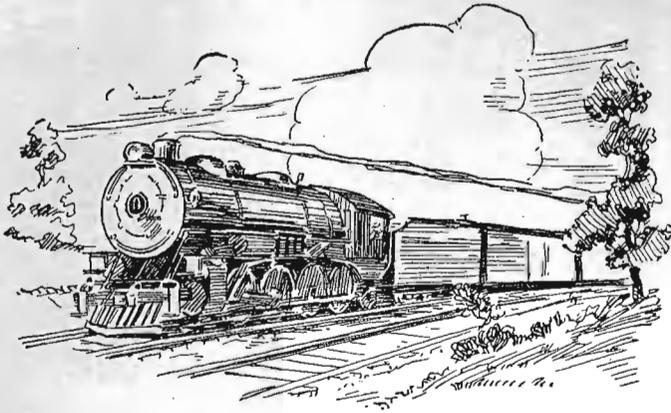


# THE MILWAUKEE EMPLOYEES MAGAZINE

*July 1922*

Forest Trail Near Minocqua, Wisconsin  
C.M. & St. P. Ry.



## *Efficient Lubrication a Necessity!*

**P**ROPER lubrication of railroad rolling stock is not an ideal to be hoped for, but a practical every-day working condition that must obtain on every railroad that secures full operating efficiency.

It is a conspicuously noticeable fact that railroads under Galena lubrication are not subjected to the annoying and highly expensive troubles that are always identified with improper lubricants and incorrect lubrication methods.

Another striking feature of Galena service is the mileage performance—always the maximum mark for each type of lubricant. Operating statistics show also that with Galena lubricants there is a decided saving in fuel consumption for like units of service. The ability of these super grade oils to protect and preserve bearing parts is generally known.

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

*“When Galena Service Goes In  
Lubrication Troubles Go Out”*



**Galena-Signal Oil Company**

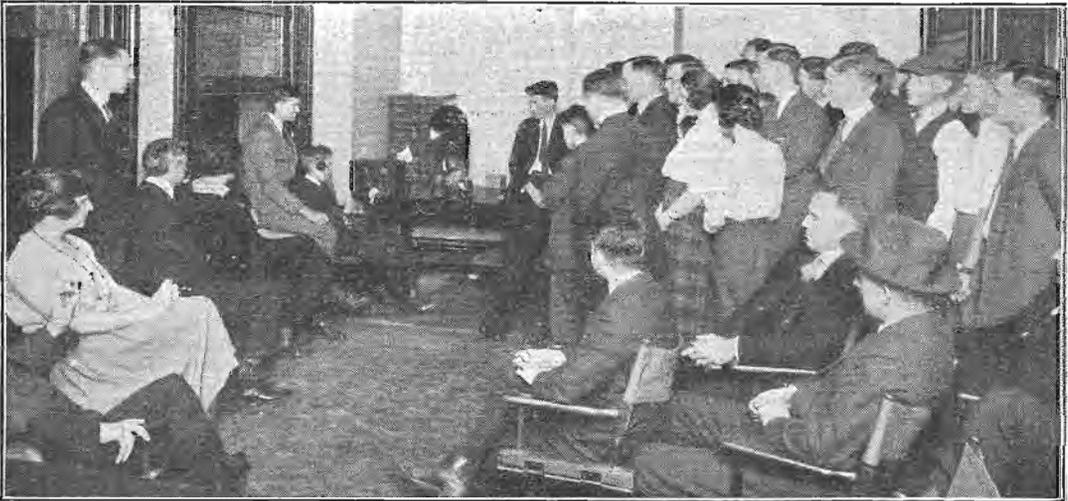
New York

Franklin, Pa.

Chicago

and offices in principal cities





Entertain Your Friends With Radio

**FREE** The Air is Full of Music, News and Entertainment. It's all Free. All you need is a Receiving Set to hear it. We are going to give a number of sets Free. Apply for one today. Quick

Never since the world began has science produced anything to equal RADIO wireless communication. It is just in its infancy. What the future holds in store for us no one dares to venture a prediction. Our former methods of communication, the telephone, telegraph, etc., pale into mere insignificance. The development recently has been nothing short of the miraculous. Get in now. Learn all you can about RADIO. Keep pace with its development. Now is the time!

Our plan will give you all the latest and best information and advice. It will be a schooling in RADIO for you. The whole science of RADIO will be explained. No money required, just your name and address. It's all free—working sets and all. The very latest and best equipment will be given. Nothing cheap or trashy. Simple to operate, clear and distinct like a phonograph. The wonder of the age.

## 10 RADIO SETS FREE

We are going to give away, on our new and easy plan, a number of complete sets all ready to hook up and operate. They will be the latest and best equipment. Any person can secure one of these modern sets free with only

a little effort during spare time. It's worth it a thousand times. Dealers can't fill their orders. Everybody wants a Radio set. These 10 sets free. Send us your name and address today for full information and our easy plan for all. Nothing like this ever offered before.

### 600,000 SETS NOW IN OPERATION

It is estimated that there are more than 600,000 receiving sets in operation throughout the country. That means that more than a half million homes are daily enjoying the latest news and concerts, free of charge. Think what this means to your home and family.

There are more than 75 broadcasting stations in various parts of the U. S., with regular daily programs. Any home anywhere today is within reach of all of this. All you need is a set to "listen in". Here's the opportunity. Write at once.

**RADIO COOK, Mgr.**  
141 W. Ohio St., Dept. 3380, Chicago, Ill.

CLIP AND MAIL TODAY

Radio Cook, Mgr., Dept. 3380,  
141 W. Ohio St., Chicago, Ill.

Please send me full particulars about the free Radio Sets you are giving away.

Name \_\_\_\_\_

Post Office \_\_\_\_\_ State \_\_\_\_\_

R. F. D. No. \_\_\_\_\_  
Street No. \_\_\_\_\_

## CONTENTS

	Author—	Page
John C. Fox .....		5
Things I Like To See.....	E. W. Dutcher	6
Imagination .....	C. W. Jacobs	7
Wanted—An Increase .....		9
What It Cost Us to Earn a Dollar in 1921.....		10
The Revised Trade-Mark .....		10
Old Milwaukee Rails .....		10
Needed Improvements .....		10
Co-operation Between Railroads and the Public.....		11
Limericks .....	E. W. D.	11
Out With the Old, In With the New .....	J. T. Ritch	16
Claim Prevention Department .....		12
The Receipt and Delivery of Freight and Its Relation to the Loss and Damage of Entire Package.....	F. M. McPherson	13
The Seeing Eye .....		14
Tank Car Hazards .....		16
A Square Deal for the Store Department.....	Chas. E. Heward	17
From the Bureau of Safety .....	A. W. Smullen, G. S. S.	19
Current News of the Railroad.....		21
I'm Just What I Am, That's All .....	J. T.	22
Old Days on "The Prairie" .....		23
At Home .....	Hazel M. Merrill	26
Special Commendation .....		30
On the Steel Trail .....		32

## YOUR CARD

### Listen, Milwaukee Ry. Employees!

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

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

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

PRINTING DEPT.

141 West Ohio St.

Chicago



JOHN J. BURNS

# A Fob for You

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

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

## The Milwaukee System

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

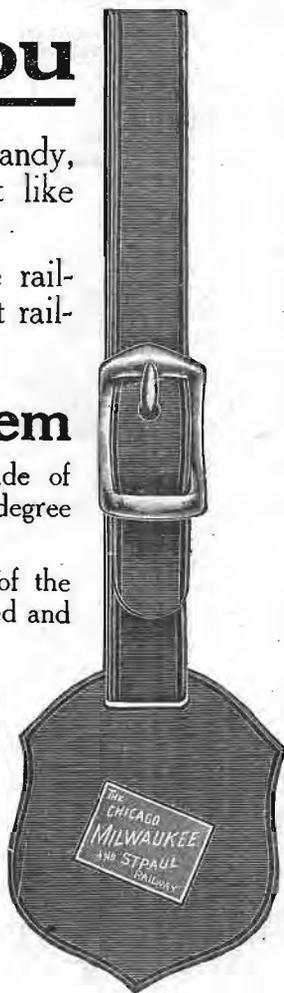
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

## Wear a Milwaukee Emblem

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



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



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

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

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

### Mark Articles Desired

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

## Keep these six position adjustments in mind when buying your watch

Then you needn't worry about future changes in watch inspection demands. You need the best there is NOW.

It may be required LATER.

Originally, railroad watches were not adjusted to positions.

Later, three position adjustments were required.

Now, the inspectors are not allowed to pass any watches adjusted to less than five positions.

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

So why take any chances on a five position watch when you can just as easily get the superior

### Sangamo Special and Bunn Special

16 size Illinois watches which are adjusted to temperature, isochronism and SIX POSITIONS?

*Ask your jeweler for these watches*

**ILLINOIS WATCH COMPANY**  
Springfield, Illinois



DIAL UP



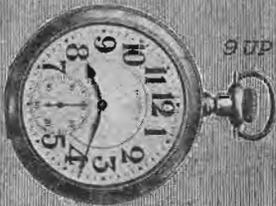
DIAL DOWN



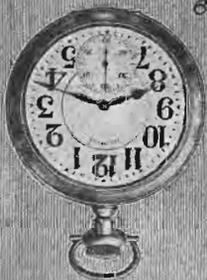
12 UP



3 UP



9 UP



6 UP

ADJUSTED  
TEMPERATURE  
SIX  
POSITIONS

Stamped on every  
SANGAMO SPECIAL  
and  
BUNN SPECIAL

# MILWAUKEE EMPLOYEES' MAGAZINE

Volume X

JULY 1922

Number 4

---

## John C. Fox

---

On June 15, full of years and honor, John C. Fox passed away at his home in Janesville, Wisconsin, in the 95th year of his age.

