible serious accident averted.

Illinois Division Conductor A. V. Sophy, for promptly stopping train when he discovered brakes sticking on rear car of train No. 20, October 5th.

Illinois Division Brakeman Richard Whitmer, for assisting fireman on engine S234, out of Bensenville with 2,400 tons, when stoker trouble developed. Foreign matter had lodged in the stoker, and Brakeman Whitmer promptly volunteered to help clean out the stoker and keep the engine hot. By his valuable assistance, the train was kept going and no delays resulted from the difficulty.

Section Foreman C. H. Jurgeus, Stillman Valley, Ill., for good work in finding a broken rail one mile west of Stillman Valley, on west track.

Illinois Division Conductor J. P. Flynn and crew, for finding broken arch bar on train, while at Kittredge, September 30th.

Illinois Division Conductor F. W. McCloska and crew, for good work, finding broken arch bar in train, while at Leaf River, October 4th.

H. V. Robinson, operator, Kittredge, Ill., for watchfulness, finding broken rail on inside of curve, on east track about eighty rail lengths east of M. B. east of Lanark, and flagging No. 110 over it.

Illinois Division Brakeman C. McDougall, for special effort in securing passengers for our line, at Savanna, August 20th. Party of tourists enroute for Kansas City and looking for the Burlington depot at Savanna. They wished to arrange their transportation via that line, but Brakeman McDougall assured the party that our line had the best and fastest train running into Kansas City. The party thanked Mr. McDougall for all the information which he offered them in regard to our train and route, and made arrangements to transfer their baggage which was at the Burlington station checked to Davenport. Brakeman McDougall stayed with the party and helped them to arrange their trip—the ticket window being down at the time of the arrival of the party at the station in Savanna.

Brakeman McDougall was also instrumental in getting a party of three to change their plans from another route to San Francisco, and take the Pacific Limited. After their arrangements had all been made in accordance with this change of their plans, Mr. McDougall further interested himself so far as to go down to the station at the time of arrival of their train, assist them in getting aboard and wishing them a pleasant journey. This is excellent work.

H. & D. Division Brakeman A. C. Howell, for special attention to passengers and for neat and tidy appearance when on duty. Mr. Howell makes it his special duty to pay particular attention and render assistance to elderly people traveling on his trains. One evening in September, an elderly woman, alighted from No. 3 at Webster, S. D., was evidently confused as to direction and started up the house track among the box cars in the dark. Brakeman Howell, noticing her, stopped the train and followed and directed her toward town.

Section Laborer Thomas Cladil, Milwaukee, for

good work, discovering a split pile on bridge B-120, on westbound main at North Milwaukee, September 28th. The position of this pile was such that its condition could not be discovered until it was in such shape as to be extremely dangerous, and his prompt action in notifying section foreman undoubtedly saved a serious accident.

P. du C. Division Conductor S. D. Raymond, for discovering barley leaking from St. P. car 201779, train 94, September 30th, billed from Inwood, Ia., to Milwaukee. Repairs were thus enabled, before there was much loss. Leakage could not be seen except when car was in motion.

W. F. Byers, timekeeper, Cragin, Ill., for special effort in saving from injury two men whom he found sitting on the rails, September 22nd.

Section Foreman George Grudishak, Milwaukee, Wisc., discovering broken flange on one of the cars in Bay View Transfer, as train was passing. The timely discovery no doubt averted a serious derailment.

R. & S. W. Division Brakeman James B. Dethon, for discovering fire in the blacksmith shop west of Durand depot. He stopped the train, awakened two men who were sleeping above the shop and helped to put out the fire.

Bridge Carpenter Peter Shaefer, stepping off train No. 1 at Faribault, Minn., August 18th, found a roll of bills, which he turned over to the agent at Faribault. The owner was located and the money returned.

Operator A. J. Herst, New Hampton, Iowa, for promptness in notifying the dispatcher when he saw a door swinging from a car in passing train. This undoubtedly saved an accident resulting from the swinging door striking someone, as the car passed through stations.

Operator J. P. Meyers, Hastings, Minn., discovering dragging brake beam on St. P. car 504461, while train was pulling through Hastings, recently.

LaCrosse Division Conductor C. Shutter observed that a number of the bad order cars stored at Camp Robinson and Camp McCoy could be repaired without much trouble, and thus made serviceable. Car repairers found that thirty-nine of these cars could be given light repairs and sent out to service, and arrangements were made accordingly.

Section Foreman J. Coleman, Janesville, Wisc., during the month of August personally stopped three freight trains, two with dragging brake rods and the other with brake-rigging down close to the track.

Northern Division Conductor J. Manthey, for discovering broken wheel on car in his train, August 20th, stopping train and getting the car into clear.

Switchman James Dunphy, Milwaukee Terminals, on the night of August 20th, during the fire at Ladish Milling Company, and while he was off duty, took charge of the Grand Trunk Ferry switch engine and removed five loaded freight cars from danger of fire, thus preventing any damage to the railway company's property.

Kansas City Division Brakeman Winger for signaling train 76 while passing Jerome September 4th. Upon inspecting train found broken wheel under S. R. L. 10664, meat. His prompt action undoubtedly prevented a serious derailment.

Pete Baskell, section foreman at Ottumwa, while working at west derail east of Ottumwa Junction September 12th, noticed a brake beam dragging under St. P. 502335 in Extra West 7203. He immediately flagged the train to a stop and had his men remove the dragging brake beam. This watchfulness on the part of Mr. Baskell probably avoided an accident.

F. L. Hays, agent, Rosalia, Wash., for special interest in securing comfort of party going east. Account of an accident west of Malden, No. 28 was delayed, and in order that passengers might not miss No. 18, Mr. Hays took them in his automobile to Tekoa, where they caught an eastbound freight for Plummer Junction in time for No. 18 at that station.

# Hamilton Watch

"The Railroad Timekeeper of America"

## The Watch of the Greatest Mileage

This is a country far excelling all others in railroad mileage. The pre-war railroad mileage of the United States was 249,852 miles—more than twice the totals of Canada, the United Kingdom, France, and Germany added together.

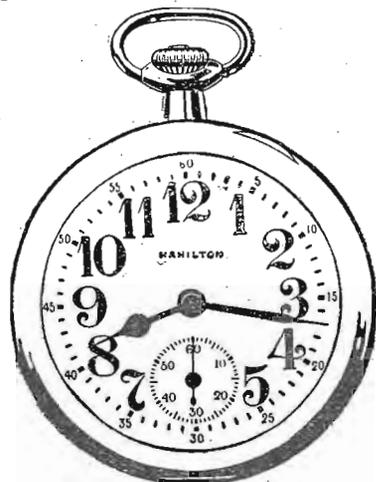
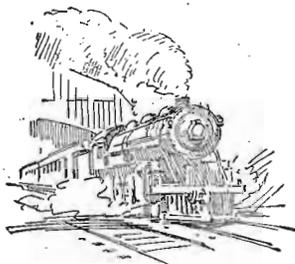
That the Hamilton Watch should be the most popular timekeeper over the world's greatest railroad mileage is a fact worth thinking about when you buy a watch.

Patrick J. Landy, the efficient conductor shown here, runs out of Chicago on the Fast Mail—No. 9 on the C. & N. W. He brings back the Iowa-Dakota Express. His service with the C. & N. W. began in 1879. He bought his Hamilton Watch "in the nineties." He is still running trains by it.

When you buy, inspect the Hamilton models that railroad men favor, particularly 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH COMPANY  
Lancaster, Pa.



#### A Little "Shop Trick"

John Larson, airman, at Sioux City car shops, recently made a device for bettering the application of steam hose gaskets. The device will possibly be adopted as standard on the Milwaukee Road. He has generously offered the use of it to this company, if it is considered of value, and Master Car Builder C. G. Juneau in acknowledgment of this courtesy, sends Mr. Larson's letter to the Magazine. Mr. Larson says: "Early last spring I saw a letter from your office in regard to steam hose gaskets dropping out account of being improperly applied. I am of the opinion that this trouble is due to the fact that men assigned to this work did not have the proper tools, and I am sending you a little device which I think will overcome this trouble. If this tool meets with your approval and you consider it worth while to have it patented, do so, and the C. M. & St. P. can have the use of same."

#### Sufficiently Rewarded Without the Money

In a previous issue of the Magazine was published the incident of the return of a purse found by Dubuque Division Brakeman George Mahood to the owner, who was a young woman employed at Columbia College, Dubuque. Miss Margaret Felton, the owner of the purse, deemed it her pleasure to send a money reward to Mr. Mahood, which she did through the Rev. H. P. Rohlman, business manager of the college. The clergyman also took the occasion to write a personal letter commending Mr. Mahood's integrity to President Byram. Mr. Mahood considered this courtesy quite sufficient reward, and he politely declined the check tendered on behalf of Miss Felton. Rev. Rohlman's letter and Mr. Mahood's acknowledgment are published in recognition of the high-minded act of a typical Milwaukee employe.

Columbia College,  
Dubuque, Iowa.

Oct. 1, 1921.

Mr. H. E. Byram, President,  
Chicago, Ill.

Dear Sir:

On July 1 of this year, Miss Margaret Felton, an employe of this institution, traveled over your road from Dubuque to Massey, on train No. 4. On leaving the train, she forgot her purse, containing \$61.17. Through the honesty of the brakeman, George Mahood, the purse was returned the same evening, unsolicited.

Miss Felton appreciates this considerate treatment received from the hands of Mr. Mahood, and desires that I bring the matter to your attention. Mr. Mahood acted the part of an honest man, whose faithful services, no doubt, mean very much to your road.

Sincerely yours,

(Signed) H. P. Rohlman.

Dubuque, Iowa, Oct. 6, 1921.

Mr. J. D. Welch,  
Conductor.

Dear Sir:

In my own way I wish to convey to you just how I appreciate the good will you have shown, and interest you have taken in me relative to this case, also the entire time I have been employed by the CM&StPRyCo.

The letter written by Rev. H. P. Rohlman to our President, H. E. Byram, is appreciated, and more valuable to me than the attached check in my favor for \$5.00; and of my own free will I earnestly request you to be instrumental in seeing that said check is returned to Rev. H. P. Rohlman, to be placed to the credit of Miss Margaret Felton, she to be notified that I deem it my duty as an employe of this company, handling the public, to be honest, upright and courteous, at all times. Therefore, I cannot see my way clear to accept this reward.

Again calling your attention to the letter to Mr. H. E. Byram, I think I have been sufficiently rewarded, I remain,

Yours respectfully,

(Signed) George Mahood.

#### Compliments for "Van."

Many travelers over the Milwaukee, coming into Union Passenger Station at Chicago, bear away with them the kindly remembrance of courteous attentions rendered by Passenger Agent F. A.

Vantine. "Van" is always happy in doing pleasant things for our patrons, and fully deserves commendation such as the following:

Minneapolis, Sept. 5, 1921.

Mr. Geo. B. Haynes, G. P. A.,  
Chicago.

Dear Mr. Haynes:

In passing through Chicago, Saturday evening, within the short time in which to secure accommodations on your Pioneer Limited, I was accorded unusual courtesy by your depot passenger agent at the Union Station, Mr. P. A. Vantine.

Mr. P. A. Vantine has also, in the past, given unusual attention to Mrs. Davidson and the children, in making transfers at Chicago for your line north.

Mr. Vantine is a valuable employe, who is loyal and reliable, and I am glad to send you this appreciation of him.

Respectfully,

(Signed) Gaylord Davidson.

Recently little Miss Corinne Dickinson, 7 years old, made the trip from Chicago to Aberdeen, S. D., alone, in charge of Sleeping Car Conductor J. C. Carroll.

The little miss reached her destination after a very happy trip under Mr. Carroll's guardianship, and her family tendered Mr. Carroll a hearty "thank you" for his kindness to their little one.

Train Conductor Hare and Sleeping Car Conductor Betts were the recipients of warm letters of thanks from H. A. Rumsey, president of the Rumsey Co., Chicago, in appreciation of services rendered himself and party upon the occasion of a recent vacation trip to Northern Michigan.

#### Thanks of Harold Mason Post, Sioux Falls

"It gives me great pleasure to express to you the thanks of our Post for the splendid way in which our special train movement to Rapid City and return on August 22 to 27, inclusive, was handled. Conductor Ed. Wortman, Brakeman E. F. Miller and Electrician F. Leemkuil did all they could to make the trip a success, and the preliminary arrangements in the hands of Messrs. R. W. Riepert and R. J. Hopkins were accordingly satisfactory. The presence of J. E. Kane, your division freight and passenger agent, on the outgoing trip, and W. E. Bock, your general agent on the return trip, helped, of course, very materially, and I wish to acknowledge the service of these two gentlemen in this same connection.

"It was a splendid trip throughout and handled to our entire satisfaction in every way, and I feel that it is proper that we let you know how pleased we were and also those who joined us on the trip from other Posts. Should we have occasion to organize another movement of the kind in the future, I am sure our experience with your road on this occasion will go far to influence our decision in your favor."

It is indeed a pleasure for us to get a letter of this nature commending our employes for the manner in which they perform such special services, and I wish to thank you also on behalf of the company.

#### Freight Solicitation

J. M. Plum, yardmaster, Austin, secured three carloads of machinery over our line to Kansas City. Mr. Plum is after all the business for the company that comes to his knowledge, and is very successful in routing it our way.

John C. Petersen, an employe of this company, was a visitor in Chicago during the summer, and while there he found an opportunity to solicit from one of his acquaintances, whatever business the friend might have, going to Davenport. In September, his efforts bore fruit in the way of a valuable shipment to Davenport, with a promise of more business in the future.

Use the short pieces of lumber!  
Everything has a value!  
Take good care of tools!  
Don't throw waste away!  
Keep steam traps in working order!

## On the Steel Trail

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

Nora B. Decco

Well, here I am again, and the thrashing is all over and all the fried chicken eaten and all the criss cross, open-faced and kivered pies gobbled up and no more getting up at four in the morning and nothing to do now in fact till next year at this time. Then—next time—I'll hire three strong husky young farmers' wives to do that cooking while I take a trip to the coast or some place far, far away. Still I acquired a fine coat of tan and gained ten pounds. (Goodness what a sight she must be.)

Conductor Jess Allen, of the Northern Montana Division passed through our little city, enroute westward, some place, and came in to shake hands and say how'y, he is looking first class it seems to me.

Mrs. Wilson, wife of Conductor Wilson has just returned from a trip to Kansas, where she was called on account of the ill health of her brother. Earl burned up all the gas he could buy while she was gone, demonstrating to any one who would ride with him how to cross the continental divide on high.

Brakeman Gill has a new wrist watch, one of those real thin kind, sold gold, on a black ribbon, presented to him in loving memory of his fellow brakemen—on freight. They say now when the passengers want to know where they change time, he can tell them just as quick (as he can find someone with a watch that is running). It was very thoughtful of the boys and Mr. Gill certainly appreciates it, too, even if he didn't say much (that was fit for publication). How do I know all this? Don't ask me.

Brakeman Gus Lorch and family have moved for the winter to Colorado, where Mr. Lorch will farm for a while.

Ted Asher, engineer, has returned from Oakland, Calif., where he has been visiting his wife and daughters, who left for there some time ago.

John W. Lane, boardman here, who was laid up in the local hospital for some time, is out again and back to his duties. Everyone is glad to see him again on the job, although they had no quarrel with Mr. Hayes, who took his place.

The family of Engineer McCormick, who visited for some time in Wisconsin, in August, have returned home and Mr. McCormick looks happy again.

The many friends of Mrs. Kate Chambers and Bruce Delong will be glad to know they may now congratulate a happy couple, as these two stole a march on their friends, and were married in Butte, September 21. We all wish them a long and happy life.

Brakeman Workman has returned from a short trip to Seattle first of October, and Conductor Spayde, Engineer McCormick and Brakeman Peters have returned home from a short business trip to Minneapolis, where Mr. Spayde says he visited the original Main Street town of Gopher Prairie.

While Conductor Jess Cook was making up his train about eight p. m. here, westbound, first of the month, some one shooting a rifle, shot towards him and the shot struck Mr. Cook in the groin. He was taken to the hospital and is getting along all right. The two brakemen were standing beside Mr. Cook and both heard the bullet hit him and helped him to the depot, where the ambulance was called. They think perhaps some boys were shooting from across the track as Mr. Cook is known not to have an enemy.

Tony Massela has gone back to the old country, Italy, where he will visit for some time and will bring his wife and family back with him when he returns.

P. F. Walsh, east end roadmaster, took two weeks off and went East. Mr. Nick taking his place while he was away. He has a brand new green hat and suppose that is the very latest back there.

The president's special passed by with only a few minutes' stop, morning of October 13. Conductor Harry Haupt, with a new blue suit and brass buttons, and Engineer Buchen escorted them over the Rocky Mountains.

Engineers Brentnall and Robinson and Firemen Mondlock, Dickerson and Brash, from The Northern Montana, are back on the R. M. Division account an increase in business.

Operator Tom Gannon returned from the East and went to work at Sappington, Operator Jost is to work at Three Forks, third, in place of Mr. Abbott. Miss Mary Sheek working second here for a month became so popular I think we will have to get her back here some way.

Agent Peacock, from Martinsdale, has bid in the Lombard Agency and recently moved there.

Operator Sliu DeHoux has returned from the East, where he visited home folks for a few weeks.

Mrs. Ross Odell has been away for some time, visiting friends and relatives in Salt Lake City. Ross wouldn't even stay on the east end while she was gone, but made them set up a crew on the west end just as he could sign his name to the 31s. Goodness, the vanity isn't all with the women in this world, is it?

Mrs. John Williams, wife of Engineer Williams, has returned from Salida, Colorado, where she was ill in a hospital for some time, having undergone a very serious operation. She is improving, however, and her many friends are glad to see her about again.

Mr. and Mrs. Rader have returned from Minneapolis where Mr. Rader has been selling stock in the Montana Cord Tire factory. He is now in Great Falls and his wife says she is going to move there, too, if he don't stay home from somewhere pretty soon.

Engineer Lieb has returned to his first love, after a year at Piedmont, and some months on the N. M. Division and is again in his turn on the east end.

Business has picked up to the extent that a number of the stray brakemen have been called back again, and looking up now when the outside office door opened, we see strange and yet familiar faces, those who lived here long ago and have been far, far away since last we greeted them when handing out the paychecks. And the orphans' home again bears the sign, full up, no more vacant rooms. Let's hope it keeps right along this same way, until when somebody wants to lay off they can't, on account of not enough men to fill the jobs.

### East Wind

#### Mile a Minute

An inspection trip, covering a period of about three weeks, was made over the entire system last month by several directors and officials from all departments.

Room 1233 boasts of an aviator. "Doug" made his initial trip Sunday, October 16th, and reports everything fine about a thousand feet up.

Wonder if Mr. Roche's anticipations were met. He surely was excited about that trip west.

You must have noticed it whenever you wandered into 1215 that there was something missing. Wally Swanson, Mr. Gillick's Secretary, due to illness, has been forced to retire from the firing line and sojourn for a period of a month or so in the wilds of Quincy. When he isn't playing the piano (I believe it is a player), presume he will be out chasing the wild Wampus fish. Here is wishing you a speedy recovery, Wallace.

Many of you will remember Ann Pearce, who was with the Road until recently. She has joined the ranks of matrimony and we extend our best wishes for the future to Mr. and Mrs. Frederick D. Moore.

Mr. Fairbanks can tell you all about the way honey will cure a cold.

Have you heard of the long-distance hikers in Mr. Whipple's office? It's lots of sport, espe-

cially when a nice, warm oyster stew is awaiting the arrival of the happy crowd.

Miss LaFountain, Engineering Department, spent an enjoyable vacation in Iowa, visiting in Tama and Marshalltown.

Our sympathy is extended to the relatives and friends of Miss Bertha Marie Wise, who passed away on September 29th. Miss Wise was employed in the Freight Claim Department.

Alice told us she was going to see the Semi-Centennial Play. We inquired and found that everything was ready, her escort had even shined his shoes, when Alice refused to go on account of the cold weather. It was "too cold for the fire," she said.

Mr. Perlick is on the vacationers list and tells us he is just going to stay home and rest up.