Mr. Fox was the company's oldest employe, both in the years of his life and of his service; and although the past few years have been spent on the retired list, his connection with and interest in the company he served so long and so loyally was never severed. He gave fifty-seven years of active and continuous work to the Milwaukee Company after which his position was in an advisory capacity, but from the day of his entrance into the Milwaukee employ, in 1851 to, practically, the day of his death he was never out of touch with the affairs of the railroad of which he was so faithful and efficient a servant. Few records are there to equal and none to surpass; few men so greatly beloved and none more generally mourned at his passing. He was laid to rest in the cemetery at Janesville in the presence of a large company of his old railroad associates and friends, officials and employes alike gathered there to pay the last tribute of respect and honor to the grand old Milwaukee veteran.

Mr. Fox was a native of Fair Oaks, Hanley, Staffordshire, England. He got his first railroad experience firing an English coke burning engine, while a lad at Hanley. He came to America in 1851 and the same year entered the employ of the Milwaukee, Waukesha & Mississippi Railroad, at the time the only railroad in Wisconsin, and running from Milwaukee to Waukesha—now a part of the Prairie du Chien division. His first work was laying rails west of Waukesha, as far as Eagle, and when there was an engine to run over the rails, he was its first fireman. In 1853, the railroad had extended to Janesville, and as engineer he pulled the first pas-

senger train into the Bower City. His service as engineer continued until 1866, during a part of which time his fireman was John M. Horan, who now succeeds to the seniority of the Veteran Roll. In 1866 Mr. Fox went to Janesville as roundhouse foreman and in 1881 became general foreman on the Mineral Point division and the Rockford branch, which position he held until the time of his retirement.

During the three score years of his untiring service, Mr. Fox trained and educated in the duties of engine service, many engineers and mechanical department foremen who came to him as boys and stayed with him throughout their apprenticeship; and to them all, he was more than "the boss",—he was father and friend. He watched over them not only in their daily routine duties, but often his guiding hand and sympathetic understanding led them away from temptations and into paths of prosperity and peace. He stood up manfully for his boys whenever he thought they were unjustly criticised and did his own disciplining in his own effective way. The esprit de corps he established in his jurisdiction was complete and loyalty to his company was the text from which he preached throughout his entire career.

About four years ago, Mr. Fox suffered a broken hip, the result of a fall, since which time he got about only in an invalid chair; and his home became the mecca of many of the veteran corps as well as hundreds of the younger employes all of whom were proud to be numbered among the friends of "Johnnie Fox". At one time, President A. J. Earling, passing through Janesville and desiring to call upon his old friend and faithful employe, ordered the train on which he was traveling, to be held

at the station fifteen minutes while he paid his visit. At another time, President H. E. Byram, vice president R. M. Calkins and a number of other executive officials of the company who were in Janesville for a very busy and full day, took the time from their other duties to spend an hour visiting with Mr. Fox; and there was never a week passed by that some member of the Veteran's organization did not call on him. He was the subject of the most solicitous care and attention by all of the employes living in Janesville in whatever department,—and thus, surrounded by the loving thought of the great organization of which he was so long a member, he passed on to the sunset of life and entered "the green grassy portal that leads to the Valley of Rest".

He is survived by his only daughter, Miss Mary Fox, who for many years has been his comrade and constant companion, and to her the sympathy of the great Milwaukee Family is extended in her bereavement.

The active and honorary pall-bearers at the funeral were his old associates of the railroad and included Engineers Ed Davis, Wm. Wilkerson, C. Harrison and Ed Smith; Machinists J. T. Schlatter, Thos. Howe, Niel McVicar; Roundhouse Foreman, G. W. Ryan, Agent F. W. Zimmerman and Messrs. August Abendroth, H. W. Griggs, E. C. Willson, G. W. Richards and H. Garbutt.

### Things I Like To See

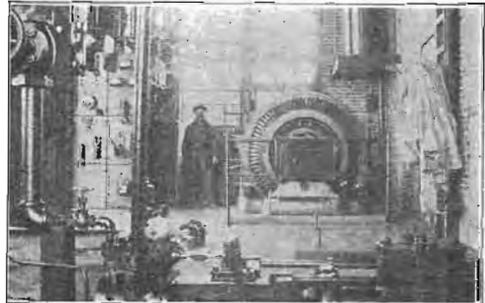
*E. W. Dutcher*

I've wandered much in foreign lands,  
I've traveled far and wide;  
If this should seem a trifle queer,  
Say, "I'm talking on the side."  
But truth or fiction, as you will,  
Jules Verne has naught on me,  
For I have tested all the zones  
And fathomed every sea.  
I've stood on mountain ranges high,  
And delved in richest mines,  
I've feasted oft with kings and queens,  
And quaffed their choicest wines;  
I've lingered in the Aisles of Fame,  
And old cathedral halls;  
Hobnobbed with Orientals great,  
Wherever pleasure calls—  
I've looked upon historic ground  
Where Roderick Dhu was slain,  
By Scotland's faithful king that day  
As was his duty plain;

I've watched by Frisco's Golden Gate  
And saw the sunset's glow,  
With background of the purple hills,  
Their minarets of snow;  
I've watched the sunrise on the Alps,  
The splendor of Cathay;  
The glory of the midnight sun.  
Where night is always day;  
On Shinah's plain I've slept in peace  
Beneath the silent stars;  
I've glimpsed the glories out in space  
Thro' daisied meadow bars:  
Unmeasured, trackless, boundless realms,  
The farm-lands of the sky!  
Beyond where wings of thought may rove—  
As ages hustle by.  
I've gazed on beauty, Grecian art  
Ne'er saw such perfect face,  
E'en Italy, its storied fame,  
Its chisel could not trace;  
The cheek of rose, health's crimson flag  
And eyes with mist impearled;—  
With vision dim I but recall  
God's angels of this world!  
And yet from these I turn aside  
To things that charm me more;  
Forgetting all, what e'er betides  
The wealth of distant shore.  
I love my own, my humble sphere,  
"Good old Milwaukee" serve—  
I like to see the yellow train  
Come swinging round the curve!



Electric Yard Engine, Great Falls, and Crew



Interior of Substation, Great Falls

### Imagination

*C. W. Jacobs, Rock Valley, Iowa*

Our "text" is found in Webster's Dictionary, Chapter "I" and about the 125th "Verse"—viz:

"IMAGINATION: The Picturing Power or Act of the Mind—the Constructive or Creative Faculty of Phantasm."

Did you ever indulge in the earnest experiment of letting your mind run riot in IMAGINATION? It's a great sport in mental athletics and, contrary to physical culture, may be taken on in idle moments or during enforced wakeful hours, just as effective perhaps, to induce slumber as "counting sleep" and affords a more pleasing, fanciful, variety in relaxation.

Frequent exercise of imagination is excellent practice enabling one to pick up and weld the loose "dead-ends" in the grey matter, stimulating a clearer and more concise method in one's thinking. Imagination, if nothing more, exercises the mind; and to one who appreciates what a wonderful machine the mind is, there is keen delight in just thinking.

The fanciful field of such stupendous magnitude for a self-respecting, well-trained, imagination to float in, is almost infinite; it is unlimited by longitude or latitude, unrestricted in heading height or depth, time or tide, heat or cold; world-wide and sky-high in its scope; it works as well (or better) in the darkness as in the light and its subjects are as numerous as the index of the resourceful mind may suggest.

A keen, well-balanced imagination is an all essential asset of the story or "movie" author, who must arrange the plot which naturally appeals to an orderly imagination of the reader or "movie fan." In the most pronounced type of the "movie-fan" we find an enthusiastic imaginer, altho she or he may not realize its attributes.

Imagination is the direct step to the initiative—hence, of "first aid" to the inventor or promoter. A healthy imagination brings concentration of thought.

Think how narrow is our vision unless imagination comes to the rescue. In the realms of imagination the "hobbyist" may ride unmolested. Everyone should strive to possess such a thing as a resourceful, vivid, well-educated, well-controlled, anti-weird, imagination. The mind so qualified may indulge in a boundless variety of mental enjoyments which will banish solitude, bring comfort to the "shut-ins" and encourage exploring new fields for fanciful exhilarations, for intellectual and spiritual improvement.

The old-fashioned custom of story telling to the child on the knee, (we sometimes wonder if it's a lost art) is but a play on the imagination; the degree of pleasure given the youth depends largely on the flights of imagination of the narrator. Take imagination out of the Santa Claus myth and how much pleasure have you detracted from the Christmas chimes and childhood charms?

We might illustrate the possibilities of imagination by enlarging somewhat upon one or two suggested "topics" which you might select for a sample try-out to demonstrate the PICTURING POWER of your mind. For instance carefully ponder on what a truly wonderful and extensive and vital part of our national life is the TRANSPORTATION SYSTEM of the U. S. A. It's some 235,000 miles of rails spreading its net-work of single, double, and even "four-tracked" boulevards of steel, serving almost every nook and corner of our country be it vale, valley or mountain-tableland, extending from coast to coast, from the Mexican to the Canadian borders; traversing the agricultural plains; cutting swaths thru the forests; tunnelling beneath and ascending over the mountain passes; over lofty bridges, spanning raging torrents and along deep, rock-ribbed, reverberating canyons; worming its hidden way under rivers; and upon these constantly patrolled highways of traffic are operated modern trains, some steam and others electrically equipped, roaring

and darting here and there, night and day, summer and winter battling the elements of Nature; carrying, yearly, billions of freight tonnage and the restless floating mass of humanity in almost countless numbers; radiating by diversified or paralleling lines from the vastly populated centers, linking them for commercial and social prosperity with every section, every district and every pretentious city in the 48 states—even reaching by greater or less extensions almost every isolated hamlet, and constituting their only modern connection with the outside world.

Can your imagination grasp a comprehensive bird's-eye view of the stupendous aggregate all this means? And further contemplation takes in the associated ideas covering the allied labor necessary for the executive, operating, maintenance, financial and other departments encompassing, as it does, a considerable percentage of the total population of the country.

Can you wonder that it is no "one-man job" to successfully keep these arteries of commerce functioning uninterruptedly to the satisfaction of the public, the laborer and the investor?

Then rail transportation must also be considered with the allied "wet" avenues of traffic—the river, lake and canal, which should very materially assist in the prosperity of the nation and to a much greater degree than is now apparent. More modern events are bringing the hard-surfaced roadways with their ever increasing and efficient myriads of automobiles and motor trucks, and all these diversified methods seem to be fittingly supplemented by the trackless airship paths of industry—as yet undeveloped.

As another sample "topic" for an imagination "bout", try a subject more along the line of philanthropy, sociology, and the moral question of life—say for instance, the mere remodeling of the world's affairs on the basis of having everything "JUST AS IT SHOULD BE." Wouldn't THAT call for SOME imagination?

Imagine all questions involving right and wrong, capital and labor, justice or

injustice, peace or war, the race problems, international affairs, matters of educational training, the price of corn, the rates to be charged for electricity per K. W.—all problems affecting the h. c. l., the bobbing of the hair, the lengths of the skirts—in fact all the present day controversies to be dumped into one common "melting-pot" of "judgment" to come out re-modelled and re-adjusted according to the new order of things, ie, "JUST AS IT SHOULD BE."

This would mean a much nearer application by everyone of the "GOLDEN RULE"; all actions would then "BE ON THE SQUARE", and the greater number of the difficulties, and differences, and hardships, and injustices of the world would be eliminated or reduced to a wonderful minimum. The jails would become near-vacant or at least there would be a great shifting of inhabitants; criminal courts would be mainly diverted into halls of justice for the interpretations of the "Golden Rule" and according to the world's new slogan "JUST AS IT SHOULD BE": equality and justice would balance accounts; capital would retain its just percentages and labor would come into its proper wages; education would reach its highest ideal; the loafer and bluffer would loose his avocation; the tired mother spared her midnight toil; the working girls would not be required to exist on impossible compensations; with everything "JUST AS IT SHOULD BE", there should be no slums, no extreme poverty, no vast unearned fortunes; legislation would then be "for and by the people", about two-thirds of the laws could be repealed; in fact about everything conceivable, affecting the moral, social and economical conditions would be settled along the lines which would insure "justice to all—special privilege to none".

What an awakening for this old world of selfish motives! Can you IMAGINE it? If you are not willing to earnestly adopt the moral teachings suggested in this new slogan of having everything "JUST AS IT SHOULD BE"—at least try to IMAGINE IT!

**Wanted—An Increase**

Record of conversation with Baalan Lettuce, agent-storekeeper, at—, relative to an increase in his salary:

Present: Superintendent and traveling auditor.

Superintendent—Hello, Mr. Lettuce, what are you doing in the big town?

Mr. Lettuce—Hello, fellers. Oh, I just kem to see how you are all behavin'. Kinda have to keep my eye on you a little, you know. First time I bin to town since 1916. Wouldn't have come up now if I didn't have some purty important business to talk over with you men.

Supt.—Well, what do you think of the town. Much change in it since 1916?

Mr. Lettuce—Ain't much change, except in the ladies. Most every lady I see on the street seems to be about four foot longer than her dress. Ain't looked a lady in the face since I kem to town. Went to the "Hut" to a leg show once when I was a young feller and it cost me seventy-five cents. Seen a better show for nothin' coming down Main street. Tain't no town for Baalan.

Supt.—I'm surprised at you, Mr. Lettuce. I didn't think you would notice the appearance of the ladies.

Mr. Lettuce—Well, I don't pay much attention to them down home. I reckon I ought to wear blinders when I come to the "Hut." Say, Boss, I guess you're a busy man, I ain't going to take up all your time. I'll tell you what I kem to see you about. I bin studyin' over this thing since the new time table came on and durned if I don't think you oughta raise my salary.

Supt.—What is your salary, Mr. Lettuce?

Mr. Lettuce—Oh, I bin getting \$10.70 since 1910. When the war came on and prices went up and all the railroad men got a raise, I was thinking about askin' for five or ten dollars more, but I didn't do it. It looked to me like the road was being stung hard enough fer salaries without raisin' mine, so I done the best I could with what I was gettin'. I wouldn't ask for it now if I wasn't puffin' in sech long hours. I open up at six o'clock every morning, Sunday and every day, and I meet all the passenger trains and the locals. Last train leaves at 9:30 P. M. I put in about sixteen hours a day.

Supt.—It is not necessary for you to meet the late train, Mr. Lettuce and we may be able to let you off on Sundays.

Mr. Lettuce—You can't do it, Boss. All the folks down there meet all the trains and they ain't got no place to stop except my place. They bin used to stoppin' with me till the trains come and they'd never be satisfied if I wasn't open for them.

Supt.—I presume, Mr. Lettuce, that the use of your store for a waiting room attracts trade, does it not?

Mr. Lettuce—Well, now, I bin doin' some securin' about that the last week and I don't know but I'm losin' money on the job. You see, I gotta keep a box of crackers and a jar of pickles and some prunes out where the

fellers can eat a bite while they are waitin' for the train. They seem to be eatin' more prunes and crackers and drinking less pop since times got hard, and I ain't makin' nothin' off them. One feller ain't missed a train since work got scarce. He et up about four dollars worth of prunes and ain't bought but one ticket to the next town. No money in that kind of business. Every time any railroad fellers come along I set 'em up to pop and segars, and if it's meal time I give them a cheese sandwich. I bin losin' money on my salary, Boss, and I think I oughta have about a ten-dollar raise. Say, who was on the special that went through last week?

Supt.—That was the general manager's special. He has charge of 11,000 miles of railroad.

Mr. Lettuce—You don't say so. He must be as busy a man as I am. The roadmaster told me he's a fine feller. Tell him to stop off some time and have a drink of sody with me. Big fellers like to meet big fellers. Well, what do you say, Boss? Do I get the raise? The traveling auditor oughta put in a word for me. He has et up more crackers and drank more free pop at my place than any feller on the road. I notice he figgers mighty slow checkin' me up till he gets full of pop and then he gets done checkin' right now. Don't you think I oughta get the raise?

Traveling Auditor—I really think you should have a raise, Mr. Lettuce.

Mr. Lettuce—What you say, Boss?

Supt.—This is quite an important matter, Mr. Lettuce, and I'd like to have a little time to decide it. I'll write you my decision in a short time.

Mr. Lettuce—All right. I ain't going to rush you, but do the best you can. Come and see me when you get time. So long. How can a feller get out of this durned building without ridin' in that elevator?

**A Word for Father**

"Dear God," prayed golden-haired little Willie, "please watch over my mamma."

And then he added as an afterthought,

"And I dunno as it would do any harm to keep an eye on the old man, too."—*The Leatherneck Washington*.

**At Reduced Rates**

Sploshkins wanted to sell his horse, so he prevailed on the local dealer to come and see the animal.

"That's a good horse, Mr. Taylor," Sploshkins said to the dealer. "It cost me five hundred pounds but you shall have it for fifty pounds."

The dealer gasped.

"That's rather a big reduction, Mr. Sploshkins, isn't it?" he asked.

"Well," the vender admitted, "the fact is it bolted one day and killed my poor wife, and now I've got no further use for it!"—*The Winning Post Winter Annual*.

**She Was The Cook**

"Now, Dilsey what you-all laughin' at?"

"Why, Bro. Jones, I'm laughin' 'bout a lady what lost her cook."

"Laughin' 'bout a lady what lost her cook? Dilsey, that ain't nothin' to laugh 'bout."

"Oh yes 'tis Bro. Jones case y' see I was the cook."

# THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor  
Libertyville, Illinois

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

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

## WHAT IT COST US TO EARN A DOLLAR IN 1921

In 1921 it COST the Railroad 96 CENTS TO EARN EACH DOLLAR Received from the Public as Operating Revenue—compared with 71 cents in 1916—Not including interest or dividends.

In 1916 our Operating Revenues were . . . .	\$110,609,689	
Non-operating Income from all sources . . . .	3,115,741	\$113,725,430

In 1921 our Operating Revenues were . . . .	\$146,765,766	
Non-operating Income (Incl. \$2,277,797 rec'd from Gov't on acc't for 6 months ended Aug. 31, 1920)	4,371,858	\$151,137,624

The following table shows how each dollar of this revenue was spent in the two years:

	Year-1916	Year 1921
Total Operating Expenses . . . . .	\$64.86	\$84.66
Taxes . . . . .	4.82	5.79
Facility Rental & Other Deductions . . . . .	2.35	4.38
Total Deductions . . . . .	72.03	94.83
Interest . . . . .	13.72	12.42
Grand Total . . . . .	85.75	107.25
Net Balance . . . . .	14.25	7.25 Overexp'd.

It will be seen that in 1916 there was left out of each dollar enough to pay interest on debts with a balance to cover a return to our 22,000 stockholders and improvements to the property.

In 1921 only 5 cents remained after paying expenses, taxes and rents, while 12½ cents were needed for interest charges alone. In other words, the 1921 dollar did not go as far as the 1916 dollar by 21½ cents, mainly because of higher wages and restrictive working conditions. Payrolls for 1921 were \$80,533,000, or \$31,343,000 greater than 1916, although there were 1,600 less employes in service in 1921 and there were 23% less Revenue Ton Miles, 11% less Passenger Miles and 18% less Train Miles in 1921.