"Tell me not in mournful numbers,  
Life is but a pleasant dream."

The above is John O'Toole's favorite and peculiarly adaptable quotation ever since he has been juggling the Fluctuating Time Statement.

It is with great relief that we can at last safely announce what we have suspected and hoped for these many moons. Bertha Melcher is the recipient of a fine, new diamond, and when you inquire from whom she received it she answers, "Oh! Henry." Congratulations are extended to Miss Melcher and Mr. Wickes.

Our old correspondent has been keeping out of the limelight lately, but now we have something to tell you about him. Walter Dietz is acting as Mr. Gillick's secretary in Wallie Swanson's absence and right off the reel was able to make the trip over Lines East. We believe W. A. D. will fit in well as a secretary and who knows how many broken hearts he will leave behind.

It is with deep and sincere regret that we tell you of the passing away of the father of Miss Carolyn Burke, secretary to Mr. Cooper. "Mike" Burke, as he was familiarly called by his many friends on the railroad, was formerly Roadmaster in Chicago Terminals, where he was actively engaged for some time. He died at his post of duty, being stricken with apoplexy at the Western Avenue Yards, and our unbounded sympathy is extended to his family in their bereavement.

Mrs. Newman (nee Ruby Sumption) paid us a visit last week and gave us the pleasure of meeting her son, Clarence. They surely look fine and happy.

It used to be that the old fashioned business man took his pen in hand; now he takes his typewriter in his lap.

Mr. Goetz, Mr. Byram's secretary, was forced to leave the President's Special at Minneapolis because of illness. He was, however, able to join them in Seattle and make the return trip, and we hope he is feeling fine by this time.

Between office duty and court sessions, Mr. Burtness says he has had his hands full.

We were sorry to hear of the death of Frank Lowry's five-months-old twin girl, who passed away as the result of an accident last month. We extend our sympathy to Frank.

Did you notice the apple Kathleen O'Neil lugs into the office every morning, fresh from the farm at Elgin? We hear they're Baldwins or Hairywons or something like that, but anyway what we wanted to tell you is that they're special, very, very special. And that is not all Kath lugs in, perhaps from another farm in Elgin. A great, big sparkler on the left hand. How do they do it!

Mr. Moore, Engineering Department, was favored with a vacation last month and took a trip to the Grand Canyon, which he reports to have been very interesting.

We hear rumors that the inevitable golf bug has attached one of our correspondents out on the Line, Miss Ruby Eckman at Perry, Iowa. Ruby is spending a week at Excelsior Springs, where she is showing them "how we do it in Perry." Her present plans are to make us a visit before returning to her duties and we hope they materialize.

Mr. Weise, Mr. LaFountain, Mr. and Mrs. Worth, Mr. Denz, Mr. Hadwin, Mr. Rawson, and Mr. Smith (from Milwaukee) were those attending the convention of the American Railway Bridge & Building Association in New York City last month.

G. P. Flood, Chief Clerk to the General Man-

ager, has returned to the fold after seven days of vacationing.

There are rumors that Bessie Gregg, Vice-President's Office, is wandering astray into such places as Revell's, Hartman's and other places of like interest that delight the heart of the prospective home decorator. Wonder if she read "This Side of Paradise."

Here's Billy Grill's name in print. We don't know what he did, but here it is anyway. (Whisper.) We heard he cleaned up big on the World's Series. Yep! Something in the neighborhood of thirty-seven cents.

Miss Baldwin of the Comptroller's Office was called back from her vacation account the death of her niece. However, she reports a wonderful trip as far as she went and says she could be satisfied with life in Oregon very well.

Alice Olehaber is back at her old place in the file room of Mr. Gillick's office, after resting up for a week at her summer home in Bartlett, Illinois. Oh! yes, we almost forgot to mention that Bartlett is also the site of her winter, fall and spring home.

Cupid is hovering over a certain desk in 1233, and we wonder if you can guess whose heart is feeling the pricks of his arrows. Some day perhaps we'll tell.

We don't know why, but it seems just as though as soon as a person is married he drops out of view as far as the rest of us are concerned. This is to let you know that George Harder and Joe Ericsson, both of the Assistant General Manager's Office, are getting along fine and pulling well in double harness.

Tom Crago called on us last month for a short visit. He is looking great. Work on the R&SW must agree with him.

And now, as a parting word, Mr. Bagnell won't let us reveal a great secret, but perhaps he will tell you if you ask him.

#### News Items from the Northern Division

*Hazel E. Whitty*

Pleasures may tread on our heels, but Duty kicks us on the shins.

Max Schessow had the misfortune to break his finger recently, account shaker bar slipping out on the engine. He will be laid up for about two weeks.

The employes of the Northern Division extend sympathy to A. C. Barber, third trick operator at Horicon, in the loss of his sister, who passed away October 4th.

Jack Whipple accompanied his mother-in-law to Rochester recently. Are you sure it was your mother-in-law, Jack?

#### A SPELLING LESSON

"Can you spell kitten, my little man?"

I said to Jack, five years old;

And behind his back Jack put both hands,

And he tossed his locks of gold.

"Too hard?" I asked; then his face grew grave,

And he said, "It isn't that—

But I'm too old for kitten, you know,

Now just you try me on cat."

Why is Ireland like a bottle? Because it has a Cork in it.

Horicon did itself proud in its reception to the Milwaukee Association of Commerce, which favored that city with a short visit recently. Nearly a thousand people gathered to receive the visitors, and extended to them a welcome that pleased and gratified the Milwaukee boosters. The special train that brought the delegation arrived from Mayville at 1:30 and was met at the depot and was switched off on to a side track in the heart of the city. The party then left on special train for Beaver Dam. Watson handled them and Persons and "Kammy" pulled them.

Mrs. John Gerg, wife of Section Foreman John Gerg of Beaver Dam, passed away at her home October 10, 1921, at the age of 62 years. Mrs. Gerg had been ill but a comparatively short time, her death resulting from an attack of bronchial pneumonia. She is survived by her husband and six children. The employes of the Division extend sympathy to Mr. Gerg in this hour of trial. Mr. Gerg is an able foreman, having been in company service for over thirty years.

Card of Thanks

We wanted to express our gratefulness to you all in some way that there would be no one forgotten and so we are placing these lines in the Magazine, knowing that you will be sure to see it there. The tender sympathy and the respect that was shown us during the illness and death of our beloved husband and father will never be forgotten. Words are cold, but the beautiful memories of things said and done in times of sorrow remain warm and bright within our hearts forever.

MRS. R. WHITTY AND FAMILY.

We have had a piledriver operating on the Division at Beaver Dam, Woodland and Horicon. Jed Taylor was in charge and Leland pulled them.

A. F. Carlson has been appointed roadmaster on the west end of the Northern Division. Mr. Carlson hails from the River Division and comes an entire stranger to us all. He was recommended by Mr. Shea, general roadmaster.

I want it plainly understood by the correspondent in the Terminals that Charles Leland is exclusively a Northern Division product and not a C. & M. We are very proud of Charles and do not want him taken from us.

Moraske is breaking into print lately, but all we have to register about him is the fact that he held a certain young lady who had fainted at Ripou in his arms for too long a period to please some other parties.

November

Each day I find new coverlids tucked in, And more sweet eyes shut tight. Sometimes the viewless mother bids Her ferns lie down full in my sight. I hear their chorus of "Good night," And half I smile, and half I weep, Listening "While they lie down to sleep."

November's woods are bare and still, November's days are bright and good, Each noon burns up the morning's chill, Each night rests feet that long have stood; Some soft, warm place in field or wood, The mother will not fail to keep, Where we can lay us "Down to Sleep."

Sioux City and Dakota Division H. B. Olsen

It takes less time to prevent an injury than to report one.

Assistant Superintendent L. B. Beardsley, Conductor Jenkins and wife, Chief Carpenter C. G. Volmer, Section Foreman Jens Neilson and wife, Trent and Section Foreman C. Olson Hawarden all attended the Veteran Employees Convention at Minneapolis and report a most delightful time.

Engineer Glen Payne, wife and son, have just returned from a two weeks' visit with relatives in Waterloo, Iowa.

Engine Foreman Ray Hunter, son and daughter, Sioux Falls, visited the Tri-State Fair at Sioux City.

If you please, sir, Master Harry Elbert Bram is stopping permanently at the home of Agent and Mrs. H. E. Bram at Fairview, having arrived at his future home on September 22nd. Weighs 7 pounds and Agent Bram says he will probably work the night shift for a while at least.

Conductor "Bac" Jenkins is on leave of absence rounding up a few ducks at the various resorts favorable to hunters. Conductor "Billy" Opperde is relieving on runs 35 and 36.

Freight Agent W. D. Griffiths, Sioux Falls, accompanied the Business Men's Trade tour recently, which covered a spread of several nearby towns. The tour was made by motor and they were warmly received at each town.

Lots of fellows have hard luck and Switchman Jack Tillman, Sioux Falls, is one of 'em. Recently a cinder embedded itself in his eye and it was necessary for him to absent himself from duty a couple of days to have it removed.

Another of those uncalled for accidents nearly happened when the second switch crew were

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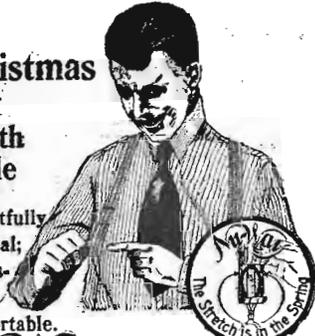
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switching at the stock yards, Sioux Falls, when an auto tried to beat the switch engine across the track. The motor "died" on the track; however, the crew gave sufficient warning. Nobody was hurt; the engine stopped in time, but those hurrying people should use the slogan STOP. LOOK and LISTEN before crossing railroad crossings.

Switchman "Jack" Haffey journeyed to Sioux City recently for a little recreation of twenty-four hours.

Operator Gorman, first trick at Elk Point, has returned from a three days' visit with home folks at Parkston and while there enjoyed some good duck hunting. He claims to have had good luck shooting ducks, but by his talk he had ONE chicken (Russian).

Agent Shoemaker, Elk Point, made a pleasant call at Sioux Falls recently and renewed acquaintances with the freight and passenger departments. Come again, "Shoe."

Conductor and Mrs. Chadwick have recently returned from a motor trip in Kansas and Missouri. They had a wonderful trip and "Chad" says found very good roads.

Conductor Guy Bushnell, who has been piloting the Western Union gang between Sioux Falls and Canton, has returned to Sioux City to resume his turn in the pool.

Switchman O. F. Torrey with ex-Engineer Dick Gardner, Sioux Falls, sojourned in the neighborhood of Bridgewater and got their quota of ducks. However, the "No Hunting" signs were so numerous it was necessary to "buy a couple of farms" for permission to hunt on them.

The alertness of Switchman Brown prevented what might have been a total destruction of the switchman's shanty at Sioux Falls on the night of October 12th. Fire was discovered near the chimney in the roof and after calling the city fire department he at once proceeded to remove all the records, which was done. Only a damaged roof was the result of the fire.

Assistant Superintendent L. B. Beardsley recently visited at Sioux Falls, the first one in many months and while his stay was of short duration he was a most welcome caller. Mr. Beardsley's service with the great Milwaukee system now numbers sixty-three years, yet he retains wonderful health and is just as alert as he was ten years ago.

The question has been asked, "What is a Luminary Hot Box?" While your correspondent refrains from attempting to answer this question correctly, yet solicited requests for a correct answer to the question. It is believed, "A Luminary hot box" is one which eliminates the point of a pencil of a conductor, enlightens the obliging pen of the trainmaster and causes the car foreman to cuss.

Superintendent C. H. Buford and D. F. & P. A. C. N. Curtis accompanied the Sioux City Boosters on a trade tour through points in Iowa and southeastern South Dakota recently. They encountered heavy, muddy roads but eventually made the tour with the desired effect.

John Russell, refrigerator clerk at Sioux Falls possesses probably one of the oldest newspapers in the country. It is the Ulster County Gazette, published at Kingston, N. Y., Saturday, January 4, 1800, and gives the account of the death of President George Washington, which occurred on December 14, 1799. This paper also carries several advertisements wherein negro slaves will be put up at auction to the highest bidder, etc. The paper, while it is nearly 122 years old, is in fine preservation and highly valued by Mr. Russell.

B. and B. Foreman S. E. Hanson and crew have commenced re-roofing the depot at Elk Point. Composition shingles will be used and when completed will give a much needed repair and a fine appearance.

Duck shooting is in order on the Platte line. Ducks are plentiful and the hunters thick.

Charles Simpa, agent Mapleton, has just resumed work after a ten days' leave of absence over at Smith Siding. Relieved by Relief Agent D. F. King.

Homer C. Snow, division inspector, visited stations on the north end recently and paid his usual visit.

Switchman Fred Brown, Sioux Falls, was not

contented with the speed of his Ford, so when the air circus visited that point, he awaited his turn to ride the plane which did the loop the loop and after landing safely remarked that all there was to it was that earth and heaven changed places and it was a real thrill.

Business at present has begun to look brighter, cars are in demand and there is a heavy loading of potatoes from the potato sections. Business is here, let's get it. Make yourself a solicitor for the "MILWAUKEE" no matter what it is, large or small, for every bit counts and we are here to serve the public.

**Gossip from the Deer Lodge Shops**  
By the "Tattlers"

Quite a surprise to see this from Deer Lodge, isn't it? S'pose everyone thought we were dead—but we aren't—not nearly!

So many things have been happening along lately that we just must let the rest of the "Milwaukee" bunch know a bit of new news.

Jack Thomas, the handsome young fellow in the store department, has taken unto himself a wife. We all wondered for a time why Jack went to Batte every Saturday, but now we know, and she certainly is pretty.

Miss Helen Drake, record clerk in the master mechanic's office, left on her vacation. She will visit Chillicothe, Missouri, and Ottumwa, Iowa. Funny how people who have lived in the West for a while have to go East for a rest cure.

Evelyn Jensen, roundhouse clerk, left for Salt Lake City, Utah, to spend her vacation. She said she thought a rest "down on the farm" would quiet her jagged nerves—wonder what she calls Deer Lodge?

Forrest Shedden, late of the Westinghouse Company, has joined the office force of the general foreman's office for a few days while he does some special technical work.

John Nichols, blacksmith foreman, and Joseph Hurst, stationary engineer, attended the Pioneer's Meeting in Tacoma. Mr. Nichols says the scenery on the beaches was so wonderful, and he forgot his smoked glasses, so he hasn't quite recovered his sight yet. We also learned that the young ladies in Tacoma are very charming, especially the ones at the dinner.

Mrs. V. A. Para is working in the roundhouse office during the regular clerk's absence.

Elyira Bergen is planning on a trip to California for her health. We will miss her in the store department. During her absence Lillian Drake will substitute.

Mrs. Barrett is leaving on her vacation, which she plans to spend in Portland, Seattle, and Spokane.

"Hardboiled" Smith, Westinghouse man, has returned East after spending a long time out West searching for Quill Springs.

A. McIver, Westinghouse representative, is back East now on a short business trip.

J. S. Griffith, special representative, has been in Lewistown for a few days.

A few of the shop girls have been giving dinners every week. No one knows if they are just practicing the art for their own benefit or if the knowledge gained is to be used at some future date on some unsuspecting mortal. At any rate it always sounds and looks rather suspicious the morning after the dinner to see some of the girls taking large quantities of pennies from their pockets and saying something about "Fan-tan." And one or two young ladies let a tear roll down as they looked at money that was once their own. The members of this "Cooking" club are: Dell Ryan, Lillian Drake, Mary Reardon, Tillie Barrett, Fay Henderson, and Sybel Hobart.

Anyone having any wild ducks, please leave on Mr. Little's back porch as he hasn't had time to go hunting, and possibly won't have for a while.

E. Sears, division master mechanic, has returned to work after a long absence. Everyone is glad to know that he is much recovered in health and we are all glad to have him back again.

Marcel Vacarissas of Barcelona, Spain, is in Deer Lodge studying the electrical conditions, and substitution work.

Herman Weimer, substation clerk and chief clerk of the general foreman's office, has started to reduce. He is taking up basket ball and foot



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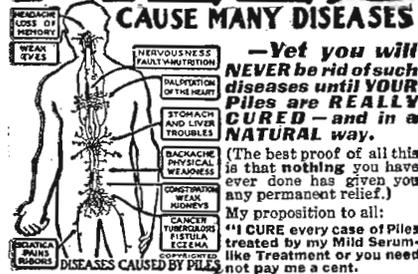
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Size	Diameter	Height	PRICE LIST
2 gal.	8 1-2 in.	11 in.	\$ 5.00
4 gal.	11 3-4 in.	13 1-4 in.	7.50
6 gal.	12 1-4 in.	15 1-2 in.	8.50
8 gal.	13 1-4 in.	17 in.	9.50
10 gal.	14 1-4 in.	18 in.	12.00
15 gal.	14 1-4 in.	22 in.	15.00
20 gal.	18 1-2 in.	24 in.	20.00
25 gal.	19 1-8 in.	26 in.	25.00
30 gal.	20 in.	30 in.	30.00
50 gal.	28 in.	35 in.	50.00

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1-2 inch soft copper tubing 40¢ per foot.  
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ball along with the boy scouts—that is, he has charge of them and sort of referees the games. We are of the opinion that when one side is losing that he "shoots" a basket and no one is wiser—how about it?

To show his appreciation of the banquet tendered a few months ago, Mayor Frank Conley of Deer Lodge invited all of the shop employes to a picnic held at his summer home on Irvin Lake, August 29, 1921.

Mayor Conley's mountain home is one of the most attractive in the West, comprising as it does, his own very beautiful residence, an elaborately furnished Club House for his guests, the summer cottage and a dancing pavilion situated on the shores of Lake Irvin, and a private deer reserve.

During the afternoon those of the shop men who had been boasting of their prowess as fishermen were given an opportunity to prove their records. To their credit, be it said, sufficient trout were caught to furnish the sumptuous banquet they all enjoyed later in the evening.

John Nichols, one of the old pioneers, presided as toastmaster, and before the day of enjoyment was over, was elected president of the "Conley Club." Timely talks on timely topics were made by Messrs. Maloney, Corbett, and Ness. Mr. Farnwald, chief clerk of the D. M. office, in response to an invitation extended by the district chairman of the machinists, sang a very wonderful ballad entitled "How Do You Get That Way"

### Milwaukee Shops Items H. W. Griggs

Boiler Inspector Ed Young was at the Shops September 21st. Mr. Young recently had a seven weeks' trip over the system to the coast.

The daylight saving time, so-called, dropped back to civil time September 25th. The railroad employes have had two kinds of time, D. S. time at home by the clock, Central Standard time by the pocket watch, which is what the shops show except in one or two offices.

C. H. Bilty was down over the T. H. Division the 21st and 22nd. He is now up at the Northern Terminal of the Wisconsin lines.

R. Harmeyer is general storekeeper at Green Bay.

George Dayton, formerly chief S. M. F. clerk, now with the Buick Co. at Flint, Mich., called at the shops September 22nd. George did not get over this far.

James McCormack, S. M. P. chief clerk, was over the Iowa lines the 20th and 24th.

The old or west roundhouse is getting a full circle of new ventilators or jacks of the pyramidal type with a high natural draft.

A big K1 engine whistle now roars out the time for the car shops.

The drafting room works through to 1 p. m. Saturdays, finishing for the afternoon, except in a few urgent cases.

Charles Dimmock from the general office was over the plant the 4th.

R. W. Anderson, S. M. P., is on a two weeks' trip to California.

The car shops are on six days a week at present, and some in the locomotive department.

The company's trade-mark in mammoth size graces the north gable of the car department wood mill.

Draftsman Sanhueber is in Chicago lining up the work on the T. H. Division cars.

Ray Voss of the drafting room passed around the cigars the others day. Mrs. Voss and the little son are doing well.

The "Milwaukee Road Club" is being revived again. The club ceased to function during the war work. The first open evening will be October 19th.

"Izetta," where art thou? Our popular correspondent from the car department has quit the company, or at least quit the M. C. E. office. See "Alby."

Lord Shaughnessey of Montreal (Sir Thomas, Bart)—"Tom as we used to know him—was in Milwaukee Sunday and Monday, the 9th and 10th, visiting his boyhood scenes. These shops started a year before Sir Thomas left Milwaukee forty

years ago, when he was our general storekeeper. The Veterans' renewals for 1922 are coming in good, as also are many new applications. Those applying or renewing now go in for 1922 if the 1921 dues are paid up, and they are paid up within only three or four at the shops. Follow the example, boys.

The double trees, three-horse eveners, and equalizers in Mr. Beck's article in the October Magazine sounds familiar. Our first impression was from the "life on the farm," as he mentions.

Some Vets of more than 46 years' service (the lowest in the October Magazine list) were registered at the Minneapolis convention. The writer's is 48½.

The entire car department buildings are being photographed inside and out for the experts in Chicago.

Electrician Chief J. J. Crowley has returned from a trip to Montreal and other Eastern Canada points.

Here is some good work for the company that is well worth duplicating by all of us. John E. Carrigan, car machine shop foreman, Milwaukee, got fifty fares to Chicago and return October 4th for a convention crowd that was going over another road. A clean-up of over \$300.

Charles Petran, general machine shop foreman, secured a special train to Mayville September 17th for the K. P. convention; 424 paid fares. Some \$1,500 for the Milwaukee Road.

W. Lyons of the valuation department is in California, where he will be for some months, in the final checking up with the Government.

"Ted" Kirkby is back with us after a three months' assistant S. M. P. on the western lines.

Two old-timers of the Milwaukee Road, our personal friends and fellow craftsmen have recently passed away. James C. Howard, Locomotive Machinist and gang foreman up to four years ago, died October 4th at his home 40 30th Street, Milwaukee. Mr. Howard had been unable to attend to his work for four years and was in bed for thirteen months. The wife and daughters and the two sons survive. The sons were in the world war, returning home with good records. Mr. Howard was a member of the Veterans' Association, having started with the Company in 1871.

Alois Steinberg, the veteran draftsman of the car department, died October 7th at his home, 104 Lloyd Street, Milwaukee. Mr. Steinberg has been off duty more or less for the last three months and when his voice gave out a month ago he remained home. Mr. Steinberg had been in the car department drafting room for forty years. He recently joined the Veterans' Association and was truly a veteran. The family, the wife and eight children, mourn his taking away at an age not so old, only 66 years. Two of the sons were in the world war. The drafting room attended the funeral in a body, as did many from the entire shops. Mr. Steinberg was a native of the Austrian Tyrol.

Mrs. Ferdinand Braun, wife of car painter, died at the home 3530 Vliet Street, October 2nd, after a lingering illness at the age of 64 years. The son, Ellsworth Braun is chief in the accounting office at the shops. The father has been unable to work for some time, which prevented him attending the V. E. A. convention at Minneapolis.

S. O. S. Tide Flats, Tacoma  
R. R. R.

Greeting Folks:

Is the inventory finished?

Tony Johnson returned from a vacation spent in Vancouver, B. C. He returned in very good "spirits."

Miss Gertrude Pollock is remaining in California for the winter, and Miss Theresia Nicholson has replaced Miss Pollock in the store department.

Daisy is with the C. P. S. again this year. We are looking forward to some very interesting games of foot ball this season.

Mr. and Mrs. J. A. Brady and family returned home from a very nice trip East. They reported having had a fine time.

Bob, our messenger, was off on a vacation. We were glad to see him on deck again, as we do appreciate Bob's messenger service.

Herbert Andrews has returned home from Cali-

# Loftis Bros & Co



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**Wellesley Diamond Ring.** Solid 14-k Green Gold band, pierced White Gold Heart design.

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There is absolutely no cost or obligation in mailing the coupon. Send it NOW, while it is before you.

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fornia. He is improving slowly from a severe illness, and we hope to see him his old self soon again.

Miss Irene Campbell of the car department, is back to work after a lovely trip spent with relatives and friends in the East.

P. Senn came in to see us the other day. Same old smile and good nature, looks fine and we hope to see him soon again.

Some more weddings. Frank Henery, car inspector, has joined the married folks just recently,—so he is also receiving best wishes and hearty congratulations from the bench.

W. W. Eshelman has been off on a sick leave for the past month, but is recovering and will soon be back with us.

Grab is in town. Called up to say Hello, and to get the usual amount of mail. Now, we'll say he is popular.

O. F. W. says E. R. B. is the second word in class eleven, while E. R. B. says O. F. W. is in class fifty.

Jene is now his own cook. We haven't noticed any physical change, loss or gain of weight,—but everyone expects the change.

L. Johnson, our timekeeper, lost his watch and spent several days off searching for it, but returned without success. "Think of a timekeeper losing the time."

Owing to the many vacations and sick leaves, can't gather very much news, hope to do better next time.

### River Division "Jerry-on-the-Job"

Agent L. W. Smock at Winona and his chief clerk, Otto Reuss, were among the members attending the annual meeting of the Milwaukee Veterans, which was held in Minneapolis last month.

Baggage man Pat McCarthy suffered a stroke of paralysis while working in the baggage room at Winona, September 6th, but is getting along well and we hope that by the time this goes to press he will be back on the job again.

Agent Smock at that point evidently has the gout as it is reported that he is wearing a black shoe on one foot and a white oxford on the other. He has been limping for several days and his office smells like a drug store, but in spite of the painful member he is wearing the same smile as usual.

The employes at Winona are not worrying about the cold weather coming, as they say they are kept quite comfortable, due to Willie Paulsen's wonderful management of the furnace. They say when it comes to being a janitor, Willie is quite as successful in handling it as he is in making love, and from all reports that is saying a lot.

I haven't received the details, but I understand Assistant Cashier Monarski at Eau Claire took unto himself a wife October 4th, and has left with his bride for a honeymoon in California.

The River Division bowling team is in the process of organization and is ready to take on any team around who feel that they are prominent enough in the game to take us on. Don't all yell at once.

On September 24th, Henry Wolfe, the first section foreman on the River Division at Milwaukee, died at the latter place, having begun work for the company in 1870 and remaining in the service until a few years ago when he was forced to retire on account of ill health.

Operator Roy Parker in the dispatcher's office has taken a leave of absence and is making the best of it by spending it in California. From all reports he is having a fine time.

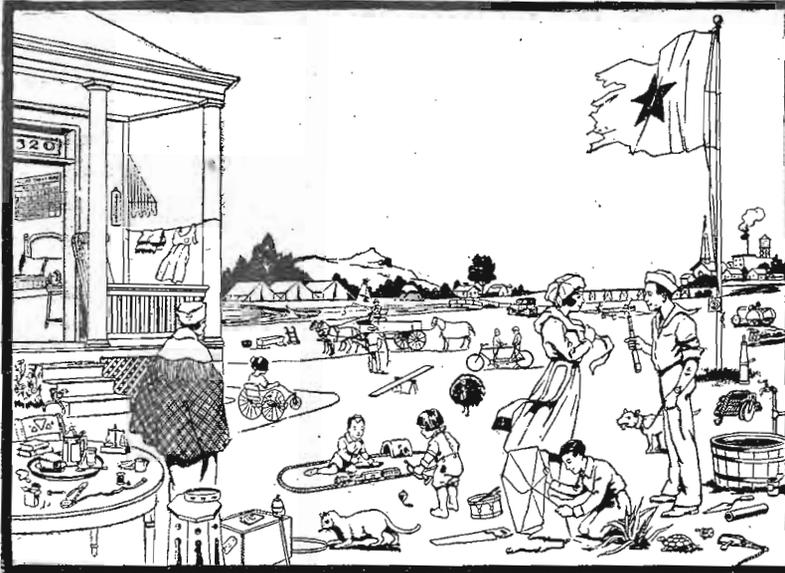
Conductor J. L. Gregg is back on the job again running on 2 and 57. He evidently thinks railroading is a lot better than contracting work and not so hard. However, outside of an extra fine coat of tan he looks just as good as ever.

### Illinois Division Mabel Johnson

All eyes have been turned to the telegraph keys at Savanna, awaiting anxiously, the daily news from the Yanks and Giants. Ringside seats may be secured, and the "betters" are right on hand.

Some win it all—  
Some get "none."

# Answer THIS PUZZLE Win BUICK OR \$1,000



**How Many Objects in This Picture Start With the Letter "T"**

Here's a Picture Puzzle which contains a number of objects beginning with the letter "T." Just take a good look at the picture—there are all sorts of things that begin with the letter "T"—like train, trap, top, etc., and all the other objects are equally clear. See how many you can find. This is not a trick puzzle; nothing is hidden and you don't have to turn the picture upside-down or sideways. Twenty cash prizes will be given for the 20 best lists of words submitted in answer to this Puzzle. The answer having the largest and nearest correct list of visible objects shown in the picture that start with the letter "T" will be awarded first prize; second best, second prize, etc.

## IT COSTS NOTHING TO TRY—EVERYBODY JOIN IN

All can participate in this great Fun-Game from the tiniest child to Grandpa and Grandma. Right after the dishes are done this evening gather all the members of your family together; give each one of them a pencil and sheet of paper and see who can find the most "T-Words." You'll be surprised to find how large a list of words you can get after a few minutes' study. Sit down and try it—then send in your list and try for the big prizes.

### YOU CAN WIN \$1,000

This is not a subscription contest. You don't need to send in a subscription to win a prize unless you want to, but the Prizes are bigger where subscriptions are sent in. For instance, if your Puzzle answer is awarded First Prize by the Judges, you will win \$20, but if you would like to win more than \$20, we are making the following Special Offer, whereby you can win bigger Cash Prizes by sending in \$3 or \$5 worth of subscriptions for Gentlewoman Magazine.

**HERE'S THE PLAN:** If your answer wins First Prize, and you have sent in \$3 worth of subscriptions, you will win \$500.00 instead of \$20.00; 2nd Prize, \$375.00; 3rd Prize, \$250.00, etc.

Or, if your answer is awarded First Prize by the judges and you have sent in \$5 worth of subscriptions to the Gentlewoman Magazine, you will receive \$1,000 as your prize (or a Buick automobile, freight to your home and war tax paid), instead of \$35; Second Prize, \$750; Third Prize, \$500, etc. (See 2nd column in Prize List.)

Isn't this a dandy offer? But look, extra amounts will be given on all prizes in the same manner. It takes but \$5 worth of subscriptions to qualify your answer for the big \$1,000 reward. Absolutely, \$5 worth is all.

### THE PRIZES

	If no subscriptions are sent	If \$3 worth of subscriptions are sent	If \$5 worth of subscriptions are sent
1st Prize.....	\$35.00	\$500.00	\$1,000.00
2nd Prize.....	30.00	375.00	750.00
3rd Prize.....	25.00	250.00	500.00
4th Prize.....	20.00	150.00	300.00
5th Prize.....	15.00	100.00	200.00
6th Prize.....	7.50	50.00	100.00
7th Prize.....	5.50	35.00	75.00
8th Prize.....	3.50	25.00	50.00
9th Prize.....	3.50	15.00	30.00
10th to 15th.....	2.50	10.00	20.00
16th to 20th.....	1.50	5.00	10.00

In case of ties, duplicate prizes will be given.

**AUTOMOBILE PRIZE:** As a special prize for the best effort shown in answering the puzzle we will allow the participant winning first prize (if fully qualified with subscriptions) the choice of \$1,000 cash, or a new 1922 BUICK TOURING CAR, value \$1,000, freight to your home and war tax paid.

### RULES

1. Any man, woman, boy or girl living in the U. S. but residing outside of New York City, who is not an employe of the Gentlewoman Magazine, or a member of the employe's family, may submit an answer. It costs nothing to try.
2. All answers must be mailed by December 10, 1921.
3. Answers should be written on one side of the paper only and words numbered consecutively, 1, 2, 3, etc. Write your full name and address on each page in the upper right-hand corner. Do not write subscribers' names or anything else on same paper with list of words; use separate sheet.
4. Only words found in the English dictionary will be counted. Do not use compound, hyphenated or obsolete words. Use either the singular or plural, but where the plural is used the singular cannot be counted, and vice versa.
5. Words of the same spelling can be used only once, even though used to designate different objects. The same objects can be named only once; however, any part of the object may also be named.
6. The answer having the largest and nearest correct list of words of visible objects shown in the picture that begin with the letter "T" will be awarded First Prize, etc. Neatness, style or handwriting have no bearing upon deciding the winners.
7. Three New York business men, having no connection with the Gentlewoman Magazine, will be selected to act as judges and decide the winners, and participants agree to accept the decision of the judges as final and conclusive.
8. The judges will meet directly following close of the contest and announcement of winners and correct list of words will be published in the Gentlewoman Magazine just as quickly thereafter as possible.  
Extra Puzzle Pictures Free On Request

You will find it easy to get a few subscriptions to Gentlewoman's Magazine. It is by far the best home magazine published for the price. It is filled with splendid stories, fashions, department for fancy work, gardening, etc.

**GENTLEWOMAN MAGAZINE:**  
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**THE GENTLEWOMAN MAGAZINE, Dept. 20, 615 W. 43rd Street, NEW YORK, N. Y.**

Elder gives the "inning call"  
And thinks it's "pecks o' fun."

Deepest sympathy is extended to General Yardmaster W. G. Chipman at Savanna, account the death of his aged mother, which occurred at Mr. Chipman's home October 12th, following an illness of about a year. Funeral services were held October 14th from St. Paul's Episcopal Church and interment made in the Savanna cemetery.

Mrs. C. M. Langley, wife of Machinist C. Langley, and Mrs. E. Shaffler, wife of Machinist Shaffer, Savanna, went to Rochester, Minn., where Mrs. Langley will consult the Mayo brothers.

Russell Eaton, Savanna freight house employe, and wife are the parents of a son born October 19th. Congratulations are extended.

Mrs. Ed. Flint, wife of Lineman Ed. Flint, and daughter Julia went to Chicago recently, where the latter will enter the Chicago Normal of Physical Education.

A very interesting and profitable Claim Prevention Meeting was held at the Radke Hotel at Savanna, September 30th. All superintendents and trainmasters of the Southern District as well as other officials were present, discussing and formulating plans for efficiency in freight handling so as to avoid claims arising from breakage and delay.

Switchman E. F. Hewitt and wife of Savanna have returned from Marshalltown, Iowa, where they were called by the sudden death of Mr. Hewitt's mother. Sympathy is extended.

Mrs. Ed. Brennan and Mrs. M. Brennan, wives of Switchmen M. and E. Brennan of Davenport, visited at the home of Yard Foreman Thomas Brennan, at Savanna.

Miss Agnes Taylor returned to Dubuque after filling vacancy in superintendent's office, Savanna, account Miss Alma Groesinger taking a month's vacation, spent in California. Miss Groesinger's mother also accompanied her.

J. R. Benson, machinist, Savanna, and wife, have returned from auto trip through Wisconsin, enjoying scenery at ~~Dela~~ of Wisconsin. Also visited relatives in Milwaukee.

Conductor W. E. Dee and wife spent a few days visiting in St. Louis, Mo.

Conductor William Fritz and Conductor William Huston are enjoying a pheasant hunt. Haven't learned of their success at this writing.

Superintendent Terminals C. S. Christoffer called at the office while in Savanna attending the Claim Prevention Meeting, and was indeed welcomed.

Chief Clerk J. Hansen returned from Seattle, Wash., where he spent his vacation.

Miss Mae Baslaw resigned her position as clerk in superintendent's office, and vacancy has been filled by Miss Leona Husbands of Davenport, Iowa, being comptometer operator.

Machinist Ed Shaffer and wife have returned from Washington, D. C., where they visited with Mr. Shaffer's brother for about a month, and report a delightful time.

Congratulations are extended to Agent R. E. Aldrich and Mrs. Aldrich at Hampshire, account arrival of nine pound girl Sunday, October 9th.

The following C. M. & St. P. employes and families attended the Veterans' meeting held in Minneapolis and all report the usual good time on this occasion: Special Officer George Layton and wife; Conductor Walter Roache, wife and daughter Helen, Mrs. J. Stoltenberg, Walter Dyer, Frank Losey, William Witchel, Sherm Correl, A. J. Reinehr and wife, Lewis Johnson and wife, William Nolan and wife, Agent Spoor and wife of Albany, Thomas Brennan and wife, Harry Stevens, wife and daughter Eunice, Harry Hoffman and wife.

From Davenport Station, Illinois Division  
**VINDICATION**

Come all you boys and girls who work at Davenport Station,

And you listen to my story, I'll not detain you long,

You have gone and given me credit for a vivid imagination,

So I've gotten up to tell you—that you sure have got me wrong.

In the first place, were I looking for a "vamp" thru all creation,

If I should pick on Genevieve, 'twould be coming rather strong,

For each one knows you might search all o'er the nation,

And not find a girl so pious, devout, or face so long?

And then there's all the others who work at this said station,

There's Henrietta who 'tis said is always late to work,

Poor girl, if she didn't stop to get her hubby's ration,

I'm sure she'd always be on time,—but that she cannot shirk.

And now comes Ann, of whom 'tis said she never makes an error,

'Tis most unjust to charge her with such an awful crime,

When you know, and I know, of all girls in the office,

She tries her very "darndest" to make them all the time.

Now Agnes Mc is next accused of spilling lots of blarney,

Which her very nationality would cause you to believe

Her Pater and her Mater, come from ould Killarney

Where Agnes kissed the blarney stone, on one St. Agnes Eve.

And so I might just like the brook, go on and on forever

Telling tales of Mabel, or Jack, or Margaret, But I must stop this drivell, lest friendships ties would sever

(If I should tell you all I know), which I'd very much regret.

Au Revoir.

**Freight Auditor's Office**

*Rein and Rott*

October 4th marked the opening of the 1921-1922 season of the C.M.&St.P. Fullerton Avenue Office Bowling League at the New Crystal Bowling Alleys. From the enthusiasm shown it looks like a very successful season. No records were broken either collectively or individually, but no doubt as the season advances there will be some good scores. The league comprises teams representing the various departments, viz.: Car accountant's teams, 1 and 2, railway exchange, freight claim agent's and overcharge claim, interline, revising and switching bureaus from the freight auditor's. At a general meeting of the members the following were chosen to govern the league: H. I. Snyder and H. Kester with H. Earle as secretary and treasurer.

Games will take place every Tuesday night up to April 11, 1922. There will be prizes each night and at the close of the season, same being too numerous to mention.

We noticed in the September issue that Milwaukee has its Bowling team a-going. Well, any time you are ready, Milwaukee, just drop us a line.

Roman Tomabewski, otherwise and better known as "Tom" took a month's vacation and to our surprise got married. The happy bride is the daughter of our county commissioner, Albert Novak. We all know of Mr. Novak's many good qualities politically, but Tom says as a father-in-law, he can't be equaled. Now we wonder what father-in-law thinks of our correspondence clerk as a son-in-law.

Francis Hoffman is another sly little groom in the interline bureau. Huffy always had a quiet way of doing things and when it came to a wedding, he lived up to his reputation.

So much for the blushing-bashful grooms. "Here Comes the Bride" and she is Florence Mueller, John Krieter is the lucky man who will be waiting at the church October 29th. (We feel just like the license clerk at the City Hall after writing this.)

Charles Becker is with us again after an illness of six months. Glad to see you, Charlie.

Behold! Have you noticed the new mustache the "C. M. & St. P. mustache"? Well, just take a peek at Jimmy Boland and George Sheldon, who started to raise their crop in June and now along comes Charlie Schulz with his crop of one week, long enough to turn up the ends. Better let the two oldtimers in on the secret, Charlie, so that they may be able to turn theirs up by Christmas.

We are sorry to hear of the death of Norma Hurtienne's mother. We extend our sincere sympathy.

Misses Gladys Goodman, Helen Flint, Frances Megzlo and Annie Anderson are departing Saturday night for Milwaukee. Wonder what the attraction is? Probably Annie can tell us.

We suggest that Stella wear her goloshes to work, because each time our fresh air demon (Lillie) opens the windows, she complains of cold feet.

We had a visitor the other day in the person of Mrs. Cohen (nee Anna Holtzman), until recently a member in good standing of the Interline Department, and who forsook proven territory to embark on the leaky bark "Matrimony." Anna must have found the right man, however, as she did not even breathe about getting a divorce although married two whole months.