The Total Income for 1921 was 33% greater than 1916—while operating expenses were 74% and Taxes 60% greater.

Such results as these—which have been continuously experienced since the War—have not afforded a favorable argument for a voluntary reduction in rates, with a further shrinkage in the dollar as a possible consequence.

Now that decreased freight rates are assured we hope that the increase in tonnage, which began in March will grow to such an extent as to more than offset the reduction in the selling price of our product.

## TO PUGET SOUND—ELECTRIFIED

The old Milwaukee Trade-Mark is to have a setting consisting of the words—To Puget Sound—Electrified. The first three words appearing above the emblem and the last word below. And in as much as the 628 miles of electrified railroad is the only instance of main line electrification to anywhere near that extent, in the world, it has been decreed that "To Puget Sound—Electrified" "shall be the company slogan and that it shall be used below the name of the road wherever it appears in display; which in effect, means that the slogan must appear wherever the name of the road is used, except in ordinary reading matter. The Magazine, hereafter, will use the Trade-Mark and slogan on its cover, in black and white instead of the regulation red and white.

The Trade-Mark was adopted in 1880 during the administration of A. V. H. Carpenter, as General Passenger & Ticket Agent, and has never been revised or changed in any way since that time, up to the present when the slogan is added to give prominence to the two greatest forward steps that the System has ever taken, steady though its march of progress has always been.

## Old Milwaukee Rails

The recent election of Mr. Edmund Pennington to the position of Chairman of the Board of Directors of the Soo Line, and the accession of Mr. G. R. Huntington to the presidency vacated by Mr. Pennington, brings two old Milwaukee men to the top. Mr. Pennington worked his way up through the ranks, beginning his railway career in his twenty-first year as a warehouseman in the employ of the C. M. & St. P. Ry. A year later he became a brakeman, two years later a conductor, and in 1875 after five years in train service, he was appointed a roadmaster. In 1877 he was promoted to superintendent of construction, and in 1879, general roadmaster. In 1882 he was appointed assistant superintendent of the I. & Dr. Division. After fifteen years of service with the Milwaukee, he resigned to become a division superintendent on the Minneapolis & Pacific, now a part of M. St. P. & S. S. M. He rose through the positions of general superintendent, general manager and vice president, to the presidency, to which position he was elected in 1909.

Mr. Huntington entered railway service as an office boy in the employ of the Milwaukee Road, and served here, as operator, agent and train dispatcher before leaving for service with the M. St. P. & S. S. M. in 1888. He received promotions on the Soo Line from train dispatcher to superintendent, general superintendent and general manager.

When the roads passed under Federal Control, Mr. Huntington was made Federal Manager. In March 1920, he was elected Vice President of the M. St. P. & S. S. M., the Wisconsin Central and the D. S. S. & A. and continued as vice president and general manager of these lines until his election to the presidency, to succeed Mr. Pennington.

### Needed Improvements

Everyone who keeps abreast of the times knows that there is a railroad situation of paramount need. The transportation plant faces a crisis and unless it is enlarged and put into condition to handle heavy traffic, the entire country will suffer. There must be more cars, enlarged terminal facilities, more trackage, more motive power, more shops and shop equipment. Already business is stirring and soon the demand for cars will exceed the supply unless quick action is taken to avert such a nation-wide disaster, because disaster it will be. The forecast has been made by Secretary Hoover that there will be "factories all over the United States with full order-books and empty work benches, closed for lack of cars; advances of \$2.00 to \$3.00 a ton on coal; premium of 20 cents a bushel for cars in which to load grain; the bitter hardships of unemployment; complete industrial strangulation."

The needed improvements can be provided only by increased investment in railroad securities, and this can be secured only by increased net earnings. Increased earnings cannot, now, come by increased rates, since the Inter-State Commerce Commission has handed down its rate-reduction decisions. Therefore reduced operating costs is the only answer. Operating costs divide into two major items. Wages cover about 60% and material, supplies, etc. the remaining 40%. The 40% item is reducing steadily by the return of prices to a normal level. The 60% item is an intricate tangle out of which there must be found some fair and equitable adjustment, if we are to see business revive and prosperous times return.

### Cooperation Between Railroads and The Public

GET ACQUAINTED is the suggestion a writer on railroad economics makes to railroad men and the non-railroading public. He says: "The railroads provide a living for more people in the United States than does any other industry except agriculture, yet communities stand aloof from the railroads, and while the higher officials have begun, in recent years, to learn the importance of getting closer to their public, the lesson is still unlearned by the vast majority of railroad officers and employes. The local representative of the railroads in every town and village should be closely identified with the business life of the community. The division superintendents should charge themselves with the duty of making business men on their divisions understand some of the problems which railroad managers have to solve, see that the people under-

stand. To many people along the line the division superintendent is the biggest man on the railroad; they look upon him as the man who decides whether they can or cannot have a switch or excursion rates for the Land Congress. There are so many problems that are ABC to the railroader, but calculus to the business man. This is something to be corrected. It will take time, but it can and should be hurried in every way, through every available channel."



Uncle Hiram (after two hours' wait): "I wonder when this blame thing is a-goin' to start."

### Limmericks

E. W. D.

A graduate couldn't make law go,  
He tried farming but couldn't make hair  
grow;

Then he broke for provision  
On the River division,  
Now a Con running out of Chicago.

A traveler down on the Isthmus  
Road crooked as Jimminy Christmas—  
Says one has to keep twisting  
His neck in resisting  
An attack of mental strabismus.

The M. N. G.'s are certainly going  
Their zeal no use in restraining  
They gather aroma  
From Chi to Tacoma,  
All contiguous thereto appertaining.

Wouldn't it add a little more zest  
To get up a friendly contest,  
Say any nice thing  
"Wound round with a string"  
For the "Trail" considered the best!

### Pet Peeve

To stand by an adding machine for one  
and one-quarter hours, and when finished  
have the division storekeeper hold down  
your chair.

### Not Ever

Rastus (to Sambo in an undertone): I ain't the  
man I useter wuz. Time wuz when I could whip  
the ol' woman in a fair, stan'-up fight.  
The Old Woman (overhearing): You's a black  
liar. Rastus Johnsing. Time wuzn't, time ain't,  
an' time ain't going to wuz.—Nashville Tennessean.

## CLAIM PREVENTION

Have you been actively interested in the prevention of loss and damage to the freight we handle? If not, then you have been missing a most gratifying part of your work for those who have been so interested have produced results in which they rightfully take much pride.

There is not a reader of this magazine who is not, or who cannot be if he chooses, an ac-

tive party in the freight claim prevention work on our railroad.

Every member of the Milwaukee organization, officer and employe alike, owes it to himself, to the company for which he works and to the public at large to use their every effort to deliver freight at destination on schedule and in the same condition as when received.

That is all there is to claim prevention.

### To Help Reduce L. & D. Claims

The universal interest in our own Claim Prevention Bureau, which is now well into the second year of its existence and which embraces almost every employe on the system, leads the writer to believe that readers of the *Employes Magazine* will welcome information from month to month of the progress being made as a result of their efforts in the reduction of loss and damage claims.

Each month, therefore, this section of the magazine will contain the latest facts and figures concerning our claim prevention work.

In addition to printing our claim prevention statistics, reports, etc., the editor has kindly consented to run one or more articles each month on some phase of our claim prevention program. The general committee feels that such articles will be much more interesting and instructive if contributed by employes on the line and in the offices who come in closest contact with the actual handling of our freight and the records thereof. Any employe is eligible to write the article. Those selected for publication will be printed over the name of the writer.

This is an invitation to every employe to write up his or her ideas on the subject of claim prevention and submit them to their superior officer. The latter will send the articles to the undersigned who will select each month from those submitted, as many as the editor can print for us.

Yours truly,

O. M. STEVENS,  
Chairman.

General Committee Freight Claim Prevention.

### Some Comparisons

The following figures, comparing the number and amount of claims presented in the first five months of the years 1920, 1921 and 1922 will give you a good idea of how successful you have been in your efforts to reduce our loss and damage account.

	Number of Claims Presented		
	1920	1921	1922
January	18,024	16,333	8,934
February	16,354	13,378	7,526

March	17,398	12,542	8,941
April	17,248	11,255	8,739
May	14,383	9,300	7,150

### Amount of Claims Presented

	1920	1921	1922
January	\$800,651.00	\$629,954.00	\$253,038.00
February	696,749.00	493,044.00	240,229.00
March	774,167.00	421,797.00	263,043.00
April	716,876.00	357,331.00	231,053.00
May	546,101.00	324,418.00	213,163.00

In May, 1922, the total number of claims received was 7,150, representing in money, \$213,163.00. This is by far the lowest number of claims presented to the company in one month so far back as the claim department records go.

The system committee feels, however, that any number of claims over 5,000 presented in one month, representing more than \$150,000.00, is excessive and it also feels that this minimum at which we are aiming will surely be reached before the close of the current year, providing all employes continue to display the active interest in claim prevention which is alone responsible for the reductions already obtained.

### Principal Causes of Loss and Damage Claims

An analysis of the claim payment figures of 1921 indicates that 66.7 per cent of our entire claim account is chargeable to the following four causes in the proportion indicated:

Loss of entire package	17.7%	of entire claim account
Defective equipment	17.2%	of entire claim account
Rough handling	16.6%	of entire claim account
Delay	15.2%	of entire claim account

"Loss of entire package" heads the list. Packages can be lost only in one of three ways:

- 1st—Failure of receiving clerk to get what he receipts for.
- 2nd—Failure of delivery clerk to get receipt for what he delivers.
- 3rd—Robbery.

How to prevent "loss of entire package freight" will make a good subject for someone to write about in the next issue of the magazine.