Frank Shannon of the tracing bureau is a lucky fellow. First he had his appendix removed and is still living, now he has his father-in-law taking him home from work every night in a Hebrew Packard (in English a common Ford), and best part of it, Frank is still living and in the best of health. To quote the eminent historian, Jesse James, "The best part of a Ford is when you get out of one." How about it, Frank?

Bertha Thoms has recovered from a serious operation and is with us again.

A poker party was gathered on the evening of September 30th by some of the well known statistical bureau card sharks, namely, E. Pfeiffer, R. Smeja and two unexpected guests. Considerable beating was at stake when the unexpected guest was opposed by Smeja and for the first time in card history a flush beat four eights.

Miss V. Wilkins has returned from her vacation and no doubt we all know, or at least we think so, that there will be a change in name.

#### Notes from the Docks, Tacoma

At last the work of reconstruction at the wash-out of last spring at Dock One is in progress and promises to be completed in short order. One hundred and seventy-five new piles had to be driven. Many thousands of young fir trees were sunk to furnish a foundation for the rip-rap, and more than ten thousand tons of rock are being sunk to protect the bulkheading. A big suction dredge is anchored out in the Puyallup river and is pumping sand into the hole at a tremendous rate. It will not be long before the end of the dock resumes its normal appearance. The dock forces are wishing nothing better than that business might also resume its normal appearance and enable us to move back to our picturesque quarters at Dock One again.

Ed Collins, our popular chief clerk, spent his vacation at his fruit ranch at Yakima. True to his promise, he sent us a box of beautiful pears, which were highly appreciated. They were green as grass when they arrived; in a spirit of self-sacrifice (or was it merely curiosity?) Emmett Maloney, our handsome wharfage clerk, ate the first one to see whether they were good to eat. He spent most of the afternoon thereafter in looking through Grace Erickson's dictionary for an explanation of his symptoms and finally found cholera morbus under C. The rest of us waited several days for the pears to ripen before we experimented with them.

Tom Hutton, one of our popular checkers and purveyor of fresh eggs to the dock forces in general, moved lately from his chicken ranch on the hills near Ardeau, a suburb of Tacoma, to a city residence in the Central Park district of Tacoma. He bought seven lots there and expects to farm it on a large scale; at least he moved his cow and chickens to town in the

## Baldwin Duplicate and Repair Parts for Locomotives of all Types

We are ready to help you repair all bad-order locomotives, whether of our own build or of other makes.

It is equally important that owners of motive power keep on hand a sufficient quantity of duplicate and repair parts to meet emergencies, and thus prevent financial losses which would be caused by idle locomotives awaiting deliveries of supplies.

Baldwin Service is prepared to help railway and industrial companies in every way possible.

The  
**Baldwin Locomotive Works**  
Philadelphia

603

## Electrification of Steam Railroads

It has been estimated by the three principal railway companies in France that the electrification of 5,280 miles of their lines will effect an annual economy of 1,500,000 tons of coal.

Italy has extensive electrification plans, because of the high cost of coal and the large amount of water power available in the Alps and Apennines. The program calls for the future electrification of approximately 1,800 miles. The alternating-current system has been adopted.

The mountain division of the North of Spain Railway is being electrified and several other electrification projects are now active in that country.

In Sweden the alternating-current system has also been adopted and the program for electrification calls for the expenditure of approximately \$12,000,000 during the next few years.

The electrification program of the Japanese railways includes from 500 to 700 miles during the next five years. Work has already started on some of these lines, and American manufacturers have obtained contracts for some of the electric locomotives and power equipment.

Australia is completing its electrification of 145 miles of suburban track. Part of the line is now under electric operation and the system as at present planned will be completed early in 1923.

The foregoing goes to show that countries other than the United States have been very active studying the question of electrification, and it is gratifying to find that these studies have in each case proved that electrification is justifiable.

flivver. Tom says it is quite a relief to have hot water on tap and not to have to heat the washboiler full of water for the Saturday bath.

Mr. and Mrs. John Dolle returned from their wedding trip early in September; our readers may remember Mrs. Wells of the dock forces. The newlyweds remembered their friends at the docks with cigars and candy, for which many thanks.

Carl Hall, who for some time was a member of the accounting department at the docks, is reported to be quite sick; at this writing he is at the house of friends at Regents Park, a suburb of Tacoma. His many friends at the docks are hoping for his speedy recovery.

C. S. Ebbesen, our chief accountant, celebrated his fiftieth birthday the other day and in honor of the occasion treated the force to ice cream. Needless to say that he was the recipient of many congratulations and wishes for the return of the day; in fact, if we could figure on the ice cream for sure we might wish that he had a birthday every few months.

Three new watchmen have been put on at the docks and our old friends, Talley, Farrow and Holmes, are on the job again.

The Tacoma Port Commission's dock lately had so much business that they could not handle it all and temporarily leased trackage rights at our Dock One to handle lumber cargo. The West Catanee loaded there. Lumber shipments have been heavy on Puget Sound and the Osaka Shosen Kaisha steamers are also taking their share from these docks for Japan.

We forgot to mention above that Brother Collins on his return from Yakima was prepared to prove his stories of the wonderful fruit grown there by bringing along the very finest peaches we ever saw or tasted. Many thanks!

Bernie Bartels took another two-day vacation the other week in order to get four cords of wood into his basement. Bernie nursed a lame back for several days and vows he would rather stay at work than have that kind of a vacation.

Emmett Maloney, accompanied by his pretty sister, left on September 16th on a vacation trip to San Francisco and Los Angeles. He has just returned to work at this writing. He gives glowing accounts of the trip, except that it was too hot for a Puget Sounder at Los Angeles. While there he visited with friends at Hollywood and succeeded in breaking into the movie world to the extent of being permitted to figure as one of the crowd at a church door in a film scene. We are all waiting for this film to be released now in order to admire Emmett as an actor. Envious people hint, of course, that Emmett doubtless looks more natural outside of a church door than he would inside of it, but this is mere calumny.

Mrs. Powels, formerly our own Minnie Rohrs, returned in September for extra work at Dock Two while Emmett Maloney was away. We were all pleased to have her gracious presence here once more.

The Clover and Rau families, accompanied by Fay Clover's grandfather, Crawfoot, motored from Tacoma to Copalis Beach on the Pacific Ocean, via Aberdeen, over Labor Day. They had a very enjoyable trip, with clam digging galore.

#### Kansas City Division

##### Billie

While working on No. 93 September 28th, a switch lamp fell off the west house track switch at Moravia, striking Brakeman W. H. Winger on the head, cutting his scalp. Mr. Winger was able to resume work October 7th.

Dispatcher Geo. Shaw has returned from a vacation trip to northern Wisconsin.

C. V. Hammer, traveling accountant, discovered a fire on bridge I-416 at Ottumwa Junction September 28th. Pete Hazeltine and A. C. Daacke both ran to the rescue with a pail of water, and soon had the blaze extinguished.

C. H. Baker, chief timekeeper, is spending his vacation in Chicago and points in Iowa.

Miss Martha Williams, who has been stenographer to Chief Clerk J. W. Sowder for the past five years, resigned September 30th. Her marriage to Harold F. Burnaugh, trainmaster's clerk, will be an event of the near future.

Mildred Kissinger, formerly assistant timekeeper, succeeds Martha Williams and Charlotte Criley has been appointed assistant timekeeper. Elizabeth Evans has also been added to the force in the superintendent's office as comptometer operator.

Car Foreman L. B. Faltynski and wife returned October 11th from Milwaukee, where they have been enjoying their vacation.

Martha Brown, first trick operator at west yard, is away on her vacation and her trick is being filled by Operator W. D. Wright.

Stanley Yates and Carl Hampton of yards have taken a leave of absence and are attending school.

Don Nicholson is working third trick at yard office.

**The End of a Perfect Day for the Yardmaster**  
Whoever invented a clam shell, without a propeller attached,

Had better not appear in the west yard without being prepared for attack;

Of all the contrivances invented, this one sure gets my goat,

And I don't care a hang who knows it. If I never wear sleeves in my coat.

It's Charley, please put the clam shell over on the cinder pit,

It's chuck full up to the muzzle, and can't get in another bit.

Charley, please spot the clam shell, over to the boiler room;

They're clear out of coal for the furnace, and the steam gauge is going to be doomed.

Charley, please spot the clam shell over near the roundhouse,

The blame thing is chuck full of mud, and we have to give it a douch.

Charley, the clam shell is ready to go again back on the pit,

And if you will place it just once more, we won't want it moved a bit.

Now when my day's toil is over, and I settle down for a perfect day,

And again when I wake in the morning, that clam shell is still in the way.

—Mike Whelan.

VAUGHAN

P.&M.

HENGGI

YARDLEY

## RAIL ANTI-CREEPERS

**THE P. & M. CO.**

**THE P. & M. CO.**

(ENGLAND) LTD

LONDON.

RAILWAY EXCHANGE  
CHICAGO

**THE P. & M. CO.**

LIMITED  
MONTREAL

**Idaho Division  
RCP**

Same Old Song. You fellows sit back and let me do all the rowing. Fred Washburn was going to help us along with some dope now and then, but he won't even give us a hint of what took place on his trip to St. Martin's Springs. After all I have done for him, too; but he never appreciates what a fellow does for him anyway.

I have in mind one time shortly after he had purchased his car. I heard an awful hammering across the street where he lived. Looking over I could see Fred doing battle with something on the ground. He would hammer it awhile with a big maul, then poke at it and pry on it with a crowbar. Among other weapons he had a rig that resembled a wire stretcher. He tried them all on this thing, whatever it was that he seemed determined to do to death, stopping only long enough to mop his brow and blow a long "shoo" occasionally. Thinking I might be of some assistance to him I walked over and inquired as to the whyfor of the strenuous life he was leading. I then noticed the object of his vicious attack—nothing but a tire on a rim. He explained that he had decided to take that casing off and put his spare on instead, it being in better condition, and since he had no extra rim it was necessary to take the old casing off that one, but he guessed he'd have to give it up cause it must have "grewed" on, he couldn't budge it. I felt of it and found it hard as a rock. Touching an air gauge to the valve it registered 80 lbs. air pressure. Not wanting to hurt his feelings I merely offered to suggest that he first let the air out of the tire. While he was doing this I ventured to inspect his car which was standing close. I took hold of the steering wheel, turned it back and forth to note the play then worked the hand throttle lever down and up a couple of times and left it about halfway down. It was then that I got mine. Fred came over with a bound and shot that lever back—"looks like to me," he said, "that you'd keep your hands off that car until you had learned something about an automobile. Don't you know that when you pull that lever down that you open up the carburetor and let the gasoline run out into the engine and flood it?" I didn't get him for a minute, then it occurred to me he had that lever sized up for some kind of a faucet, move it down or open and the gasoline would pour into the engine. I tried to explain that the lever in question was not attached to a hydrant, but a "butterfly" valve, located in the channel leading out from the carburetor, and that it worked like a damper in a stove pipe—when open the pistons moving down on intake stroke created a vacuum or draft and drew gas from the carburetor, but when damper is closed the suction does not reach the carburetor. He told me I had had a dream and hadn't woke up yet, that I was dreaming about operating a heating stove, but he was there to remind me that this car was no heating stove. "I'll keep an eye on you," he says, "first thing I know you'll be leaning onto that crank to shake her grates, something wrong with you alright talking about "butterflies and all." What could I say to that? Nothing. I went home to tend to my own business.

Another time he was marooned in Rosalia with no way of getting back home. All the roads

were streams of mud and there hadn't been a car over them for many days. Fred talked me into driving my car over to get him, the bunch at the garage told me I'd never make it. The mud was hub deep and thick all the way, but I reached Rosalia alright. Fred was mighty glad to see me. On our way back the rear wheels dropped into a mud hole and the running boards rested on mud, thick, sticky mud. We were in "a bad hole," as Dan Kelly would say. The rear wheels hadn't touched bottom. To step off the running board would have been suicide. Fred tried it once, but only once. It took all of his strength and mine, too, to pull him out, his rubbers stayed there. It sure looked bad for us, not being able to even step on the ground to do something, or go for a team of horses to give us a pull. He was greatly alarmed at the thought of having to sit there until the mud froze hard enough to carry our weight. He was hungry, too, and while I was trying to think of a way out, he raved about the nice warm supper Mrs. Washburn had ready for him about that time. I told him to close that food trap of his for a minute, that I had a scheme. I got out on the running board and stuffed a pair of cover-alls under one rear wheel and a perfectly good coat under the other, then stepped on her and we were off. It was a great sensation to feel ourselves ploughing through. Fred hollered, "just leave her in low and step clear down on her, if we stop we are done for." We didn't stop, but soon rolled up to his house. I stalled around waiting for him to say I needed something to warm me up and to come in. Nothing like that, though. All he said was, "much obliged, I enjoyed the ride very much in spite of the dust!"

Albert Janosky, who rides the jitneys every morning since the street car controversy came up in Suokane, got wedged in a back seat in the jitney this morning and had to make two round trips before he could get to the door to get out.

The office received a letter from a large lumber firm having mills at various points on this division, which reads in part as follows: "Several days ago we ran short of cars at this point and you stopped a through train to set out two empties. This was about three o'clock in the morning. Shortly afterwards our watchman in making his rounds detected smoke coming from the cars. Upon investigation he found six 'Dums' in the car boiling coffee over a fire built on the floor of the car. This car, you understand, was spotted on our planing mill dock. We were mighty glad to get the cars, but had no use for the excess freight, and we certainly hope, that if your empty equipment must be used as bunk houses for hoboes, that you will spot those particular cars somewhere other than beside a half-million dollar combustible property."

We appreciate the fact that it is next to impossible to keep these people from riding freight trains under the present conditions. We are calling this to your attention just as an indication of what can very easily happen in a case of this kind."

I guess they are right at that. Conductor Frank Noble has moved from St. Maries to Ithaca, N. Y., where he will devote his entire time to the care of his dairy farm.

A. C. Weber, car foreman at Othello, was in receipt of the following message from Chi-

**RAILROAD POLICIES FOR RAILROAD MEN**

**AN INCOME FOR LIFE**

is provided for you and your family if you are a CONTINENTAL policyholder—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your time or inquire by means of the Coupon.

About \$27,500.00 paid to 940,000 policyholders and their beneficiaries.

**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 in the United States and Canada.

My age is.....

My occupation is.....

NAME .....

ADDRESS .....

**Continental Casualty Company** H. G. B. ALEXANDER **Chicago**  
President

cago, under date of September 24th:

"Othello awarded 2nd prize on system best operation, car department 1921."

(Signed) L. K. Sillcox.  
That sure is putting the Idaho Division on the map.

Switchman Bob Merrick, of Malden, sustained injuries to his right foot which proved to be of such serious nature as to make it necessary to have it amputated. Bob has the sympathy of his friends and co-workers.

Roadmaster Allen recently made a hurried trip East. He visited Chicago and other points.

A switch crew has been put on at Spirit Lake. The crew is headed by Foreman H. T. Kingsbury, with John Stiltz and Joe Anderson assistants.

The boys drop in to see us every once in a while. Among recent callers were M. F. Whalen, yardmaster at Othello, Frank Sever, Agent Usk, Conductor T. E. Linehan and Pat Murnane. It had been a long time since I had last seen Tim, but am glad to report that he is as chipper as ever. Pat looked like a million dollars.

"Slim" Clizer was the happiest conductor on earth; I said was. He was captain on the local between Spokane and Coeur D' Alene until bumped off by Conductor McAuley. It not only hurt to lose the run, but to think that Mac would displace him was too much. "Slim" waited his chance and got even. He remained on the run as brakeman and one day when Conductor "Mac" was waiting for the billing on several cars of apples at Opportunity, he visited with the lady stenographer at the shipping plant. About the time "Mac" thought he was making a hit "Slim" stuck his head in the door and very meekly reminded Mr. McAuley not to forget the box of apples that his wife wanted him to bring home.

Fred Hart, agent at Rathdrum, with Mrs. Hart, have returned from a trip to New York City. Fred said he was never scared so much in all his long life as when he rode in one of the sub-way trains. Seventy-five miles per hour that train traveled, he said; only took twenty minutes to go ninety blocks. He must have been stretching it though for surely it wouldn't take twenty minutes to go ninety blocks at 75 miles per. Furthermore he could not hold his breath that long.

Ray Shook has been appearing at the office these days in striped shirt and trousers. Stripes of various hues. I heard Gertrude tell him he reminded her of a stick of candy. Don't know if she meant that he looked good enough to eat, or was just kidding him about his shape.

There is a lot of sunshine in the superintendent's office now. Alma Kester has returned to work, after an absence of about two months. Alma relieved LaMar Andrews, who has returned to the University of Washington, where he will complete a course in business administration. It will take just such cheer as Alma is capable of radiating to make up for the loss of LaMar.

#### M. C. B. Gossip

##### "Alby"

We might change what the time-honored walrus once said to read:

The time has come, old Winter says,

To speak of many things,

Of noses red, and rubbers, too,—

You can finish it to suit yourself, I can't find any appropriate rhyme. I consider I "done my dooty" by the first three lines.

Louise Le Sage spent a few days in Indianapolis while away on her vacation and though she was unfortunate enough to lose, she was fortunate enough to recover her seal stole, so all's well that ends well.

Lillian Skobis visited at several places during her vacation. Spokena, Seattle, Mt. Ranier, Snohomish, and Minneapolis were honored by her presence. She even threw snowballs when a few thousand feet above sea level on Mt. Ranier, and her snap shots prove it. The West must be a great place.

On the other hand there are people who like to spend their vacations at home. W. B. Wible did, for instance, and the population of Elm Grove was increased by one. Lorene Oelke also spent hers at home. Markesan is the name of

the metropolis, and when she came back, she bashfully admitted she had gained a pound and a half. What an awful lot!

Katherine O'Donnel found Muskego Lake a pleasant place to spend a vacation even though it was a bit cool for swimming. (There are other things you can do, you know, such as paddling about in a "little red canoe," or something just as fascinating.)

Kilbourn, Wis., proved attractive to Art Reberger and his wife and they found the Dells well worth viewing. Both F. P. Brock, and J. M. Bremser had their second week's vacation; Mr. Bremser and wife spending theirs at Hartford and Chicago, and Mr. Brock spending his quietly at home.

I guess we must be through with vacations by this time. We might just as well begin planning for our next year outings.

The car department has something else besides engine smoke from the locomotive department now, namely, a whistle. Who took our old whistle away? We miss it so. Pote ole whistle, never to blow again.

J. A. Deppe, assistant to the M. C. B., spent a day in Chicago and Green Bay on company business, J. A. Holub, chief clerk, a day at Hegevisch, Ill. and J. M. Bremser, an afternoon in Chicago. L. K. Sillcox, general superintendent motive power, paid our office a visit Sept. 16th.

Cantaloupe! We have Ed Krohn to thank for that. Who ate it? Ask the girls he gave it to, and they will tell you how sweet it was.

Gertrude Haas, after a three months' leave of absence is with us again, starting Sept. 20th. Now that she is here, we can't remember that she ever was away.

The six year old son of Bill Stark was operated upon, having his tonsils removed a short time ago, and is now, I believe, getting along very nicely.

And then we have some real good news. Martin Biller has undergone a successful operation at the Mayo Bros. hospital at Rochester and is improving daily. He has several correspondents in our office and if anyone wants to add to the list, I feel sure Martin will appreciate it. Due to the vigorous efforts of Geraldine Nelson and Floyd Streeter, very able relief fund solicitors, magazines, candy, cigars, gum, and other necessities are being sent him regularly. His letters and cards addressed to different members of the office expresses his appreciation. We hope to see him soon.

Which is the more exciting the World's Series or a Presidential Election? Anyhow, the baseball affairs hit our telephone operator the hardest. Jusk ask her.

During the month we had several week-enders. Edna Haslam went to Okauchee. Berenice Kruse, Norma Lutzenberger visited in Chicago, and so did Herman Klatte and Bert McNeil. Julia Weins went as far south as Kenosha, visiting a sister.

It's not much news to say that Gene Kleiner went to Pewaukee. Of course, it's more news to add that we think it's the last time this season. Walter Stark was seen up in Mayville, Sept. 17th. Now we know he is a K. P.