There is nothing mysterious about how rough handling occurs. Everybody knows all about it, yet it still make up 16.6 per cent of our entire claim account.

The 17.2 per cent of our entire claim ac-

count chargeable to defective equipment is the price we pay for failing to carefully inspect and select cars for loading.

It is hard to understand how, in these days of light business, enough of our freight can be delayed as to make up 15.2 per cent of our entire claim account.

The following article, subject, "The Receipt and Delivery of Freight and Its Relation to the Loss of Entire Package," is submitted by F. M. McPherson, our agent at Chicago:

### The Receipt and Delivery of Freight And Its Relation to the "Loss of Entire Package"

F. M. McPherson, Agent

In analyzing the statements showing claim payments made account of loss of entire packages, it brings home to all of us the close relationship that the receipt and delivery of freight bears to our claim accounts. Much has been said and done and many systems have been inaugurated in hopes of throwing a safe-guard around this one subject but none of our systems have been able to prevent human failure.

The receiving freight, both carload and L. C. L. at any station should first be put in charge of a competent receiving clerk who is familiar with the rules and regulations, and who had been found capable of properly supervising every car or package of freight that is offered for shipment.

My association with the receiving clerk prompts me to say that he is the most important individual on our railroad because he is delegated with the authority to receipt for hundreds of thousands of dollars worth of property in the name of this railroad every day, which must be carried and delivered to its rightful owner in good order to prevent our railroad from paying the face value of the invoice covering the freight that has been accepted. The receiving clerk should not accept a shipment and receipt for a certain number of packages, but he should closely check each individual item by reading the consignee's name and destination and make sure that it compares with the items listed on the shipper's bill of lading, keeping in mind at all times section 4 of rule No. 5 which reads, "Freight will be accepted only when the containers are of sufficient strength and security to afford reasonable and proper protection to the freight which the container encloses." If our receiving clerk is satisfied that his check is correct, he is also satisfied before the receipts for the shipment that it is in perfectly good order and if not, he is but to either refuse such shipments or receipt for them over the notation as to the actual condition of the commodity being shipped. I dwell upon the receiving clerk's responsibility insofar as it applies to claim prevention work because a little carelessness on his part in not properly checking his items when he receipts for them will pave the way for many claims.

The improper delivery of freight is the cause of a great many claim payments for

the loss of an entire package. Freight, when it is received at its destination, is checked from the car to the warehouse and should be again checked from the warehouse to the consignee at the time of delivery, and if the proper checking is not done and a clear receipt taken upon delivery to the consignee, we are subject to the same penalty as we would be by receipting for something we did not get. The safe way to make delivery is to be sure that the party calling for his freight is properly identified, then when we check the shipment to him, secure his clear receipt in full, and our responsibility will cease. There is also a large item in our claim accounts charged to damages which should be reduced if the proper record of damages was made in all cases at the time of delivery. Such notations as "case shakey, barrel partly full, or furniture more or less scratched" should never be shown. Upon delivery of a damaged shipment, a correct invoice should be taken of the actual condition so that the proper description of the damage will be shown as well as the proper weights of the packages and then it is accepted on the basis of our check which should be final as far as our responsibility is concerned.

There are many things which might be said about the receipt and delivery of freight and its relationship to the loss of an entire package, but I have only spoken of a few of the more important duties of those in charge of such responsible work, and I am sure every receiving clerk and delivery clerk on our railroad should fully appreciate his importance. He has an individuality which cannot be maintained by any other employee because he is the fellow upon whose shoulders the entire responsibility for proper acceptance and delivery of our business lies, and is next in importance to the operating machinery.

### Car Accountant's Notes

"Maggie"

Our deepest sympathy goes to Genevieve Klein in the loss of her father.

Do you remember way back when Toots went on her first long trip over night and went to sleep in the hammock of the berth with her shoes on?

Eight girls from the reclaim and time movement bureau visited Mrs. Beiescke of Elgin, Ill. (Formerly Miss Jessie Brown). All reported a wonderful time and each returned with a beautiful bunch of lilacs.

Puzzle—Where did Mr. Mauch get his cap?

We don't know who's place William Roloff is trying for in opera at Ravinia, but all we can do is wait and see.

As our space is limited we are unable to speak about every individual on their vacation, so we take this opportunity of wishing everybody a very pleasant journey.

After the smoke cleared away in the back lot on May 11th, the married men were found buried under a score of 14 to 6 in the annual indoor baseball game. This makes two in a row for the single men, although the married men are improving with age, due probably to the exercise their wives give some of them. The single men know when they are well off.

L. Kincaid and C. Denz couldn't hit the ball with a bat, so they left the ball hit them.

Due to Horace Brock's umpiring, or else the fear of the wrath of his superiors, the married men were saved from a shutout.

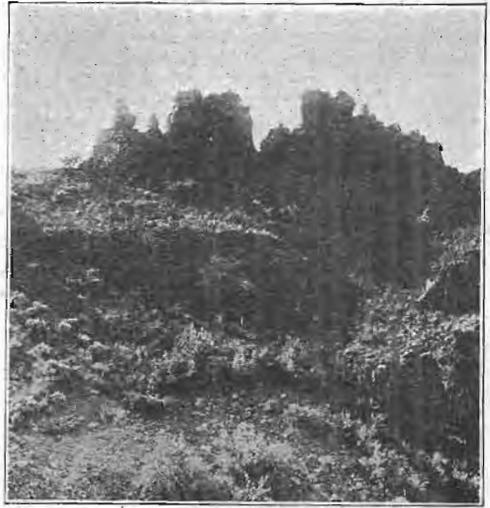
### The Seeing Eye

The Seeing Eye is an attribute to be cultivated. It makes for the joy of living in a thousand different ways. Especially in travel, it discovers hidden beauties and strange meanings in the wonders of Nature where the superficial eye sees no loveliness and finds nothing but barren waste in desert lands, in ragged rocks or the great sweep of the level plains. Yet it all means so much and when the Seeing Eye looks out upon a landscape it finds much more than hills and dales, green pastures, waving grain fields, lofty mountains, mighty rivers, vast forests and the trackless desert. It sees the wonderful color the atmosphere spreads over the picture; it sees in rolling hills—deep-water lakes and mountain ranges—the great story of the geological ages: in the forests, it looks upon the lapse of centuries and senses the march of time. Hundreds of things are visualized by the Seeing Eye that are a closed book to the casual wayfarer.



In the Wisconsin River Dells, Where Chief Blackhawk Hid from His Pursuers

Travel booklets, those put out for the purpose of advertising the scenic beauties of routes of travel, deal, for the most part with the **outstanding** features and beauties of a landscape, while the less prominent but equally interesting things are passed by unnoticed. There are, moreover, along routes of travel in the Northwest, localities of great historical interest in their relation to the blazing of trails into the interior of the continent and across to the farther shores; in their connection with the great rivers of the West which were the first avenues of exploration of this land; and everywhere there are points and details which, if related clearly and concisely, serve to add to the interest of a journey and to lessen hours of tedium that are often a part of transcontinental travel. The passenger department of this railroad, therefore purposes to gather data in connection with historical



Curious "Scab Rock" Formations in the Great Lava Beds of Eastern Washington

localities along our transcontinental route and to sketch briefly some of the geological phenomena that are visible only to The Seeing Eye—all the way from the Great Lakes to Puget Sound. Wisconsin and Minnesota are full of the wonders of Nature; the Mississippi, Missouri and Columbia rivers have a halo of wonderful historical glory, while their valleys are full of memories of a venturesome past.

To aid in the work of gathering such data and historical matter, the magazine will establish a department devoted to the collection of such features as are outlined in the foregoing. Readers of this magazine, employees and their wives and sons and daughters, are invited to assist in the work. It does not require to go far out into the western country to find splendid material of this kind. As an example: Wisconsin River country is full of legend and story associated with the Blackhawk war and with the days when lumber from the northern forests was floated down the river



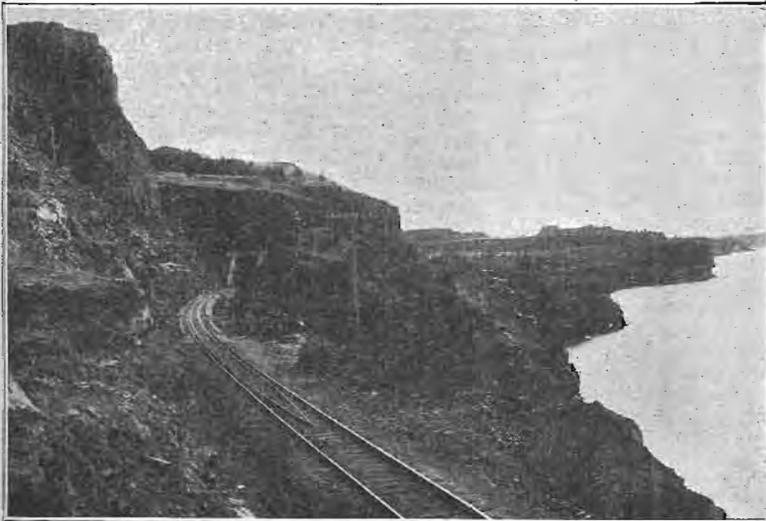
Jefferson River Canyon, Route of Lewis & Clarke Expedition in 1804

in tremendous raft fleets. There is many a wild story of the river folk to be gathered along the banks of the Wisconsin. So it is with almost every mile of the route clear to the Mississippi and Missouri. The South Dakota country will yield a vast amount of legend and history of the Sioux Indians and the indomitable old Sitting Bull and his warriors. At the point where the railroad crosses the Missouri, the Grand River flows into the larger stream and this is all historic ground, both of the Indian and the white man, going back to the Lewis & Clarke Expedition—and much of other interesting association. In eastern Montana there are

stories to tell of "O'Fallon's," the Tongue and Powder River campaigns against the Sioux in the days of the tragedy of the Little Big Horn. There is the Musselshell Valley with the lurking shadows of the fleeing Nez Percés; the mountains and cowboy days; the gold and silver and copper discoveries with all the accompanying thrills of mining camp tales. All of Montana is historic ground and everywhere are memories easily within recall of real frontier adventure. The Bitter Root mountains and northern Idaho; eastern Washington and the great lava beds, the most extensive in the world, which were the scenes of the long drawn fight with the warlike tribes of that mysterious country. The Cascades with the wealth of history concerning the early settlement of Washington, the passes over this rugged barrier with all the attendant dangers that made up frontier life.

Nor need these historic notes be confined exclusively to the route of the Olympian and the Columbian. There are many other localities, notably in the northern Michigan Peninsula which will yield a great amount of good history and legend. The copper and the iron ranges of the north country should contribute to the interest of the Milwaukee's Story-Book. Iowa also should have a chapter of thrills for our book and Illinois, too.

In sending historical data such as is only briefly outlined in the foregoing, it must be remembered that only well authenticated matter should be submitted, and if "hearsay" incidents are related they must be so designated.



Amid the Wonders of the Great Lava Flow Surrounding Rock Lake, Washington

Walter Morrison, familiarly known as "Wiggle" is going the extra train dispatching at Ottumwa this summer. Dispatcher John A. Sanderson is on his vacation first, followed by Lloyd H.

Mrs. Mc Nerney wife of Switchman Matt Mc Nerney and Carl Mc Nerney her grand-son have left on a trip to the West Coast.

Miss Lane Ardery wife of Engineer Lane Ardery has been in a hospital in Ottumwa for

an operation.

Switchman John Coughlin of West Yard deserves special mention for discovering a broken flange on an empty car that was being spotted at the sand pit at Ottumwa junction.

Business on this line is good. Crews are making good mileage. Ten car men were put on at West Yard the other day.

Miss Martha Browne of first trick West Yard spent a few days over at Muscatine recently.

### Tank Car Hazards

*Reprinted from National Fire Protection Magazine*

As the use of petroleum and its products increases from year to year, the amount of inflammable liquids transported in tank cars is reaching large proportions. Transportation of the lighter petroleum products, especially gasoline, in tank cars, involves widespread hazards which must be safeguarded.

The danger incident to transportation of gasoline in tank cars was very forcibly illustrated by the explosion of the mixture of air and escaping vapor from the dome of a car of casinghead gasoline at Memphis, January 24th, 1921, with a loss of thirteen lives, eighteen injuries and a property damage estimated at \$200,000.

The Bureau of Explosives which has jurisdiction in matters pertaining to the rail transportation of all dangerous articles, is actively concerned with this tank car hazard. Quoting from the last annual report of this bureau for the year ending December 31, 1920:

"The lighter petroleum products continue to maintain place at the head of the list of all commodities transported by rail as the most dangerous from fire hazard. Out of 137,000 tank cars reported in traffic about 100,000 are used for the petroleum products alone."

In the period 1910-1920, (not including the Memphis explosion of 1921), there are reported a total of 831 accidents and fires in the transportation of gasoline, involving a loss of 98 lives, 696 personal injuries and a property loss of \$3,537,886. In the tabulation of accidents occurring in the transportation of articles named in the freight lists as "Dangerous Articles," gasoline is responsible for the loss of 98 out of a total of 119 lives, and more than half of the totals of injuries and property damage.

The Bureau reports that in 1920 there was an improvement over previous years due to better co-operation on the part of shippers and greater care and judgment on the part of railroad employes in inspecting and handling loaded cars. It is evident that this improvement cannot continue in the 1921 report, if the Memphis explosion alone be considered.

The principle cause of tank car fires is derailment involving rupture and leakage, followed by ignition from wreckage, sparks of grinding metal, smoking or open lights or fires. The three weak points of tank car design, defects which are frequently responsible for leakage of liquid and vapor, a condition favorable to tank car fires, are the bottom outlet valve, the dome closure, and the safety valve. The bottom outlet valve is the worst offender, and although experiments with methods of bettering its safety are now under way no entirely satisfactory design has yet been developed, and it is possible that it may be necessary to prohibit bottom outlet valves and compel unloading from the top, although this might work a certain hardship to consignees.

#### Static Electricity and Stray Currents

Static sparks, and sparks caused by stray currents are fire causes to which in the past

little attention has been given, although they have caused a number of tank car fires. Ignition of gasoline by static electricity is so well recognized that it need not be elaborated here, but stray current sparks as a fire cause have received little consideration, and the following fire reported by the Bureau of Explosives will be of interest in this connection.

On Dec. 30, 1913, at Gainesville, Ga., a tank car of gasoline was being unloaded on a spur track of the Southern Ry. This track had a direct connection with the trolley line of the Georgia Ry. & Power Company. The overhead trolley wire of the trolley company ended 150 ft. from where the car stood, but the spur track was not insulated from the live trolley track. A freight trolley car was being used to move a car of coal nearby and two men from the switching crew went to the tank car to remove the unloading pipe from the dome. Just as this was being done, the trolley pole was placed on the trolley wire which charged the rails of the spur track and the tank car with the return circuit. The unloading pipe in the hands of one of the men was bumped against the side of the dome causing a spark and ignition of vapor. The man escaped injury by jumping away, but the fire burned from the dome an hour and a half, and caused the loss of \$500 before being extinguished by the fire department.

This danger may be guarded against by two methods. One is the insulating of spur tracks from main tracks carrying electric currents. Such insulation would have to be used in connection with most sidings for loading or unloading gasoline, for most railroads today operate automatic block signal systems actuated by electric currents passing through the rails and many roads are electrified for the use of electric locomotives. Some roads have both. The automatic signal system operates on a low tension current and the electromotive current is high tension. Either is capable of furnishing sufficient spark to ignite inflammable vapor under conditions favorable to such ignition. In congested districts there is also the possibility of stray currents from nearby trolley systems, electric lighting and power circuits.

The other method of protection is suitable grounding and inter-connection, permanent or temporary, of rails, cars and oil handling pipes and equipment. This consists of a No. 6 stranded flexible cable attached to the ends of heavy Universal battery charging clips to both the tank car and the grounded line of the oil company. Such an arrangement will prevent any electrical sparks from operations in loading or unloading. This arrangement with the requirement of a positive metallic contact of loading pipe with the dome also furnishes protection against sparks of static electricity.

It is evident that definite rules or regulations should be promulgated by the railroads to control this hazard. The subject is now receiving attention from several sources, especially the N. E. P. A. Committee on Inflammable Liquids. Chairman Barrier plans to take up these tank car hazards at an early meeting of the committee, and to cover them

in due time in a report to the Association.

The following, quoted from a letter of the Bureau of Explosives, referring this whole subject to the N. F. P. A., gives a clear summary of the problem and suggests the remedies:

"In developing suitable rules, the principal requirement should be that protection must be provided while the loading or unloading operation is carried on. The temporary plan calls for definite action by the oil company before and after the tank car is handled. The permanent plan requires no further action than inspection service after installation is once made. With the temporary plan any leakage of current into the rails would be conducted to the piping system of the industry only while tank cars are being handled. The permanent plan will result in any current from the track being circulated through the oil pipes at all times. Should such a condition cause electrolysis, the effect on the pipes would be more detrimental than the intermittent action resulting from the temporary plan. There might also be transmitted a stray current from the pipes to the track when no tank car is being

handled. These points are mentioned for consideration in their bearing on the question of which plan should be adopted. The following rules are submitted as offering a choice of either plan:

1. On all side track installations where tank car shipments of gasoline or similar products are to be handled, and where there is danger from stray electric currents, an electrical connection must be made between the car or track and loading or unloading pipes before the loading or unloading operation is begun. This may be provided for temporarily by a portable conductor attached to a metal tank band of the car or permanently by a protected cable or strong wire securely attached to the nearest rail on which the car stands.

2. All oil sidings must be insulated from other tracks when such sidings have a direct connection to tracks equipped with electrical signal system, or ore used by electric locomotives:

3. Such bonding connections must be frequently inspected to insure that they are in serviceable condition.

### A Square Deal for the Store Department

*Chas. E. Heward*

The store department is in the business of furnishing material to those making repairs to equipment, and furnishing material for the operation and maintenance of its trains, stations, tracks and various other industries.

Let everyone interested, give the store department a square deal by anticipating their needs (not wants), far enough ahead to give the store department a chance to procure the necessary material.

Special consideration should be given material which is not staple, making allowance for the same to be made in the shops or purchased from the factory.

Do not make a requisition for material one day and then before the requisition has had time to reach its destination, send a wire to rush same, unless an emergency has made it necessary.

Keep records in such shape that you will not be wiring or writing for material that has already been shipped, and in some instances received and used. Check your shipping notices against your requisitions or stock books, if you do not keep a record of your requisitions. About half of the work of the tracing clerk is running down shipments already made and material used.

When you wire or write, don't say "when will you ship my axes," or whatever article ordered in January, February or whatever month it may be ordered. Give the requisition number, name of party to whom it is to be shipped, destination, and the articles needed. The requisitions are handled by so many different persons that it is hard to locate same unless this information is given.

Don't send a wire when a letter will do just as well. It costs money to telegraph.

Be careful when giving requisition numbers that the figures are not transposed as 1028-24 for 1208-42 causes considerable unnecessary work, or necessitates the return of the letter for correct information.

When you place a requisition for the material, don't forget that those in authority demand that the store department keep its stock down to the lowest point possible. Also that the store department is being run with a reduction of force and time the same as other departments.