There is something shady about the way A. Horn does things. First he orders a pass for Minneapolis, and then just at the last minute, it changes his mind and has the pass made out for La Crosse instead. Think Minneapolis is too far for two nights, or is there some special attraction at La Crosse, Al? You seem to have a weakness for that place, anyway.

Louise Le Sage is a god-mother now. One Sunday she went to Merrill, Wis., and became aforesaid relative to a new nephew.

Some changes were made in the geography of the billing department. Emil Polaszek and Emma Wagner were moved close up to the western boundary of the room, and Bert McNeil and Herman Klatte were moved to the desks just vacated. Evidently they were lonesome in the billing room.

On October 1 Walter Grunewald left the employ of the company to work in a glass manufacturing plant, but before he did, he composed a farewell poem. It's too long to print, and I do not want to mar its sense by shortening, so if you want to read it, you will find it on file somewhere in the office. "Willie" Berssenbruggie



### \$876 in One Month

That's the record of C. A. Rowe of New York—and he gives only two or three hours a day to this work.

### 6 Orders in a Bunch

"Enclosed find the result of first day's efforts. I did not know it was so simple. All I did was to pull out my book and hand it around to men, with the result I got six orders."—J. J. Steish (W. Va.).

### Customers Overjoyed

"One night I spent one-half hour in a home in Portland. In that half hour I sold \$100 worth of coats. Very easy and simple. September 28th I spent twenty minutes and my profit was \$13.50. Customers are overjoyed with their coats."—R. W. Krieger (Conn.).

### \$625 a Month

Andrew B. Spencer, of Pennsylvania, is an insurance man who sells raincoats in spare time. We paid him \$625 for one month's spare time.

### \$2005 in 6 Months

\$2,005 cash for six months' part time is the record of C. E. Ray of New York. He only devoted his spare time to this work and added \$13 a day to his income.

### 3 Hours—\$13.80

"Am sending first orders for your splendid raincoats—only three hours' work. My profit \$13.80."—Chas. Britt (N. C.).

### 5 Orders in Two Hours

"Enclosed find five raincoat orders, amounting to \$50. Upon my word of honor, I made this profit in one hour and forty-five minutes by my watch. The more Comer coats I sell the easier they are to sell."—T. A. Earle (S. C.).

### A Woman's Record

Mrs. Margaret McCoy wrote that she worked half an hour and made \$14 profit.

### No Trouble

"Enclosed find orders I took this evening. Had no trouble after I showed the samples. In fact two people sent for me to come and see them."—L. W. Roberts (N. Y.).

### Without Experience

"Three orders taken in twenty minutes. Rush more order blanks."—R. H. Dorff.

## A Personal Offer— to Railroad Men \$25 to \$200 a Week

I know that there are thousands of Railroad Men who are interested right now in making more money. They want immediate action—and I am going to make an offer to Railroad Men that will enable any man to make from \$25 to \$200 a week, depending on whether he can give me an hour or so of his spare time each day, or six hours each day of real work.

### How Much You Can Make

I want a Railroad Man in each community to act as my representative—call on my customers and take their orders for raincoats. That's all there is to it. If you take four average orders a day I will pay you \$96 a week. If you only take one average order a day you will make about \$24 a week. If you will read the records of a few of my representatives—on the left-hand side of this page—you will realize that it is amazingly easy for a man to make from \$50 to \$200 a week at this proposition.

### No Experience Is Needed

It is not necessary for you to be a salesman. It is not necessary for you to know anything about raincoats. I will give you all the information you will ever need. There is no trick to taking orders for Comer Raincoats, and the reason is simply this—people are tired of high prices. If they buy coats from stores they have to pay a profit to the merchant, to the jobber, to the clerk—they have to help pay for fine fixtures, and, in most cases, they buy a coat that is from six months to two years old. Either the price must be high, or the value must be low. We manufacture our own coats and sell them direct to our customers by parcel post. Our representatives simply take orders. The values speak for themselves—and with such values, such styles, such materials as we offer, our representatives often take from two to four orders at a single call.

### This Is All You Will Have to Do

All that my representatives do is to take orders—and they get their money immediately. If your profit for one day is \$10 you will have that \$10 in cash the same day. You don't carry a stock of coats. You don't put up any money. You don't deliver anything, and I do my own collecting through the mails.

### This Is My Special Offer

Now—the important thing is to get started. I know that you can make at least \$50 within one week of today, and have that \$50 in cash. I know that within a short time you can be making \$100 a week—every week. The important thing is to get started and get started quick. If you will fill out the coupon with your name and address, I will send you complete details of my offer. I will write you a letter that is so complete, clear and concise that after you read it you will know absolutely where to go, what to say and how to make the money.

Within the past few weeks I have paid Railroad Men a net clear profit of thousands of dollars. Railroad Men are now making good wherever they are acting as my representatives. If you are one of those men who want a real opportunity to establish a big, permanent, substantial and profitable business—if you are sincere and in earnest, sign and mail the coupon at once, and within 30 days you will be making more money than you ever thought possible.

C. E. COMER

The Comer Mfg. Co., Dept. V-53, Dayton, Ohio

### NOTE

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment and will have reason to be proud of his connection with the company.

## COUPON FOR RAILROAD MEN

C. E. COMER, COMER MFG. CO.  
Dept. V-53, Dayton, Ohio.

I am a Railroad Man and want to get started as a Comer representative. I can devote <sup>full</sup> time to your proposition. Please send me, without expense or obligation to me, complete details of your offer.

Name.....

Address.....

felt as though it required an answer, so ready-made poet she became. You can do most anything you want to, you know, even to writing poetry. 'Nuff sed.

Then some more changes and additions were made. Clarence Feltes now does the work formerly handled by Walter Grunewald and Daniel McDermott, on October 3, took the chair vacated by Clarence Feltes. Matt L. Chime, starting in the M. C. B. office September 19, is another addition. He does stenographic work.

Toothache is bad, but generally, in our experience, it's before a tooth leaves that it causes trouble, not before it arrives. Eleanor Bartz thinks otherwise. She was home two days because a wisdom tooth insisted on a violent entrance into her existence. My! how well we remember her poor cheek. Hold on, it can't be called poor in the sense of leanness, however, don't mistake my meaning.

We will close with a verse.

He was a seamstress, manly, tall,  
Because an accident made him so (sew),  
It happened in a game of ball,  
Some thin threads parted then, you know.

And then after lunch hour, one of the late  
Terre Haute-ians disappeared for a while. Innocently, we wonder "why?"

Signal Department "Wig Wags"—Lines West  
*F. F. Seeburger*  
**TIMELY TOPIC**

Some of us like to depend upon "Guess Work." The better way is—study, seek, advise, then decide on your action. Our line of work is too important to depend upon guess work.

We received another Timely Topic for this month's issue, but it is too deep for average use, so will rearrange slightly, and it now reads as follows:

R. A. Long, special material storekeeper at Deer Lodge, is surrounded by \$7,000,000 motor car repair parts and 26,000,000 requisitions that he cannot fill. He claims this branch of his department is out of place. Too much Sheffield-Fairmount lead and heavy lag of Mudge-Adams.

E. Bouchet signal material storekeeper at Ta-

coma, was called to Portland on account of the illness of brother, and F. George Mills is having one ——— of a time trying to fill requisitions, taking stock inventory, and a lot of other duties strange to a draftsman.

Open season is now on for pheasants and ducks, and evidently stenographers in the Tacoma office. Miss Julia Ramond left, and Miss Katherine Jacobus took her place for about such a length of time, and now we have Mr. Gerlach. We'll get back to a pre-war basis yet, with nothing but males around the office, then the far corner will look mighty lonely without Miss Hendricks. Also, the open season is on for deer in Washington, and C. C. Stee put in several days hunting, but there are just as many deer now as before he was out.

Andy Ayres, maintainer at Easton, is still off, recovering from an operation on his throat, being relieved by H. Gulberg from Corfu. Emil Anderson is relieving Gulberg. Thorp Stephens, helper at Easton, has been laid up a few days with rheumatism, being relieved by Jim Sprague. F. M. Applegate is back on his old job as helper to Dave Williams, at Renton.

William Randolph Hammond, old time colleague of P. R. Weaver, who was acting traveling maintainer during Ted Groth's vacation, spent several days at Lewistown moving the crossing bell at Boulevard avenue, and while in that vicinity Bill visited the oil fields and traded some of his Alaskan mine holdings for oil stock. P. R. used to criticize Bill in the old days about squeezing the feathers off the Indian head before he would spend a penny, but this wise old bird knew what he was doing and can retire most any day, giving the rest of us slaves the laugh while he sits at ease. Of course, as soon as he makes P. R. the president of the Old Signalmen's Home we may have a chance to horn in on this "ease" stuff ourselves.

C. M. Sweeney is laying off ninety days, account of Mrs. Sweeney's illness. Glenn Collins is on as maintainer at Lennep, with E. V. Wells back as helper.

Ben White came down from his ranch and is grabbing off a few railroad dollars in Collins'

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regular place as helper to Ringhausen, at Gold Creek. Have a note that says Ring is the champion duck shooter of Powell county, but he will have to move up several points to beat Ed. Sprenger, at Missoula. If Ed. can't shoot 'em he swims out and drowns any lame ducks left in the pond. This last isn't hearsay, as we saw him do it.

O'Dore's crew have completed work on the Sappington plant and Willow Creek Wig Wag, completed trunking bond leads Jefferson Island to Piedmont, painted and made light repairs to Piedmont plant, changed signal circuits out of telegraph lead cables between Sixteen and Deer Park. Now at Alloy to rebuild Rocker plant crossing, paint pipe line and make other light repairs.

George Hessel has been awarded patents on a new clock winder and a gun sight. Suppose he will soon be in a class with Hammond and retire. O'Dore went to Butte last Sunday and had his hair marcel-waved. Understand Hessel likes it and is going to have his done the same way.

Supervisor Allen making preparations to take Mrs. Allen to Chicago for an operation.

Traveling Maintainer Dill finished up the train order signals and is now inspecting pole transformers and oil switches.

No one in the department was worried about what to do with their leisure time, and now that this new charge out accounting system is in order if any time does come up it is used trying to dope out what some one wants, expects, or thinks they should get. For instance we got a letter about as follows: "Please enlighten me on this charge out business. My requisition No. 936 is charged to Account 404, Signals and Interlocking, and No. 956 is charged to Account 271, small tools and supplies, and No. 875 covering punches and chisels, which look like tools to me, is charged to Account 249, and so is a barrel of gasoline. If you know anything about this please put me next, as I can't tell from here whether a barrel of gas is a tool or a box car." Never mind, fellows, just do as your orders were on some other things, "wire Chicago and they will send out an expert."

We just received an announcement that an old friend, R. H. Ford, was married to Miss Margaret Todd, at Havana, Cuba, September the seventh, also, a card saying they will be at home to their friends at Central Hershey, Cuba. Congratulations, and sorry, all one move. Glad "Hen" has some one to look after his shirts, but sorry it is so far to Cuba.

#### Twin City Terminals

##### "Molly O"

General Manager J. T. Gillick spent a few days in the twin cities the past week looking over the terminals.

Superintendent G. A. Van Dyke and wife spent week end in Iowa, visiting friends.

The Duluth passenger department baseball team, forty strong, are coming to play the twin city passenger men, Sunday, October 9. Arrangements have been made for lunch at the Curtis Hotel, Minneapolis, and luncheon and dinner at Elks' Club, at St. Paul, and an auto trip in afternoon. We intend they shall not go back hungry even though minus their scalps.

Harry Gee and wife, whose marriage took place early in the summer, are spending a somewhat belated honeymoon in Toronto, Niagara Falls, and other points east.

Allec, better send that young man home a little earlier to avoid his being kidnapped.

Clarence Prescott, formerly chief clerk in engineering department, has been appointed completion report engineer vice Robert Spence who resigned to return to New York. Harry McCall has been promoted to position of chief clerk, and Theo. J. Tadsen, of River Division, accounting department has been transferred to the position vacated by Harry McCall.

Why worry about anything when all you have to do is call information and ask August Johnson who reports following conversation:

Telephone query: What time morning train from Kansas City arrive?

Information: 8:05.

## \$300 Extra Pay

It's not much of a trick for a good, live ticket agent to make \$300 a year in commissions on accident tickets sold to travelers at the same time railway tickets are sold.

Ticket agents are doing it.

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Telephone query: What time evening train from Kansas City arrive?

Information: 4:20.

Telephone query: (Slight hesitation), say, do you think my friends are likely to come on that morning train?

Information: (Promptly), yes ma'am.

Well, the veterans have come and gone and "I remember when" no longer is heard from every direction. It was a wonderfully successful and enjoyable meeting, so much so that we hear they are planning on coming again to Minneapolis next year. It is all right with us if they make it an annual affair for Minneapolis.

George Searce made a trip to Miles City last week accompanied by his wife and child.

Howard Marshall has just returned from a ten-day trip to New York, and other points in the effete east. They say he is using cocoa butter on roof of his month to relieve the sunburn.

**C. & M. Division Reports  
Wise and Otherwise  
By Buck**

A spirit of co-operation was exemplified October 16th when the fireman on train 144 was taken sick and Passenger Brakeman M. C. Bell volunteered to fire the engine, Ingleside to Chicago. It is services of this nature, needless to say, that place our railroad in the foreground and these acts are certainly appreciated.

Old Man Winter is slowly shuffling towards us; we note the flowers in the court at the depot are gone and soon the benches will follow. No more will we see the crowds of vacationers passing in and out of the depot.

Clink will be back in Room 10 in a short time and we all are glad to have him with us again. He is the champion roof-climber around here. What was the reason?

Daylight saving is no more in Milwaukee and in a short time Chicago will also return to the old central or railway time. Some poor boobs are still wondering if they lost or gained an hour by the change.

All train and engine men are to be complimented upon their prompt attention given to watch inspections. A new system is to be inaugurated which will be one of the most perfect time checking arrangements ever had, and the men will have to get right in line and live up to this part of the rules.

He who laughs last, etc., is true when it comes to taking vacations; Frank and Eric are gone now and Louis is going. Oh, vacation, the fruits of a year's honest service!

An epidemic must be striking our agents and operators. A word to the wise, courtesy counts. The public asks for service and that is what the company wishes to give them and the station men are the ones concerned. Heed this reminder.

Our division has fallen slightly in efficiency, due to poor car miles. If those making out this report were a little less honest, perhaps the C&M division would again rank first, but true success is honest success.

Has anyone met the flower girl of the C&M division offices in Milwaukee?

The social season is on; Mrs. Tucker entertained the office force at a shower and Mrs. Bush staged a little "Ladies' Stag" at her home, and from all returns the men missed out on another good time. C'mon, fellas, can't we show up the ladies when it comes to entertainin'?

The extra men are congregating to pray for a lot of snow this winter so they get more work. Don't worry, boys, every cloud has its silver lining, so just hang on a little longer.

Now that all the congratulations and rice throwing are over, all of us, as well as our latest groom, are again back at the desks, working away, wondering who will be next.

By the way, have any of you ever tried to figure out how many of the male office force are single?

A class for promotion to conductors and engineers will be held November 27th and all those in line for promotion had best study up on the rules a bit.

How come that the number of letters received in the dispatcher's office is so much more than it formerly was? Can anyone guess?

Section Laborer A. Schlosser discovered a broken rail October 6th at Wadsworth, which no doubt prevented a bad derailment as No. 4 was

coming along at full speed. The break was between the signal wires and was therefore no signal failure and was a most difficult break to discover. Mr. Schlosser should be complimented as his alert attention was the means of saving several human lives, as a terrible accident was prevented.

Conductors Hare and Mitchell have gone on a hunting trip. Who will have the biggest story to tell?

Rumor has it that Louis made a detour the other day when coming back from lunch. Tell us about it, we may stand in line next time.

Slogan for this winter, men, is: "No overtime unless unpreventable." Let's get after conditions and create a new era in railroading!

#### Superintendent's Office—Coast Division

*Mutt and Jeff*

Since the issuance of the October magazine Mr. Baughn has kept the atmosphere around Ernest's desk quite cool and comfortable and we notice that they are much more friendly. We appreciate your kindness very much, Mr. Baughn.

Joe Hilliard, our good natured car distributor, and wife left October 5th for a few weeks' trip to Chicago and other eastern points. Mr. Rasmussen will take his place while he is gone.

C. F. Negley, assistant chief clerk, is at last settled in his new Puyallup home and is now an honest to goodness suburbanite.

We are all glad to know that J. R. Desmond, assistant timekeeper, has recovered sufficiently from his recent illness to be removed to his home.

Why all the glad-rags, Claude? We hope the little girl with the fluffy hair hasn't put any bad notions in your head. Next time we will be more careful and not make any personal remarks about your friends. We are sorry all the comment didn't make you blush because our efforts seemed in vain.

H. J. McMahon, chief clerk, and G. S. Bell, chief timekeeper, attended an efficiency meeting in Butte last month, for the purpose of getting a few pointers on our famous 1154 report.

Florence Larson of the chief dispatcher's office spends most of her week ends at Shelton now. We also notice she comes home in a fine big Chandler car. How come, Florence? Who is the good looking gentleman at the wheel?

Millie Anderson, Margaret Olsen, Margaret Frank and Gladys Wende made an educational trip to Ellensburg the first of the month. Understand the sheriff was notified to look out for them, but haven't his report as yet.

Florence Hall is back at her desk after a two weeks' vacation spent at Melstone and Miles City. We haven't been able to secure many details, although we imagine they would be very interesting, but may have more luck when Flo comes down to earth and gets through dreaming about sunny Montana.

You don't mean to leave us soon, do you, Clara? But it looks rather suspicious, these tea towels and lunch cloths. We certainly enjoyed that box of chocolates and hope that he will send them real often. We would appreciate them more if they came in the morning mail, however, because so few of us find time for breakfast, and besides Clara would not have to go to the baggage room so many times during business hours.

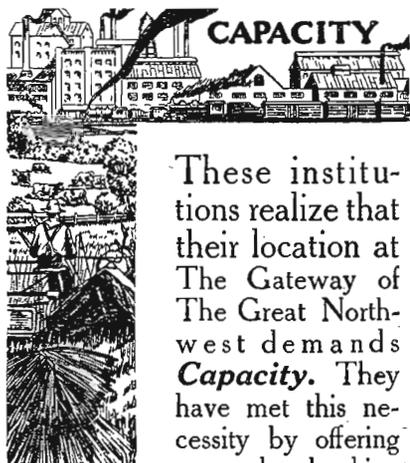
Ann Johnson, our shy Compt. operator, is the proud possessor of a blue ribbon, as a result of securing first prize on fancy work at the Puyallup fair. We hope your hard earned prize wasn't in the pocket book when you lost it, Ann.

Mrs. H. J. McMahon and daughter have returned after a month's visit in Deer Lodge and Helena, Mont.

Margaret Frank, formerly clerk at Morton, is with us now and we hope she will stay. She had the misfortune to sprain her ankle the other day, but our big hearted Dick Wende came to the rescue as per usual and saw that necessary medical aid was administered.

Now that the world's series is over we trust Mr. Baughn will find time to eat a little lunch at noon. You must eat, Mr. B., even if the Giants did win.

We know you spend many long hours at the office after 5 p. m., Daisy, but that isn't the only reason for losing so much night sleep. Riding around in Fords is quite tiresome when you go as far as Puyallup. If that guy kept both hands



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**FIRST NATIONAL BANK**  
MILES CITY MONTANA

on the wheel you wouldn't run into the gutter. Take advice from an old maid.

It has come to our knowledge that our popular agent, W. M. Kelso, and Roadmaster S. O. Wilson of Cedar Falls very narrowly escaped a night behind the bars in the Seattle jail. As a matter of fact, these gentlemen live within the city of Seattle's water shed, which requires all residents to be inoculated for typhoid. Of course they put up the \$35.00 bail rather than spend a night behind the bars, and we also notice that they are carrying lame arms around with them. Wonder who won out? What do you say, gentlemen?

Florence H. says when it comes to driving a Ford, P. C. Patterson of the Musselshell Division has the world beat. Even Bascom hill has no terrors for Pat. If he can't make the grade the first time he backs up (?) gets a new start and goes over the top like an eight cylinder.

There is very little to say about modest Millie this issue. However, she is still the accounting department vamp and kids them along same as always.

#### Dubuque Shops Jingles *Oo sic*

There's a brand new sign at Dubuque Shops,  
Which we all are glad to see.  
But the one it tickles most of all  
Is Foreman Kennedy.

The day he got the notice  
Of the honor he was paid—  
From the s'pression of his face I thought:  
GOLD EGGS his heus had laid.

Thus reads said sign:  
"DUBUQUE FIRST PRIZE FOR BEST  
CAR SHOP OPERATION—1921."

#### A Birthday Party

Time: 6 bells, eventide, 9-26-21.  
Place: Jack O' Lantern Cottage, on the Missis-  
sippi.

Occasion: Lucille's nth birthday.  
Who was there: Accounting and mechanical  
Dept. clerks (18).  
Cooks: Olive and Mildred.  
Grub: Just fried chicken and trimmings.  
Amusements: Dancing, bunco, etc. (The boys  
played etc.; ask Henry who won.)  
Good time? YOU BET!

Joseph's coat of many colors,  
You have heard of (hope you have),  
But the carpet in our office  
Has it on that (y' bet it has).  
There are tears and grief and sorrow  
In our CARPET tale of woe—  
And a black mark up in Heaven  
Is chalked 'gainst a man I know.

I think that Eva's yellow sweater—  
Makes her look just ten times better.  
Hoof! Hoof!

In front of our little office, the flowers all  
summer long bloom with a tender fragrance,  
sweet as a loving song. They are planted in the  
springtime by faithful hands and true, our Radi  
coaxes them gently, these blossoms of every hue.  
But once more the summer is over, and winter  
will soon be here and the snow will cover them  
over until another year.

Some of our gallant foremen  
On a hunting trip did go,  
And they came back with less than they took:  
Ho, Ho! Ho, Ho! Ho, Ho!

A neat young man and very dapper  
Said to our Peggy, you little flapper,  
What right have you to flirt with me,  
And the flapper smilingly said, Tee Hee.

Our veteran "boys" to the convention went,  
fifty (not thousand) strong; they like that Mims-  
soty state and talk of it loud and long. A jolly  
fine bunch of fellows they are, and spry—well, I  
guess they are there. We're proud of our "Vets"  
and betchunylife they're the best you will find  
anywhere.

Another one of those first class, up-to-date,  
can't be beat, well attended, ain't we got fun,

C.M.S.' get-together parties. Dubuque shops and Dubuque division officials, supervisors and clerks, at Elks Club, Tuesday, October 11th.

Committee and departments they represented:  
 Mechanical—F. Fernstrom, G. F.; J. H. Bell, A. G. P.; Olive Romig, Lucille Millar.  
 Car—A. A. Kennedy. G.C.F.; Hazel Ryan, Francis Smith.  
 Store—G. T. Richards, Asst. DSK.; Lou Schwartz, Mattie Kiebler.  
 Transportation—E. G. Kiesel, YM; Geo. Elmer, D.A.; Mabel Cantlon.  
 Accounting—John Kile.

Hear ye! All about our party!  
 What we had on CHEWSDAY night,  
 At the Elks Club in our city,  
 Where the lights burn nice and bright.

This was an INFORMAL party  
 (Not a real dress-up affair);  
 Our boys didn't wear their preacher togs,  
 Nor did the ladies their shoulders bare.

Just two hundred and two people  
 Made this 'casion what it was.  
 JAZZERITES furnished the music  
 And they are the best becuz—

They put PEP into the trillbies  
 Of the frotters on the floor;  
 Such a time was never heard of  
 At a party here-to-fore.

Andy D. danced just like Charley  
 (Of the Movies, don't you know).  
 Didn't have to leave the Club Rooms  
 For to see a dandy show.

Speeches, songs and playing cards—  
 Eats: Gee Whizz but they were good.  
 But DANCING wuz the big attraction  
 It must be 'stinctly understood.

As for guests at this here function,  
 We sure had em, right in style—  
 There was Magnus Company's Murphy,  
 With his great big German smile.

Also Stoker Company's Jordan,  
 (The lean, lanky one you know),  
 Harner, Oil, Galena, Signal—  
 Fuller (Hunt Spiller), to complete the show.

The Committee were so tickled  
 'Cause IT was a grand success,  
 Gonna give a ditto party,  
 Real right soon I just do guess.

#### Iowa Middle and West *Ruby Eckman*

Orlan Glenn Emerick is the name of a new boy who arrived at the home of Engineer and Mrs. Guy Emerick in Perry the latter part of September.

Mrs. Wayner, who made her home with John Adams of the Perry roundhouse force, died at Bovee, Minn., October 5th, the Adams family having come there to spend the summer. Mr. and Mrs. Adams came to Perry with the remains and after the funeral Mr. Adams returned to Minnesota to close up some business before resuming his work with the Milwaukee. Mr. Adams has been on the roundhouse and car department forces for close to forty years.

Conductor Carl Wightman of the West Division was confined to his home in Perry a couple weeks in October, on account of an attack of tonsillitis. Engineer Robert Stockwell and wife were called to Perry from Dubuque the fore part of October, on account of the death of Mrs. Stockwell's mother, Mrs. F. Ebner.

The Milwaukee depot force at Coon Rapids had a scare October 1st, when a fire started at a service station located near the tracks. The manager of the station was unloading a tank car from our rails when something went wrong with the motor and in attempting to fix it, his clothes were saturated with gasoline, which ignited from a spark from the motor. In a few minutes there was an explosion of one of the gas tanks, but fortunately the wind was blowing in the opposite direction from the depot.

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of

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Chicago, Ill.

Joe Bodenberger, the master mechanic from Bensonville, was out on the Iowa Division on business the middle of September. Joe owns a farm in Montana on which oil has been found, and his friends all hope to see him have money rolling in from it before long.

Carl Cartwright, the 3-year-old son of Dell Cartwright, a car repairer at Perry, and grandson of James Cartwright, chief caller, died at the home of its grandparents in Des Moines, September 12th. Burial was made at Perry.

The little daughter of Engineer and Mrs. Guy Emerick has been quite sick for some time. She had tonsillitis, bowel trouble and inflammatory rheumatism following each other in rapid succession.

Agent W. H. Robinson of Collins Station was around telling what a fine boy he had, which arrived at his home on September 15th. The lad weighed nine and one-half pounds.

The Perry transfer force, on opening a merchandise car the morning of September 16th, discovered a shipment of honey, bad order. Before they had a chance to clean up the car the damage was also discovered by some bees. The work of transferring the car was somewhat hampered in the morning by the visitors, but when they came back from lunch they found several swarms of bees in the car. They tried the sulphur route and the water route to dispel them, but without success. The car finally had to be closed and when night time came the bees disappeared. The boys got on the job early the next morning and had the transfer made before many of the bees had returned.

Switchman Ward Baker was off duty about a week in October, account of the rheumatism.

Engineer Earl Holdridge has been quite seriously ill for several weeks. His father, Conductor F. L. Holdridge, has been laying off assisting in his care.

Brakeman Ralph Goodwin's home was quarantined on account of one of the children having the scarlet fever in October. Mrs. Goodwin, her mother and her little daughter had all been sick during the previous couple weeks.

Conductor Ray Hickey has resumed work on the Middle Division way freight, after a lay off following his marriage.

Dell Cartwright, who has been on the car repairer's reserve list for some months, has returned to Perry and resumed work.

Conductor John Clarke and his brakeman, Wm. Stevenson, were both off duty in October, due to injuries received when an air hose burst, causing them to be thrown down in the caboose.

A. E. Brooks was off duty the fore part of October to go to Council Bluffs to get acquainted with a new baby in the home of his son, Conductor J. R. Brooks.

Harvey Blaisdell of the car department force had his hand badly burned when doing some welding the latter part of September. He was off duty for a few weeks.

Elmer Willis of the Perry car department force fractured a couple of ribs and had to lay off in October.

The Garst department store at Coon Rapids publishes each month a little paper called the Standard, which carries advertising for the store, stories and other articles of interest. The September number carried a good likeness of the Milwaukee agent, E. O. Kinser, with a write-up of the way Mr. Kinser handles the business at Coon Rapids. If the impression Garst Standard gives of Mr. Kinser is any criterion, he stands pretty well with the business people of his town, which in itself is one of the best advertisements for the company.

William Rogers, who has been firing a switch engine in Council Bluffs yards for some time, has taken a pool on the Western Division with John Cunningham.

Boilermaker W. J. Barth's wife has a number of red and blue ribbons which were attached to samples of her fruit, preserves and pickles which she exhibited at the Tri-County Fair, held in Perry in September. Mrs. Barth received eight prizes in all, five firsts and three seconds, and her son, Master George, also received some prizes on school work which was exhibited. The awards

in addition to the ribbons were substantial cash prizes, so that Mrs. Barth feels well repaid for her summer canning.

Miss Catherine Whalen of the Clinton office force came out to Perry the latter part of September for a visit at the home of Engineer Bert Cline and to see a new daughter in the Cline family.

September 25th, Ralph Murphy, who is second trick ticket clerk at the Perry depot, and a son of Agent J. H. Murphy of Jamaica, was married in Boone to Miss Winnie Adams. Mr. and Mrs. Murphy went to housekeeping at once in apartments in Perry.

#### Prairie du Chien Division Notes

By Jack

Bowling season has again arrived and the C., M. & St. P. Bowling League, made up of employees on the Prairie du Chien Division, is tipping the maple at a high old speed. The Superheaters are leading the League by three games and are being closely pressed by the Mallets, due to the ferocious bowling of Chief Dispatcher Maxwell. James Fox is the shining light of the League and is making all the youngsters take a back seat. Captain Crimmons of the Wreckers is doing pretty well, but his team says that he is laying down on the job. Jimmie Coleman has obtained mid-season form and we are expecting many 300 games of him.

Our chief clerk, Ottomar Kloetzner, to many better known as Otto, was granted a leave of absence, both on account of his health, and to pay a visit to his aged parents in Saxony, and he left New York on S. S. Hudson for Bremen, October 15th, 1921, for a long needed rest. Otto came to this Division on July 1st, 1908, as chief clerk, after having served in the store and mechanical department since 1897, and has made only friends wherever he was. The employees on the Division presented him with two genuine leather traveling bags and several other gifts aggregating nearly \$150.00 as their token of goodwill and esteem, and all of them do wish him a pleasant journey and a safe return. He expects to arrive at the old home of his boyhood days Nov. 1st, and his many friends can reach him at No. 2 Ost Street, Burgstaedt, Saxony, with a 5c stamp on a letter, up to January 31st, 1922. This is his sixth visit to his parents since he landed in New York in Nov., 1890, which shows that he is as faithful to his parents as he is to his work. Many will miss him while he is gone and he can be sure of a royal and hearty welcome on his return.

Frances Damm, abstract clerk in Madison freight office, has taken a leave of absence on account of her health.

Margaret Crandall and E. O. Meyer were married in Chicago, Oct. 12th. They left immediately on a wedding trip to Seattle and San Francisco and will make their home in Chicago upon their return.

#### Chicago Terminals

Guy E. Sampson

Well, our friends almost forgot us this month and here it is the 15th and we had to call them up to get any news at all, as we have been so busy working our shift and getting moved into our new domain which has just got the finishing touches completed. Well, we did our best to get what news we could and have promises of more next month.

Employees were shocked recently to hear that Michael Burke, one of Chicago Terminals' oldest roadmasters, had suddenly dropped dead while at work. The sympathy of all employees is extended to the bereaved ones.

Yard Checker Sorrensen thinks that co-operative stock works about the same as Put and Take game, mostly take.

Yard Clerk Carr has threatened to sell his Liberty bonds since it was reported that the Government was to sell a lot of second-hand Dodge cars at Camp Grant, and he made a fruitless trip to that point only to find none for sale.

The tower men at Bensenville have lots of company since the operations have been moved to the tower from the old telegraph office at Cammerons office.

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WRITE FOR PRICES

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Chicago, Illinois

We forgot last month to mention the fact that our NEW agent was the proud "daddy" of a brand NEW daughter. However, he forgave us, as he said himself that she was such a good daughter and made so little noise that his nearest neighbors did not know for several days that she was there.

Switchtender William Caneen and wife recently autoed to Decorah, Iowa, and on the return trip brought Mrs. Caneen's father with them. He remained for a few days' visit with them.

Switchman Melvin Stowell visited his big "pumpkin" ranch at Briggsville, said burg being located a few miles outside of the city limits of Portage, Wisc. He reports everything booming "down on the farm" except that his dad's hired man had the misfortune to burn the Journal off the corn cultivator while making a fast run for dinner.

Yardmaster J. Capoot laid up ill a few days this month.

Yardmaster Charles Harrington has been laid up account of illness for the last month. Hurry back, Charles, the boys all miss your pleasant smile.

Yardmaster McCann of Western Avenue yard is off on his vacation and J. O'Keefe has been steering the "goats" and their crews around the Avenue yards lately.

Yardman Walter Peterson spent a week in South Dakota and Iowa, being a party to the settlement of a will of a deceased relative. Guess he must have had quite good luck as he came back with a broad smile and went right to work on his job in the yard at Bensenville.

Yardmaster and Mrs. Anjel recently lost their four year old daughter. The sympathy of all employees is extended to the bereaved family.

Charles Miller says, "Thank God, Tom Collins and G. E. Sampson have their homes completed and the carpenters are now at work on his new home at Bensenville." Well, Charles, you are no more delighted than we are, I know.

Earl Hendricks and "Red" Waldron can be seen going down the street almost any day, whistling or singing a new song of their own composing, entitled "When Biddie Bishop Drove the Car." We can't write music and we feel sure that the censor would blue pencil the words, so any one desiring to obtain the song had better write one of the boys.

Vernon Klopp laid off one day this month for a much needed rest. However, we can't bet that he got the rest.

Carpenters have replaced some of the old shingles on the Bensenville depot with new ones to keep Agent Williams from getting wet during the fall rains.

Night General Yardmaster H. George and Yardmaster Harry Stockwell broke all records one night this month when they took nineteen trains in from off the line on four receiving tracks in ten hours and did not have to hold a single one of them for space to pull into. Some headwork on the part of both men and some work on the part of the men on the two yard engines breaking up the trains.

Five C, T. H. & S. E. crews are now kept busy bringing in our business from their line and taking back the empty cars. At first nothing but coal was seen coming from the new line. Now coal, Bedford stone, merchandise and other business from the south and southeast that is being diverted to our lines can be seen coming in daily.

Conrad, our amiable demurrage clerk, wants to know why some of the boys don't "come out of the fog" and slip on their red woolens instead of wearing their new overcoats these beautiful Autumn days.

"Yamo" Alder and "Herring" Carlson still hold the positions of style setters for Galewood's Beau Brummels.

Cicero, the office cat, brought in a playmate the other day. Said playmate, being a female of the species, is, as Kipling so truly stated, "more deadly than the male"; for at feeding time she scratched Cicero's nose and otherwise maltreated him until he fled into the seclusion of a switchman's shanty where he has remained to date. Cleo, as she has been named, still holds sway in the office.

### Splinters from the "Wooden Shoe"

"Red"

Asst. Supt., A. C. Peterson, is in St. Vincent's Hospital, having undergone an operation for appendicitis.

The roundhouse has been put under the two shift working system.

Engineer John Desmond has finished taking in his crop of potatoes. Due to the ore business dropping off there are plenty of engines to handle John's crop.

The decrease in business at Channing has brought F. Nemick and Geo. Buntin back to Green Bay, firing.

On the arrival of No. 3, Sept. 28th, Engineer Jay Parkinson was seen crossing the yards with his straw hat on and both hands keeping his ears warm.

Switchman Jos. Jacquet is a duck hunter. Joseph went out in a skiff, and, of course, started poling over to the weeds. Not having very much experience in the skiff business, Joe stayed with the pole and said skiff kept on going.

Roundhouse Foreman F. H. Price and Engineer F. King decided to take a cold water plunge while out in the bay. Those ducks and mud hens sure had some fun watching the skiff dump them out.

Machinist Helper Harry Cormier is carrying a big smile. Yes, Harry is papa now. Harry is some business man. It must run in the family because his brother-in-law, Machinist Helper John Anderson, is only three weeks behind him,—both boys.

Fireman Jess Hammett and H. Swanson have been ordered in for promotion November 10th.

We notice John Milheiser of the freight house carrying around last month's magazine. That's right, his picture was in it.

Phil Basche, machinist helper apprentice, took a sneak and went and got married. The last man in the world,—who'd a thunk it. Good luck, Phillip.

The D. M. M. and car department girls enjoyed a pleasant evening at a dance and chicken supper at Cookles', October 6th.

### Janesville's Jots

S. J. G.

Cashier E. Brown—we all would like to know why you are making so many trips to Rockford? When do the wedding bells ring out?

F. W. Zimmerman, agent, attended the meeting of the Veterans at Minneapolis, Minn., last month.

Fire broke out in the roundhouse on the afternoon of Sept. 27th, destroying the whole roof. Carpenters are now on the job repairing, hoping to have it complete so as to shut out the winter snow.

Will somebody that has an extra stove, please send it to the Janesville freight house, as it gets pretty cold trying to work without a stove. We all have very bad colds now, but we hope if we can get a stove, we will offset the Flu.

Civil Engineer Chas. Sapham, was in Janesville on Oct. 14th, on special work.

Roadmaster T. C. Barrett, has moved his family here from Marshalltown, Ia.

Supt. MacDonald has visited Janesville a number of times since his return from Scotland.

Operator Ben Eiler is laying off and is being relieved by Operator Lester Litney.

Harry London has been taking a few days' vacation; he no doubt is on a still hunt for a apple pie.

Rate Clerk Reno Kock is glad that the world series is over and also that the Giants copped the bacon.

### Items from the Kansas City Terminals

L. E.

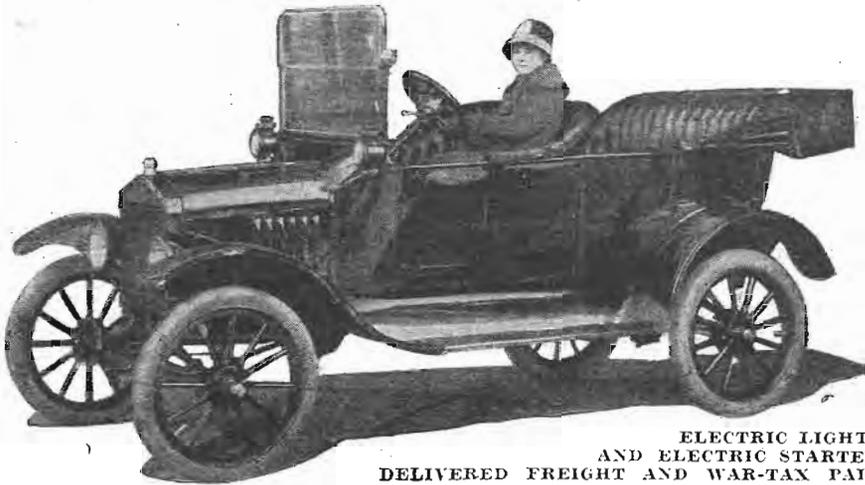
H. E. Pierce, switchman, is visiting relatives in Pennsylvania.

C. T. Richards and O. G. Thomas of the store department were in Kansas City September 15th.

Johnny Mears returned from his long honeymoon last month. Glad to see him back again.

William Jackson has been appointed superintendent of the Milwaukee elevator, effective September 19th, vice Sam Brosius.

Some of our employes are still after the busi-



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### What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Auto Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. It may win the Auto for you.

20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

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Name .....

Address .....

ness. We heard that Mr. Vail secured two cars of poultry and that Mr. Overstreet succeeded in getting several cars of oil shipped over our line.

The marriage of Miss Veronica Clark and Mr. Siebold occurred during September. Miss Clark is the daughter of J. T. Clark, general car foreman, and was a clerk in the car department in Coburg yard for several months. Congratulations from her "Milwaukee" friends is extended to her.