Don't use new material when some second hand article can be used as well.

Don't scrap anything that can be repaired at less cost than a new article can be purchased.

Send in your scrap and surplus material promptly, as there may be some of that material some other point can use, and is probably waiting for.

Don't order more material than you actually need. If you do, you are making extra work for yourself as well as for other people.

Don't knock the store department if you do not get results as quickly as you think you should, or if you get wrong materials once in awhile, as we are only human like the rest of you, and mistakes will happen when new and inexperienced help has to be used.

Bear in mind, that the Company must not tie up any excess money in material. Some times there will be a run on some one article or several articles which will deplete the stock below the minimum supposed to be carried.

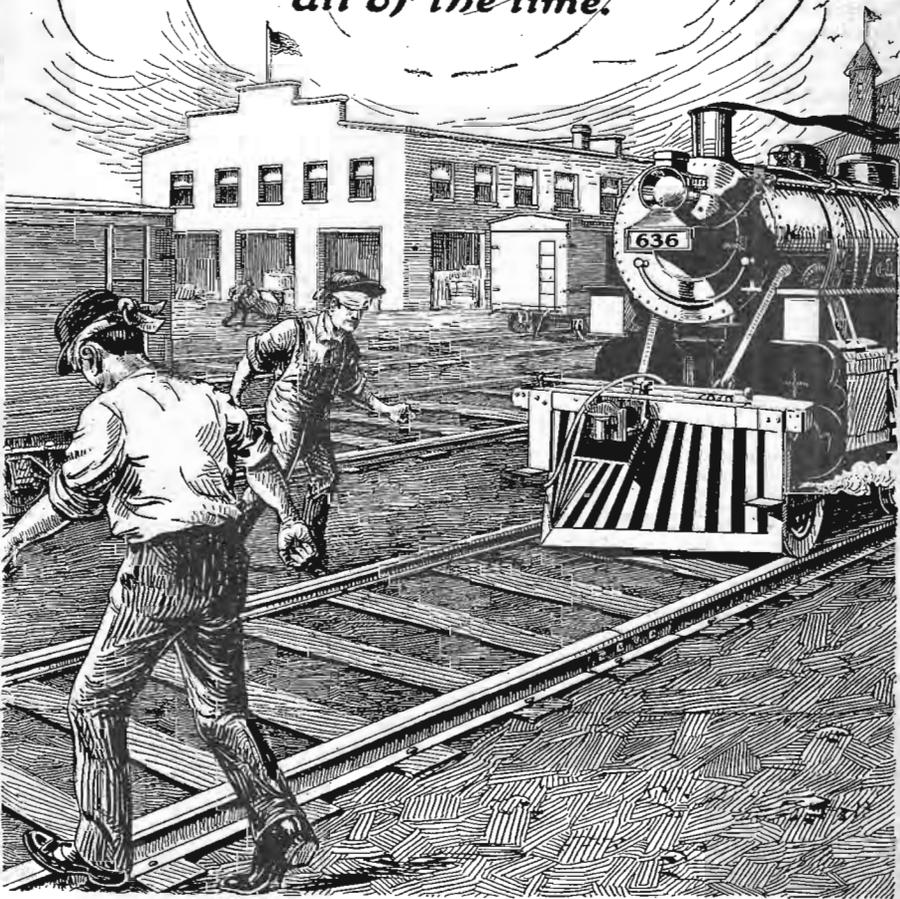
Give the store department a square deal and you will find they will meet you more than half way. Let's boost, not knock.

# SAFETY FIRST

No. R. 194

## Are You Blindfolded by Inattention?

*Make use of all of your senses  
all of the time.*



Courtesy, Pere Marquette R. R.

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

## FROM THE BUREAU OF SAFETY

A. W. Smullen, G. S. S.

The railroads of the United States will, commencing June 10 and running to September 30, 1922, conduct a Crossing Campaign, with the object in view of reducing the large number of automobile accidents that are occurring daily upon grade crossings all over the country.

There are over 10,000,000 automobiles registered in the United States, which means that there is one automobile for every 11 inhabitants and during the four years ending December 31, 1920, there were 4,350 persons killed and 12,750 persons injured in grade crossings automobile accidents. During the year 1920 there were 1,273 persons killed and 3,799 persons injured in 3,000 automobiles stuck on crossings, an average of eight per day, and three or four persons killed and 10 or 11 persons injured each day. This is a frightful toll of human life and we feel that something should be done to reduce it, even although we cannot hope to eliminate it altogether.

Believing that something should and must be done for immediate effect, we have decided upon a Careful Crossing Campaign for the following reasons:

There are two parties to such accidents, the automobile driver on one hand and the engineer on the other hand. They are two entirely different classes of people. You know what kind of an apprenticeship an engineer has to go through before he is given charge of a locomotive, years of preparation as fireman, examination on the rules, and yearly examination for vision and hearing. After he has been made engineer and begins running he can run only on the railroad track. He cannot turn to one side or the other, and he knows the territory that he runs over, every inch of it, having gained his knowledge as a fireman. He is also subject to the rules, train orders, and the signals along the track. He has behind him a train that weighs from 600 to 4,000 tons and if he has a passenger train, he has a large number of people that must get to their destination on schedule, therefore it is out of the question for him to stop at every crossing.

Now then, compare him with the one who drives an automobile. Anyone with the price of a car can and is turned loose as a driver, with just a little instruction from the salesman, with no examination as to sight or hearing and never running on schedule. He has the most five or six people behind him in the car, and there is no reason why he should not be under absolute control and look up and down the track before crossing.

Another thing, the Interstate Commerce Commission figures show and our own experience has shown us, that in 20 per cent of automobile crossing accidents, the train does not strike the automobile but the automobile

strikes the train. This goes to show that drivers of automobiles crossing railroad tracks do not look either to the right or left.

The object of this campaign is to bring to the attention of the American people the necessity for exercising the greatest possible care to avoid being struck and killed or injured by trains while traveling over highway grade crossings and to impress upon locomotive engineers, firemen, conductors and trainmen, track foremen, crossing watchmen and all other employes the necessity for doing everything within their power to prevent such accidents.

Every available means should be employed to educate automobilists, drivers of other vehicles and foot travelers to avoid death or injury while traveling over highway crossings. At the same time no effort should be spared to see that railroad employes strictly obey the rules and regulations designed for this purpose.

Thirty out of every hundred accidental deaths on the railroads of the United States in 1921 occurred at highway crossings. The fact that there has been no increase in grade crossing fatalities since 1917, is primarily due to the work of the national and local safety councils, safety education in the schools and to the extensive publicity given the safety first movement by newspapers and magazines.

One of the most advanced steps taken in connection with the prevention of highway crossing accidents is the nation-wide campaign to be conducted by the Safety Section of the American Railway Association. This campaign, as you all know, is to be known as the "Careful Crossing Campaign," and will be conducted from June 1, 1922 to September 30, 1922. Its aim is to impress upon the entire public the thought, "CROSS CROSSINGS CAUTIOUSLY." Uniform colored posters have been designed and are being furnished by the association for posting at conspicuous places both on and off the railroad property. The co-operation of a large number of organizations such as the National Automobile Chamber of Commerce and the National Safety Council, has been assured. The safety section is anxious to obtain as much publicity as possible in this campaign.

Occasionally we hear some one familiar with the subject say that grade crossings should be eliminated. Our answer to this is that the ultimate cost of such an elimination would be practically prohibitive. The probable expenditure in doing away with the grade crossings on all railroads in the United States have been estimated at something like \$12,600,000,000.00. The public would not stand for such an added expense in the way of an increase in freight rates. The question, therefore, is what is to be done.

The following report shows results of "Cross Crossing Cautiously" drive during the first two weeks in June, 1922.

The record for highway crossing accidents on the following divisions is:

Division	1921		1922	
	Killed	Injured	Killed	Injured
Chicago & Milwaukee and Northern	—	—	—	—
Des Moines	—	—	—	—
Dubuque	—	—	—	—
Illinois	—	—	1	—
Iowa & Dakota	1	—	—	1
Iowa & Minnesota and River	—	2	—	2
Kansas, City	—	—	—	—
La Crosse	—	—	—	—
Mineral Point & P du Chien	—	—	—	—
Musselshell	—	—	—	—
Racine & Southwestern	—	—	—	1
Sioux City & Dakota	—	2	—	—
Superior	—	—	—	—
Terre Haute	3	5	—	—
Milwaukee Terminals	—	—	—	—
Twin City Terminals	—	—	—	—
Idaho	—	—	—	—
Missoula & Rocky Mountain Divisions	—	—	—	—
Trans-Missouri	—	—	—	—
	4	9	1	4

**News Items from the Northern Division**  
*Hazel E. Whittey*

Adolph Kammermeyer has purchased a new Ford. It is a fine car, Adolph says, but once in a while, without any provocation whatever, the darn thing

like runs this.

Have you seen Joe Barnish's new silk shirt? You won't be able to see anything else when you do lay eyes on it.

The Northern Division surely did big business this month. Not so much in increased tonnage, although that was fair enough, but in babies. Night Yard Master Billington was presented with twin boys during the month by Dr. Stork. Agent at Richfield, Strawberry Rowlands, Wm. Fieblecorn of the Beaver Dam office force each were presented with a fine son. All of these men are proud as peacocks and have added two or three new springs to their walks. We hope that all will go well with the little chaps and that when they are grown, they may be boosters for the same road their fathers are.

The following from Randolph paper: "Herman Rausch and his crew of section men have been putting in some hard work around Randolph fixing up the C. M. & St. P. ground surrounding the band stand on Main Street. This space has been leveled off and will be seeded for grass. Teams and autos will not be allowed on the space and freight cars for loading and other purposes will be spotted in other part of the railroad yards. A touch of paint upon the band stand would add to the appearance of this place and make it very attractive." This idea was originated by our superintendent and surely pleased the people of Randolph very much.