J. F. Anderson, assistant superintendent, and wife left Wednesday, October 5th, for Glasgow, Mont., on a business trip and vacation combined. As this is the first vacation Mr. Anderson has had in over ten years we hope he enjoys it.

M. Parkinson, district general car foreman, from Dubuque, was in Kansas City, October 11th.

Jesse Epperson and his men have been repairing the drop pits in the roundhouse the past week; also putting in new rails. He certainly is a busy man. We are still hoping that he will paint our office some of these days. While there's life there's hope!

Kansas City is making great preparations for the American Legion convention to be held here October 30, 31 and November 1. Next month we'll be able to tell you all about it. The CM&StP employes here are ready to extend the glad hand to all ex-service men who attend the convention.

Mrs. F. M. McPberson spent a few days in Chicago visiting relatives the early part of October.

G. H. Mork, former storekeeper at Coburg, and family moved to Fargo, N. D., the latter part of September.

H. C. Crafton, city freight agent, was called to Pierre, N. D., by the death of his father, who was tax commissioner for the state of North Dakota. Mr. Crafton has the sympathy of the terminal employes in his great loss.

J. F. Anderson and J. S. Adsit were in Chicago September 23d.

Lynn S. Banks, general ticket agent at the Union Station, died October 10th, at his home, 88 Janssen place. Mr. Banks came to Kansas City in 1885 and began work as a ticket agent at the old Union Depot. Later he was assistant ticket agent, then was promoted to general ticket agent.

C. L. Hopwood has been appointed assistant roundhouse foreman at Coburg, and began his duties here September 19th. Mrs. Hopwood came later from Chicago.

J. T. Clark, GCF, spent Friday, September 23d, in Dubuque.

Harry Zane of the general southwestern agent's office has been working with a committee on government agricultural reports for about a week.

Have you heard the sad news about Al Lindner? He is about to lose all his money on the world series. He would have bet his new car but his wife wouldn't let him.

Mrs. Claude Bradbrook has been very ill the past week, but is reported to be recovering now.

W. F. Kearns visited relatives in Polo, Mo., last month—incidentally enjoying a family reunion at that point.

Harry Swartz spent October 11th, 12th and 13th in St. Louis, Mo.

To "Oosie": Come on down, we'll be glad to see you. Iowa people are always welcome.

C. L. Carey, night operator, had a two days' vacation September 28th and 29th. F. P. Hammer relieved him.

Jesse Reeder has a Ford car. He says he thinks he will be able to learn to drive it some of these days, when his friends get through borrowing it.

Walton Madison, switchman, is recovering from an operation for appendicitis. Hear that he looks pretty pale, but is gaining fast.

Con Cole, E. J. Gaynon and Harry Williams were called to Fairfield, Iowa, on legal matters last month.

October 10th the oil men's special left Kansas City. This train consisted of seven cars and left here at 9:00 p. m. Judging from the crowds at the Union Station when they left they had some "send-off."

Guess wedding bells will soon be ringing at Liberty street. We promised not to mention any names or tell much about it, but one of the parties is located near the car record desk.

### Thank You

To all Employes and Friends on P. D. C. and M. P. Divisions:

As I was unable to call on all my friends before leaving on my trip to visit my aged parents and to rest up, I take this means of expressing to you my hearty appreciation for your generous expression of good-will and friendship toward me in presenting me with the beautiful and useful gifts for my journey, and wish to assure you that I shall make an extra effort on my return to continue the friendly relations existing and thereby help to cement the co-operation between you and the old CM&StP. Trusting and hoping, as well as wishing to find all of you hale and hearty on my return, I bid you a friendly au revoir, but not good-bye, ein Auf Wiedersehen, but not adieu.

Sincerely and truly yours,

OTTOMAR KLOETZNER,  
C. C., P. D. C. & M. P. Divs.

Madison, Wis.,  
Oct. 10th, 1921.

### West End Scraps

By James T. Ritch

A. W. Faragher is reported to have spent several days last month traipsing about Victoria, B. C.

Ray Webb, claim agent of Deere Lodge, Mont., spent a few days in our mist. I say mist because at that time the weather was very deplorable and very foggy to say the least.

H. J. Whatmore has moved to the city again. Having no doubt heard that the country was dry.

Mrs. Nettle Britt spent a very enjoyable vacation and is again back to the city of foggy, foggy dew.

E. D. Sewall, Vice President, was in Seattle October 12th. It was an unfortunate time to gain an impression of coast weather, as the climatic conditions were "sloppy," to use the slang expression.

The individual who wrote the song, "They're Wearing Them Higher in Hawaii," evidently was not comparing them with the general offices bunch of Damosels.

Now that baseball season is over, Matt Sullivan might devote a little of his time to the fair ones. Jimmie Cain bet on the World's Series. Jimmie Cain, eh? Yes, but when it comes to picking the winner Jimmie Caint.

There have been subdued whisperings to the effect that Val Spies intends taking on the marital state for a round or two. Tho this is unauthentic and perhaps inaccurate, we must compliment the fair lady on her choice and wish both the best of luck and our heartiest of congratulations.

Paul O. Carey went on a little fishing trip. He caught eleven salmon trout and got lost in the fog. We might also add for Paul's justification that he had none of his bottled friends along, so they didn't have to carry Carey to the ferry after all.

The Olympian Social Club staged its second dance of the fall series at Christensen's hall, Thursday, the 13th of October. It was class from the word go. George Brenner's orchestra meted and doled out sobby blues, and sentimental waltzes to a happy throng. Those who did not attend need only to recall their dreams of paradise to realize what they missed. Pat Whaley was there busily buzzing about. Phil Warrack and Jim Mellyar parked at their customary posts near the door. We might ask what causes the soulful look on Jim's face when he dances. Budweiser or the girl I left behind?

Vic Garvey is at last roped and tied, or will be when this reaches print. Although we are premature in our conclusions and Vic coyly and blushing told us to keep quiet, we simply have to give the news afloat and give his friends a chance to congratulate a good scout. If Mr. Garvey is as lucky in his choice of a life mate as Mrs. Garvey is, she is a lucky girl and merits our congratulation and may they live happily ever after.

They may speak of the merry month of May as Cupid's month and June as belonging to the God Hymen, but we must hand it to chill and cold October for romance, for in our midst are several who have been struck by the barbed darts.

of Cupid. Clarence Servin has started a movement to have Mildred McIntyre referred to as nee McIntyre and Mildred is displaying some little stone. Ye Scribe and ye Pharisees join in wishing the enamored couple the best of luck.

The only single men in the Engineering Department are Robb, Lanning and Nelson, with Nelson fast slipping. Burdette also says his will come off in April. But he doesn't mention what.

#### Minneapolis Shop Happenings

James Nellins

Please take notice of the good reading in the Macy Nicholson article that appears in the September issue, his address to the pioneers of the western divisions. It contains good stuff, and while it is addressed to the older employees, still it is good reading for the coming generation if they intend to remain with the good old railroad. Read it and commit to memory.

Superintendent of Motive Power R. W. Anderson and party were business visitors at the shops on September 10th, going to St. Paul in the afternoon.

Someone must make some special commendation on behalf of Machinist D. F. Reber for his making quick repairs to engine hauling River Division train No. 57, September 20th, when this engine struck an automobile on Twenty-seventh avenue crossing.

Mr. Reber was on his way to work in those shops and when he came to the engine he shucked his coat and went at it, and in a short time had the engine in shape to proceed with the train, although it was thought by the engineer that another engine would have to be furnished, but Mr. Reber avoided this delay by jumping on the job and sending the engine along without the delay of furnishing another engine to take the train in. The auto was a Ford, hence not damaged much.

Storekeeper F. J. O'Connor of the Milwaukee store department was a business caller here on September 26th, and he was doing business in his usual way, both smilingly and business-like.

Miss Nestly Miller, personal stenographer to General Car Foreman Palmer, has resigned her position as such and gone to Chicago to a position with the New York Central Railway. She is succeeded by Miss Seigler.

Now that the vacation periods are all over as far as the locomotive department here is concerned, and we all apparently enjoyed this special privilege, and should show our appreciation by pitching in and doing the work as best we can. We don't ask something for nothing.

It looks good, to see so many shop men taking advantage of the night schools in this city, the enrollment showing a goodly number from the shops, both young and middle-aged. Let this good work keep on; never too old to learn.

Blacksmith William Knapps, who has been in these shops the past eight years, has given up blacksmithing and gone to farming, trying his hand from feeding the forge to that of feeding the shanghais. William was a most agreeable shop mate and trust he will make a go of his new venture.

Things are a trifle better here than they have been for some time, but there is still a sigh for the good old days when the "poor blind beggar" was not so much in evidence.

In a very recent issue of this magazine we noted a recipe for making dandelion wine. Does H. M. M. wish to get us in a scrap with the moonchasers, or was it merely a recalling to memory of the good old days when we were young?

It would be advisable for a certain bunch at the shops to keep clear of Loring Park. The squirrels in that park all have fierce appetites and are gathering in their winter supply of food and gathering up every nut they can get hold of.

The scores of friends of Miss Marie Kukla are glad to see her again at work in the car department office after a severe siege of sickness. Anyone who has gone through the sick spells that this young lady has experienced, shows that she is possessed of more genuine nerve than a box-car could hold or a big locomotive could haul.

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However, she now looks well and all hope she will keep so.

Chief Clerk George Sheridan, store department, was unfortunate enough to break his arm recently, the second time this season, and is now carrying the injured member in a sling, but he better beware of the unlucky third time.

There is genuine sympathy expressed for Engineer Archie Hoard, River Division, on account of the death of his daughter, a fine young lady, 22 years of age, the lady passing away on October 6th. Genuine condolence is extended the bereaved parents and family.

The roundhouse shows a blank place, due to absence of Jacob Gardner, who is off on account of sickness, and his fellow workers trust he will soon be on the job again.

Roundhouse Clerk George Meyers is recovering from a spell of tonsillitis, which he has been subject to for some years, but now thinks he has mastered the job by having the troublesome members removed.

Master Car Builder C. G. Juneau was at the shops October 10th, transacting business with DGCF, E. F. Palmer.

Be it known to all railroad organizations or fraternities that our John Hendry is open for engagements in the line of vocal music, and he will give all such fraternities their money's worth. He entertained a large crowd at the Veterans' banquet recently held at Minneapolis, and he was the leading singer of the evening and was complimented by many of the higher officials who were present. For entertainment in the line of singing, don't pass up Mr. Hendry.

We would like to mention a few matters in regard to the Veterans' Convention in Minneapolis September 15th and 16th. Did the visitors note the continuous smile on the face of Vice-President H. B. Earling. He again was at home with his former associates in the eastern district and was supremely happy recalling old associates. Vice-President E. D. Sewall appeared pleased to again be among his former associates, as he was located here as general supt. a number of years ago, and if anyone was fortunate enough to meet Supt. Halsenborg of the Dubuque Division those fortunates met a fine conversationalist and a good mixer in general and it is well understood now why he is so popular in the Dubuque District. It seems nice to note that such veterans as J. J. Hennessey, Jno. M. Horan, Lyle Hoxie and scores of others were in such apparent good health and we will meet them again at next year's gathering.

Taking it all in all, it seemed there could not be a more merry lot of people gathered together and not a long face was visible, every one showing themselves supremely happy.

**La Crosse Division**  
C. W. Velsor

Engineer Robert Shaw, of La Crosse, was bestowed with the honor of being chosen umpire of the City championship series, played on the La Crosse Baseball Association diamond on Sept. 20th to the 24th.

It is our sad duty to mention the death of our esteemed friend, Engineer John Malony, one of the most valued and honored employes on the Milwaukee System. Mr. Malony entered the service of the railroad as a fireman in 1875 and was promoted to an engineer on December 29, 1880. Mr. Malony acted as a pallbearer at the funeral of Mrs. Arthur McPherson, on the morning of his death. He was a very active man in spite of his age 65, and was running the East Mail train.

A great noise was recently heard around the Portage depot causing the people in the nearby houses and the office force to think an aeroplane or zeppelin had landed in the street, but upon investigation they found it was Sam Hunter in his Ford.

Art Leaveus took a vacation for a few days after putting in a hard summer. We believe that if Conductor Leaveus took something to make more appetite he would be better able to stand the jar.

Mrs. Arthur McPherson, wife of Conductor McPherson, passed away at the family home on

West Burns Street, Portage, on September 15th. The entire division extends the heartfelt sympathy to the bereaved family.

Conductor R. Rampton made a trip running when he exercised his seniority taking Conductor Jacobs' car while he was off.

Engineer Coumeau, of La Crosse, took charge of the throttle of Chas. Dullen's engine on the Viroqua line while he was off.

We notice Engineer Geo. Anaker of La Crosse goes to Portage quite often. Be careful, George, that is a very serious step to take these days.

Ed. Weber, yard conductor of the La Crosse terminal, gave the Portage county fair the once over. Ed. has a great fancy for the side shows. Every one is holding their thumbs for Chief Dispatcher Blossingham, so he will have better luck hereafter when he goes duck hunting.

Conductor Dan Smith has been confined to his home on account of being struck with a switch handle while setting out some cars of his train on the Viroqua line.

Our sincere sympathy is with the bereaved family of veteran Conductor St. Clair Poquette of Tomah, who passed away at his home on September 17th. Mr. Poquette was a conductor for the past twenty-five years and will be greatly missed by his many friends.

Judge Edward Kessler was recently appointed yard master of the east yard and while giving the boys a lift one night, he accidentally struck Switteman James Bentelton with his lantern while giving a signal. We all know you didn't mean it, Judge.

Special commendation was given express agent H. B. Barlow, of New Lisbon, for discovering a broken rail on the east main track on Sept. 26th. Good work, Harvey.

The Safety First Committee again extends an invitation to all the employes to attend the meeting held at Portage. So be sure and come.

Jacob Heiser of the La Crosse car department has left for a few weeks' visit with relatives at Superior, Wis. Don't forget your picture, Jake.

Mrs. Wm. Butterfield, wife of car inspector Wm. Butterfield, has left for Minot, N. Dak.

Mrs. H. R. Jones, wife of car foreman H. R. Jones, at La Crosse, has returned from a trip to New York, having accompanied her mother who sailed for her home in Wales last week.

Miss Bernice Zigler, former clerk in car department, at La Crosse, has entered the Grand View Hospital at La Crosse to become a trained nurse. No wonder the boys in the car department are not feeling well lately, would not be surprised if some of them would be taken seriously sick.

A. Z. Taylor, former car foreman at Miles City, who has been seriously ill, is again able to be out and having accepted a position at La Crosse, is now getting acquainted with the boys again.

Employes at La Crosse who have been wondering why clerk Hilda Olson has been toting a cap pistol have found out the reason, but since Car Foreman H. R. Jones located a mouse trap, we think there will be no more use for the pistol. Hilda isn't afraid of them, but hasn't time to play.

Has anyone located Fred's calf yet? Fred is very anxious to get his calf back and any news of it will be greatly appreciated by him.

Leo Devine, chief night clerk of yard-office, is spending a three weeks' vacation with his cousin in Casper, Wyo.

Yardmaster Wm. A. Springer and Engine Foreman Ed. Weber of La Crosse have returned from a visit at Portage having taken in the fair at that point.

J. Ople, of Austin, Minn., made a trip to La Crosse October 5th.

We understand that Trainmaster Bowen and Inspector Scott, recently made a trip over the La Crosse and Southeastern Rv., stopping several hours at Stoddard. Roadmaster Kelley felt quite put out because he was not invited, but feels quite satisfied that in the future they will go over their own Viroqua line to avoid any disappointment.

Pebbles from the Musselshell

4-11-44

L. K. Sorenson, chief carpenter at Harlowton, expects to leave in a few days for New York to

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attend the maintenance of way convention in that city. Mrs. Sorenson will accompany him.

This division has handled three silk trains from Seattle en route to Chicago and New York in the past month.

Mrs. J. J. Foley and daughter, who have been spending the summer at Excelsior, Minn., have arrived in Miles City. They have in addition to spending several months in Minnesota, made a trip East visiting Buffalo, Philadelphia, New York and St. Louis.

Miss Ann Coleman formerly employed in the local freight office, but who for the past year has been in Sioux City, returned to Miles a few weeks ago on a visit.

An old time prairie fire started between Barber and Ryegate and after burning over several hundred acres of land burning out two ranches, was finally extinguished after considerable hard work upon the part of ranchers and employes.

Mrs. James Corbett, aged mother of Thomas Corbett local dispatcher, and of Jas. W. Corbett, formerly dispatcher in Miles City, but now located in Sac City, Iowa, passed away at the old family home in New Berlin, Ill. All fellow employes and friends extend sympathy.

Mrs. Jack Reilly was a recent Billings visitor. Grain shipments have started on this division and are exceeding all expectations. So far there have been about a hundred cars of grain shipped from Miles City alone. Quite a lot of this grain is being teamed in from ranches as far south as the Wyoming border and as far north as the Missouri river.

Al Kolhase says he won't use Arbuckle's coffee and is going to use XXXX from now on.

On account of heavy stock shipments from Ingomar, the carpenters put in stock pens in record time.

A. H. Olson and H. E. Riccus attended a gathering of the AAOONS at Billings recently.

So did E. J. Rippberger and wife, G. F. Cobb and wife and Geo. Bennett.

Say, what do you know about it? Joe Strassman, former chief clerk to Supt. Bowen, sure "went and done it." Got married in Vancouver, Wash., on July 24th to Mrs. H. M. Robinson, who was formerly located here as secretary to the Chamber of Commerce. Congratulations.

Several train loads of stock have been shipped this season from this division destined to St. Paul and Chicago markets, which has been making business good for all train men.

DFPA J. J. Foley and TFPA M. E. Randall were recent Bismarck, N. D., visitors.

Iowa (East) Division and Calmar Line

J. T. Raymond

Conductor and Mrs. J. S. Williams have gone to California for a two months' stay. Frank Hahn is on the Marion-Ottumwa run during Mr. Williams' absence.

A. De Garmo has returned to Marion after a month's absence spent in Montana on company business.

Supt. and Mrs. B. F. Hoehn came to Marion Sept. 19th to attend the funeral of Mrs. Mary Lathrop. They were guests in the home of Supt. and Mrs. Marshall.

Mr. and Mrs. T. Murray spent several days visiting their son Roy in Jackson, Minn.

Master Mechanic E. L. Notley is on for an extended batching period. Mrs. Notley and two sons left Marion, Sept. 26th for Los Angeles, Cal., for a visit with her parents.

Geo. W. Carver visited several days with his sister in Omaha attending the annual festival of the Ak-sar-ben.

Mr. and Mrs. David Newman of Chillicothe, Mo., spent several days in Marion visiting relatives and friends.

Engineer and Mrs. Roscoe Stevens visited with friends several days at Ottumwa.

Mr. and Mrs. Frank Higgins and their little son Jack, have returned from Kansas City, where Mrs. Higgins visited her mother for three weeks. Mr. Higgins joined her shortly before their return home.

Miss Genevieve Swanson and Flornd Carter were united in marriage, Sept. 21st, at the residence of the bride's parents, Olin, Iowa. They will reside in Council Bluffs where Mr. Carter is employed as cashier for the company. Mr. Carter was

employed in Marion for some time as clerk in Roadmaster Barnoske's office and has many friends on the division. The Employees' Magazine extend best wishes for a long and happy life.

Mr. and Mrs. James Tobin spent days visiting in Minnesota.

Conductor C. E. Cross of Marion, passed his eighty-fourth birthday anniversary, Thursday, and was pleasantly surprised by members of the G. A. R. post and W. R. C., who gathered at his home for a social time and picnic supper. Mr. Cross is commander of the post. A lovely bouquet of flowers in the national colors was left as a reminder of the happy occasion.

Miss Prudence Davis and Wade Maire were married Wednesday, Oct. 1th, at Marion. Miss Davis has been employed as a stenographer in Supt. Marshall's office for some time. She had resigned her position with the company and will reside on a farm near Marion. We extend hearty congratulations and all good wishes for a happy future.

Jack J. Timson passed away at Iowa City Hospital, Oct. 12th. Jack has been employed in switching service in Marion and Atkins Yard since Oct. 26th, 1898, and has a host of friends who deeply regret his death. The widow and little daughter, five years of age, survive him.

Conductor Henry Higgins has returned to work on the Davenport and Maquoketa passenger run. Dispatcher Laurence S. Dove begins his vacation Oct. 14th for two weeks that will conclude the regular vacations for the year.

Operator L. A. Patton, Indian Creek, spent several days visiting at Hartley, Iowa, Frank Morton relieving.

Agent M. B. Leonard of Paralta, spent the week visiting at Sabula, G. H. House relieving.

Notes for the Magazine should be in the editor's office by the 15th, so we did not mention in the last issue the names of those in attendance at Minneapolis at the Veterans' reunion.

From the Iowa Eastern Division, as near as we could learn, the following named were there: David Gordon, E. G. Drury, Mr. and Mrs. H. L. Stevens, D. A. Bash, S. A. Parmenter, Mr. and Mrs. A. J. Campbell, Mr. and Mrs. G. A. Kindled, Mr. and Mrs. Henry White, Nick Harry, Fred N. Rathburn, Matt Mullen and ye scribe. All agreed that Minneapolis again "struck 12" in her royal entertainment of the Milwaukee veterans' 1921 meeting. General Supt. J. H. Foster and his able committee left nothing undone in the arrangements for the comfort of their guests and their beaming countenances indicated that they took great delight in seeing to it that all had an enjoyable time. Many expressions of appreciation were heard. The occasion will long be remembered.

We met Mr. and Mrs. George H. Hennessey at the Minneapolis doings. They are residing there. George wishes to be remembered to his old friends in this locality.

Roy H. Austin, traveling engineer, has been transferred to Austin, Minn., on the S. M. Division. We regret to lose him but wish him continued success in his new field. He is succeeded by W. H. Dempsey who comes from Milwaukee.

Mrs. M. P. Reynolds and daughter Marguerite of Seattle, were guests of Marion relatives. Mr. Reynolds joined them for a short visit later.

Mrs. C. H. Marshall has gone to El Paso, Tex., to visit her daughter, Mrs. Hubert Deming and family.

Mr. and Mrs. Walter Applegate spent several weeks visiting Mr. and Mrs. Frank Winsor at Miles City, Mont.

Miss Nadine Lillian Burke of Cedar Rapids, and Fred E. Lawson, were married Oct. 2nd at Iowa City. They spent several weeks visiting on Pacific coast. Mr. Lawson is night baggageman at Marion. We extend hearty congratulations and best wishes.

Conductor and Mrs. F. S. Craig have returned from a visit to Cincinnati, Ohio.

Conductor Templeton laid off for a week or ten days during the month of October.

Conductor F. S. Craig has gone to work on 11:15 p. m. service train, after doing extra passenger work for a month or six weeks.

Train Baggage-man E. M. Taylor is laying off for thirty days to recuperate.

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Train Baggage-man C. H. Hayward was off duty a week or ten days during October.

Brakeman E. E. Godwin, who underwent an operation at Mercy Hospital, Iowa City, some time since, is out again and making satisfactory improvement.

Brakeman E. T. Poole was off duty for a week or ten days in October.

Brakeman O. O. Keichhaefer was off duty about a week during October visiting relatives at Freeport.

Brakeman Ralph Seager was off duty three weeks during the month of October visiting his brother in South Dakota.

Brakeman F. G. Holsinger was off duty for some time during the month of October due to his wife's illness.

#### Milwaukee Car Shops Superintendent's Sanctum "Lov"

The Veterans held their annual convention at Minneapolis on Sept. 15th and 16th. The shops were closed on Thursday, Friday and Saturday for this occasion to afford the veterans the opportunity of attending.

Julius Schaeffer, our ex-asst. cabinet maker foreman, resigned from the service on account of ill health. His last visit, however, showed a decided improvement and we sincerely hope that he will continue to look just as good and better than before.

Benno Meyer has taken up localities elsewhere. You know, I think George Schneider has the best fiver that was ever bought. It gets through the gate and comes up to the Mixing Room door which is more than even our shop superintendent's car does. Now that your car is repaired, Mr. Jensen, surely it ought to do as well.

Our ball team is getting to be quite proficient. They won ten cents the other day. Two of the girls have proven able assistants to take the place of any absent players. That isn't all. Horeshoe is the game now. Watch for our bright colors. And then the bowling team. The miniature bowling balls are coming in very handy for practice during the lunch hour and the scores—oh, how they are climbing up, Fitz.

Mr. Voth wishes to inform Mr. Birch and all those interested that he bought a new pipe. It's a dandy. Clean and everything. No gas.

Girls, girls, have you noticed our new truck driver, the handsome Frenchman? And do you know who his best friend is? You should see them dressed up, that's all. Nickel plated shoes and everything. They're going to be at the Majestic in three weeks. Watch for the new styles in bathing suits.

Where d'ya get the derby, Gus? Got a horse now, too, hm?

Our foremen are to be given a few words of praise for moving our flag to a better location on the mound without tearing it.

Frank Theby, one of the painters, was called to the bedside of his mother in Marshfield. Mr. Theby submitted to a blood transfusion which saved the life of his mother.

A nooday birthday party was given in honor of Harriet Boyle. The decorations were in purple and gold. Purple asters were in profusion. The affair proved a great success. Everybody felt fine.

Joe Guschl, upholsterer foreman, left on a two weeks' vacation after being in service for forty-five years. Joe likes to get out in the wilds at this time of the year for a couple of ducks and mud hens.

The announcement is made of the engagement of Hortense Peck and also of Betty Weerts, both in the month of October and both of the shop superintendent's office. There are no vacancies yet. Congratulations, girls, and hoping you get your velvet sets and blue and white breakfast rooms.

A club of all employees of the Milwaukee Railroad was organized in the city of Milwaukee for the purpose of co-operation, entertainment and mutual benefit to its members. All employees, regardless of the point at which they are employed are eligible for membership. Bulletins have been sent to all points on the system, giving all the

information and details regarding this club. The following were elected officers of the club for the balance of the current year:

L. B. Jenson, Pres.  
C. H. Bilty, Vice-Pres.  
F. S. Peck, Second Vice-Pres.  
J. A. Anderson, Third Vice-Pres.  
C. Petran, Secretary.  
F. S. Brand, Treasurer.  
Gus Reichart, Sergeant-at-Arms.

#### Milwaukee Terminals Renay

The cover on the October Magazine sure is a winner.

C. R. Duumler, formerly of Ottumwa, Ia., has been appointed agent at Milwaukee. We all join in wishing him luck.

Have you seen Joe Hoyle's new crop of alfalfa? Just who suggested it, Joe?

Agatha, why not buy solid tires for little ole Lizzy?

Clarence, the great bowler of last season, is not bowling this year. Why? Oh, you all know Clarence was recently married, don't you?

We are wondering whether Bob Perry, perishable freight inspector, went to Butte on business or otherwise. Just how was the ice situation between Milwaukee and Butte, Bob?

Wonder who is going to take care of that nice plant after you are married, Alice?

Mildred McGrath has just returned from a visit in Baltimore and she reports our Margaret, formerly of the signal department, extremely happy and a very good cook. We always knew it, Margaret.

Of course, we don't like to be sarcastic, but then, who is to blame on a certain bowling team, when Mr. President doesn't hit the mark? Come on, George, you have got to get busy.

John F. Wendland, formerly supervisor of Over and Short department, has been transferred to the general agent's office. Good luck, Jack.

We understand a couple of young ladies from the supt.'s office are going to take up painting. Facial? I really couldn't say—will let you know later.

"There was a hot time in the new garage that night," Peter Madsen and wife entertained at a dinner dance held in their new garage recently built next to their home on Locust Street. There were twelve couples. Where did you put the Little Lizzy (?) that night, Pete?

What's all this we hear about Adela going to Indiana? Also Mabel Braun?

When are the wedding bells going to ring, John and Helen?

Talking about slumber parties. When that Niagara Bunch gets together—it just ain't, that's all. C. L. B. and F. Y. are in a class by themselves when it comes to entertainers. Not sed!

Now Messrs. Schulz, Koerner and Gilker, if between you I don't get at least a little something on some of your "Gang" out around the shops, I shall have to discharge you immediately. Get busy!

It is our sad duty to announce the death of Wm. J. Shields, chief clerk to W. A. Scholl, chief special agent. Mr. Shields passed away on October 7th, after a lingering illness.

The funeral was held on Monday, October 10th, at Pewaukee, Wis., the active pall bearers being W. E. Grant, E. P. Elliott, R. S. Murphy, E. C. Kilburg, J. J. Kandybe and D. V. Perry. The honorary pall bearers were the district special agents of the department.

The esteem with which Mr. Shields was held by his fellow employees could not be more clearly demonstrated than by the great number present at the funeral. The sympathy of the employees of the department is extended to the family.

#### Black Hills and West I. & D. Division

Conductor J. J. McGuire was called to Mason City on account of his brother Dan's death. Dan will be remembered as one of the conductors on the west end in construction days. We all extend our heartfelt sympathy to the bereaved family.

We are glad to see Conductor C. J. Wilson out and around after several weeks in the hospital.

Conductor Walter Mayo is back at work again after several weeks' vacation in Iowa and Minnesota.

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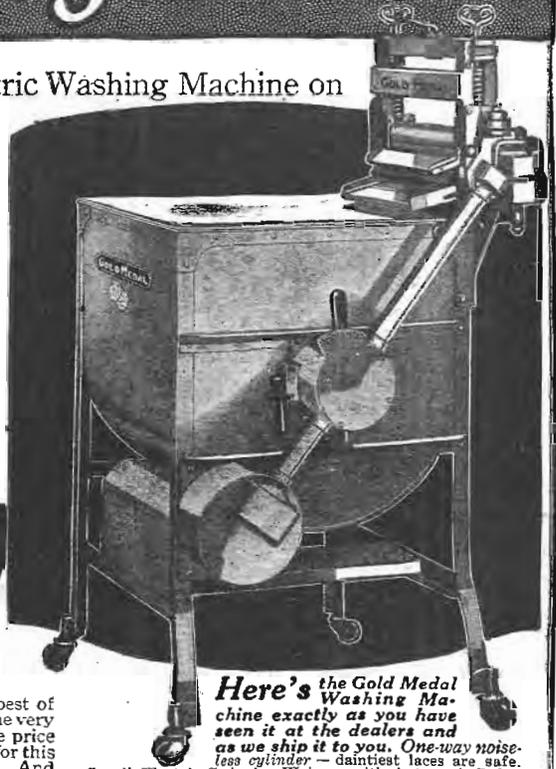
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Engineer Bill Loug has taken the way freight east, 93 and 94, bumping Oscar Andres, who in turn bumps Carl Becker on 95 and 92, west; and so on down the line, one bump causes another. Trainmaster R. D. Millet is a busy man the past few weeks lining up the stock trains on west end. We have had three trains out each Saturday night.

Conductor F. J. Wilson and his side kick, Pat Henry, have come out from Mitchell and taken 97 and 92,—Sunday at Chamberlain.

Conductor Joe Patton has returned to his freight run since the passenger conductors have all had their vacations.

Engineer A. T. Griner has bought a house in Murdo and moved his family there.

Conductor Mat Radloff has moved from Canton to Mitchell.

Conductor John Hurley who has been on 103 and 104, west, has returned to Mason City since Conductor Mayo went to work.

Chief Carpenter Floyd Smoot had a crew at Presho building a sidewalk to the new addition opened on the north side track.

Roadmaster Jos. Fanell, according to all accounts, is the champion hunter this year, as he seems to bring in the limit each time out.

Engineer J. Johnson, who has been on 103 and 104, west Murdo, is back on the east end again.

### Auditor of Expenditure

*Hodge-Podge*

The regular monthly meeting of the Action Club was held at the Randolph Hotel, Monday evening, September 19, 1921.

A report was made by each Bureau Head of the progress and present condition of departments as compared with the status of same before the organization of the Club in January, 1921.

After our very hearty dinner all indulged in songs lead by Mr. Saida.

For Sale—One bird cage! Found in mahogany locker east end of office. Not responsible for goods left over 30 days. For full particulars see I. H. Keller.

Why bother about sending to "Negri" for new recipes when we have an unexcelled chef in the office. If you don't believe you have to par-boil a spring chicken before frying—ask Marion Luman.

Delores Sturch and Madalyn Johnson are wintering at Palm Beach.

Who said red hair and freckles weren't lucky? Al Huston had to take his vacation during week of city Series and upon his return to the office we were informed he had won \$135.00. It's all right, Al, you are a good sport. We enjoyed the Panny May Candy immensely.

While Geo. Winingham doesn't sound Jewish —"Yom Kippur" got the best of him.

Gert tried to spurn him,

Al wouldn't listen;

Now he is her'n,

And she is his'n.

The writer recently had a very harrowing experience while on a fishing trip with our esteemed auditor of expenditure.

During our brief stay at a Northern Wisconsin Lake, it became necessary to rent a Ford to make certain important trips, purchasing minnows, etc. After our regular chauffeur had driven several miles—our distinguished companion expressed a desire to drive, of course, in deference to his wishes the wheel, clutch, gas and sand were turned over to him. Say, talk about an exciting 15 minutes. It was not so bad when we were driving on the state road 60 miles per hour, but when without any warning whatever, the car shot into a path leading into a thick woods—with no apparent diminution of speed—it was only occasionally the other occupants came in contact with the cushions, and oh, my—when we did—(was a good thing the top was not up.) The climax came soon. Looming straight ahead of us was the trunk of a large chestnut tree. We all say one thing in regard to Mr. Barry—he can back down from the side of a tree more gracefully than any other driver we ever saw.

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You don't even have to scrimp and save to pay cash. Instead, you pay only a little each month in amounts so conveniently small that you will hardly notice them, while all the time you are paying, you will be enjoying the use of and the profits from the machine.

### 10 Days Free Trial

Remember, you don't even have to buy the machine until you get it and have used it on 10 days' free trial so that you can see for yourself how new it is and how well it writes. You must be satisfied or else the entire transaction will not cost you a single penny.

**Typewriter Emporium** 2418 Shipman Building, Chicago  
Shipman-Ward Mfg. Co. Montrose & Ravenswood Aves.

### Bargain Offer Coupon

Don't delay! Get this wonderful easy payment bargain offer now, so you can send for and be sure of getting your Underwood at a big saving and on our easy terms.

**Act now—today**

**FREE TRIAL  
COUPON**

**Typewriter Emporium**  
Shipman-Ward Mfg. Co.

2418 Shipman Building, Montrose and Ravenswood Avenues, Chicago

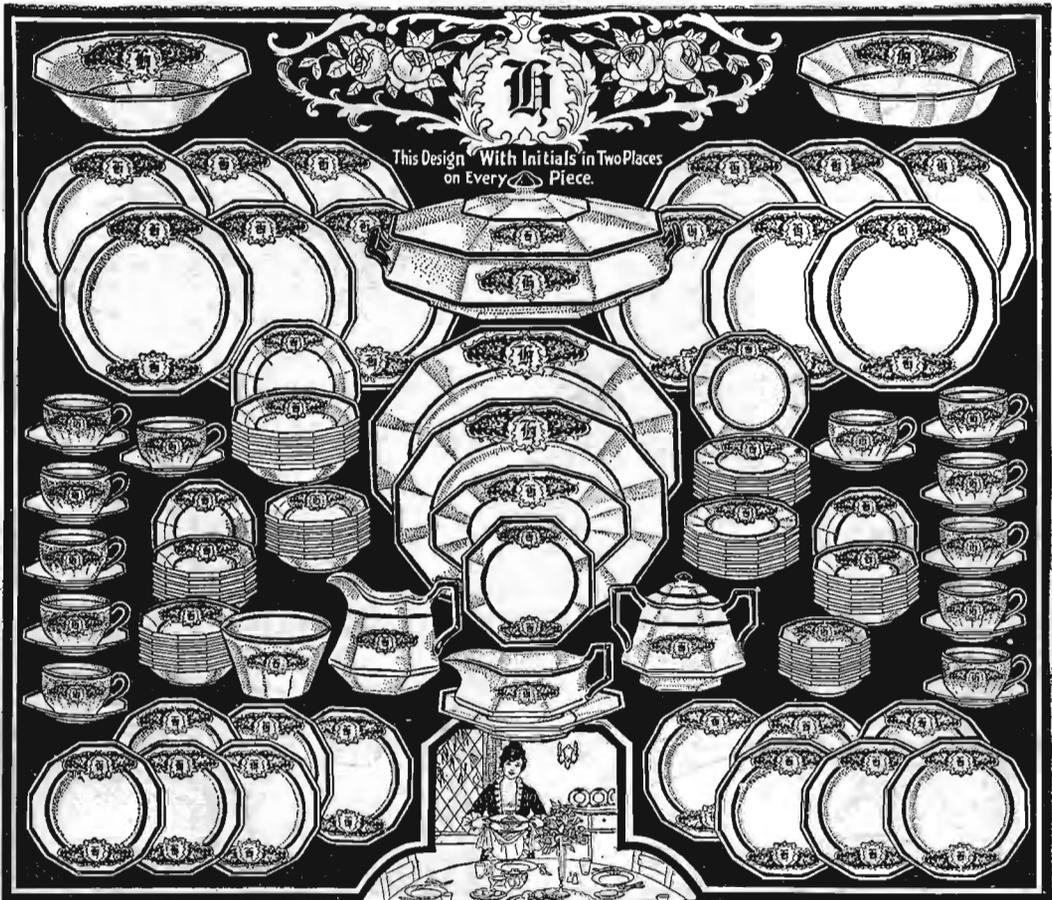
Send by return mail Easy Payment Bargain Offer No. 2418 of a Standard Visible Writing Underwood. This is not an order and does not obligate me to buy.

Name .....

Street or R. F. D. No. ....

Post Office .....

State .....



This Superb 110-piece Set, with initial in 2 places in wreath with 5-color decorations on every piece and gold covered handles, consists of:  
 12 Dinner Plates, 9 inches  
 12 Breakfast Plates, 7 inches  
 12 Cups  
 12 Saucers

12 Soup Plates, 7 1/4 inches  
 12 Cereal Dishes, 6 inches  
 12 Fruit Dishes, 5 1/4 inches  
 12 Individual Bread and Butter Plates, 6 1/4 inches  
 1 Platter, 13 1/2 inches

1 Platter, 11 1/4 inches  
 1 Celery Dish, 8 1/4 inches  
 1 Sauce Boat Tray, 7 1/4 inches  
 1 Butter Plate, 6 inches  
 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)

1 Deep Bowl, 8 1/4 inches  
 1 Oval Baker, 9 inches  
 1 Small Deep Bowl, 5 inches  
 1 Gravy Boat, 7 1/4 inches  
 1 Creamer  
 1 Sugar Bowl with cover (2 pieces)

## Brings 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces. Use it 30 days. Then if not satisfied, return them and we refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

**Your Initial in 2 Places on Every Piece—5-Color Floral Decorations and Gold**

Wonderful artistic effect is given by the wreath and rich design surrounding the initial. The one initial appears in 2 places on every piece.

**All Handles Covered with Gold**  
 Every handle is covered with polished gold. Shipping weight about 90 lbs.

Order No. 324CCMA13. Bargain price, \$32.85. Pay \$1 now, \$3 monthly.

**HARTMAN Furniture & Carpet Co.**  
 3913 Wentworth Ave., Dept. 3570, Chicago, Ill.

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**Bargain Catalog**

392 pages of bargains in furniture, rugs, stoves, silverware, washing machines, kitchen ware, gas engines and cream separators, etc.—all on our easy terms—30 days' FREE trial. Post card or letter brings it FREE.  
 "Let Hartman Feather Your Nest"

**HARTMAN FURNITURE & CARPET CO.**  
 3913 Wentworth Avenue  
 Dept. 3570  
 Chicago, Illinois

I enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set No. 324CCMA13. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay transportation charges both ways. If I keep it I will pay \$3.00 per month until full price, \$32.85, is paid. Title remains with you until final payment is made.

Name.....  
 Street Address.....  
 R. F. D. .... Box No. ....  
 Town..... State.....  
 Occupation..... Color.....  
 Give Initial Wanted (Any One Letter).....