Conductor Ed Oakes is making a trip to Havre, Montana, to see his grandson. His wife will accompany him on the home trip. Ed is well deserving of this rest as he is a very steady worker. It's "work when you work, and play when you play" with Ed, and we surely hope that he will enjoy his play. Gene McDermott is filling his place.

Elmer Luck, the good looking bill clerk at Waupun, has taken upon himself other duties than that of billing cars and we now find him, a full fledged manager of a base ball nine. Elmer has organized a nine composed of American Legion members and after a month's spring training, he has led them up against the Freshman team of the Theresa High School, realizing by a score of 29 to 0 that he had gone out of his class. He has now arranged games with teams from Atwater, Reeds Corners, Ladoga and Koskee and hopes to win all of these games. Elmer is an advocate of twilight base ball as he claims that his boys play better when they cannot see the "enemy's" score.

John Sawyer, of whom we spoke last month

also, is improving daily and is anxious to get back into harness. Our agent, Mr. F. S. Holt, took a telegraph instrument up to him, and John says that it "reads" just the same as it did before he was taken sick. John's joy at his recovery cannot be realized, as he himself had given up all hopes of ever being able to get out of a chair again.

We regret to chronicle the death of Chas. Hoy, on June 5th. Mr. Hoy was an operator in the employ of this company for many years. Burial took place at Fond du Lac. Ed. Czamanske paid us a pleasant visit on June 10th.

Another section foreman made better. On May 20th, our foreman at Hartford, Mr. Art Otto, was married to Miss Albertina Jenni of North Milwaukee. In several instances we have had foremen who absolutely would not get their reports, etc., into the office on time but after marriage they could not have done any better. However, we don't see how much of an improvement can be made in Arthur, as he is already A plus. However, we wish him luck and hope that he will continue the same good work in his married life as he did when single.

F. S. Pooler, Tie agent, and party made the regular spring inspection over the test track east of Hartford.

Fred McAvoy was married June 14th, it is rumored. May be able to get particulars by next June.

Shure, and did ye hear about our Pat Scannel, who was made notorious thru the explosion on the mail car? Pat was not injured badly, which we were all exceedingly glad to hear, and we hope that he will never experience anything of this kind again.

Phil McAvoy's favorite expression: "Hasn't she got some shape?"

**They Were Related**

The conductor of a freight sent the brakeman forward to put a tramp off they had seen board the train just as they were pulling out.

The brakeman went forward, but when he came to the tramp he found himself gazing into the barrel of a gun, and was ordered back to the rear and informed he might as well stay there and save himself some trouble. The brakeman returned to the caboose.

"Did you get him off?" inquired the conductor. "No," replied the brakeman. "I couldn't put him off. He's a cousin of mine."

"Well, I'm not troubled with that kind of relatives. I'll put him off," stormed the conductor, angrily.

After a time the conductor quietly returned. "Did you put him off?" the grinning brakeman asked.

"No, he's a cousin of mine, too," the conductor replied.—*Judge.*

## Current News of the Railroad

### To Puget Sound—Electrified

During federal control no feature of railroading was so advertised as W. G. McAdoo, director general of railroads, his name appearing on every piece of printed matter in use on every railroad throughout the United States. Now, as far as the Milwaukee is concerned, an effort is going to be made to popularize the slogan, "To Puget Sound—Electrified." Instructions have recently been issued by the president that wherever in printing the name of the Chicago, Milwaukee & St. Paul Railway appears, there also must appear this slogan. The trade mark also is to be changed accordingly, dividing phrase above and below.

Let's get everybody acquainted with the fact that we run to Puget Sound and in addition that we are electrified. You and I, who have perhaps spent our lives with the Milwaukee, take for granted its advertising features, but let us remember that the other fellow, although he may know his own business as well as we know ours, may know very little about us. Let's tell him.

### Crops.

Reports from all over the line indicate crop prospects better than for a number of years past. In the territory which suffered so severely from drought last year the moisture is plentiful and nothing short of a catastrophe seems likely to deprive us of a very bounteous harvest. To this end and to take care of the general business increase which is bound to follow with prosperous farmers, the Company is exerting every effort to get its equipment in shape. With a low bad-order percentage of present ownership, the four thousand new cars now under construction and plenty of power, we should be in good shape to give nearly one hundred percent service.

### Shrine Business.

The Traffic Department estimates that the Milwaukee carried to the Shriner's San Francisco Conclave more than three thousand persons, including those in nine special trains, six special cars and a great deal of scattered business.

### Silk.

During the first four months of 1922, we handled more import silk than any other trans-continental line, something over twenty per cent of the total tonnage out of North Pacific Coast ports.

### Export Business

The Traffic Department advise that they have just closed contract with a large tobacco company for movement of approximately 4,125,000 pounds of cigarettes to move via our line, Chicago to Seattle, for export to Shanghai. Now you statisticians figure out how many cigarettes that provides for every Chinese man, woman and child.

### Live Stock

During the early part of June we carried into the territory just west of Moberge for feeding four special trains cattle from Texas points.

### Heavy Rains.

A very heavy rain on the Superior Division commencing Saturday, June 10th, did considerable damage, washing out several culverts and a great deal of track. In one strip of two miles between Midway and Greenleaf the track was washed out in about fifty places from six to twenty inches deep and four to fifteen feet long and in four or five places six to ten feet long and four to five feet deep. The line was open again for traffic about 5:00 P. M. Monday the 12th.

### Forest Fires.

Commencing Tuesday, May 31st, a rather serious forest fire delayed traffic and did considerable damage on our National Park Line and around Cedar Falls, Washington. We lost sixty-five or seventy units of equipment and a number of buildings.

### Reduced Fares.

The summer tourist fares, which became effective May 15th westbound and May 25th eastbound, have been responsible for a very substantial increase in our passenger business. On the first day of the sale No. 16 out of Seattle ran in two sections, succeeding days' trains carrying one to three extra sleepers. The Pioneer Limited westbound during the past week carried out of Chicago an average of one hundred forty-five sleeping car passengers, returning from the Twin Cities with an average of one hundred and thirty.

### EMPLOYEES SOLICITATION OF PASSENGER BUSINESS

Name	Occupation	Residence	Report Made
Columbus Crawford	Porter, Sleeping Car Dept.	Chicago	2 tickets Chicago to Minneapolis and return
Wm. Peterson	Telegraph Dept.	Chicago	1 Omaha to Chicago.
Geo. C. Adams	Flagman, Ill. Div.	Savanna, Ill.	3 Auburn, Calif.

T. A. Biggs	Conductor	Sioux City, Ia.	2	Sioux City to Des Moines,
T. A. Biggs	Conductor	Sioux City, Ia.	1	Sioux City to Burlington, Ia.,
T. A. Biggs	Conductor	Sioux City, Ia.	4	Sioux City to Chicago.
Ralph J. Ralston	Adjuster	Aberdeen, S. D.	1	St. Paul to Chicago and return
Ralph J. Ralston	Adjuster	Aberdeen, S. D.	1	St. Paul to Evansville, Indiana and return.
Ralph J. Ralston	Adjuster	Aberdeen, S. D.	1	St. Paul to Milwaukee and return
Ralph J. Ralston	Adjuster	Aberdeen, S. D.	1	St. Paul to LaCrosse and return.
Richardson, N. H. Boardman	Sleeping car conductor	Sioux City, Ia.	2	Sioux City to Chicago.
	Auditor Expenditure's Office	Chicago, Ill.	2	Chicago to Seattle.
Geo. Cooke	Purchasing Dept.	Chicago, Ill.	2½	Chicago to Vancouver and return.
			2	Chicago to Minneapolis.
A. Woodward	Inspector	Chicago, Ill.	2	Minneapolis to Chicago and return.
Miss Anna C. Olson	Sec'y. to Asst. Comptroller	Chicago, Ill.	1	Mason City to Chicago
Thos. Allen	Sleeping car Conductor	Chicago, Ill.	1	New York to San Francisco and return via Seattle.
L. W. Carlton	Mail Clerk	Chicago, Ill.	1	Chicago to Seattle and return.
O. Kloetzner	Chief Clerk-Superintendent,	Madison, Wis.	3	Madison to New York.
E. J. Kuoll	Asst. Comptroller's Office	Chicago, Ill.	3½	Chicago to San Francisco via C. M. & S. P. to Seattle.
L. D. Phelan	Adjuster	Chicago, Ill.	1	Kansas City to Milw.
			1	Milw. to Kansas City
			1	Chicago to "
Stella Fifield	Clerk, Auditor of Expenditure's Office	Chicago, Ill.	1	Chicago to Seattle and return.

### I'm Just What I Am, That' All

Perhaps I am old and peculiar,  
 Not like other people, we'll say!  
 Perhaps I do things rather funny,  
 In sort of a different way.  
 It may be I am moody and flighty,  
 Unlike any other at all;  
 But it doesn't cause me any worry  
 I am just what I am, that's all.

Sometimes I am foolishly happy,  
 At other times bluishly sad;  
 Then again I'm so good that it hurts me,  
 Followed up by a spell when I am bad;  
 Some folks say I am nutty—  
 There may be some days when the bug has  
 the call;  
 But I go right on doing business as ever,  
 I am just what I am, that's all.

I guess that's the way with most people,  
 Human nature's the same everywhere;  
 Each person is somewhat peculiar,  
 Each person of faults has a share.  
 So when anyone finds fault, don't whimper,  
 And whatever you do don't crawl,  
 Just hand 'em back with the message—  
 I am just what I am, that's all.

—J. T.

### Careless of Her

Magistrate—"So you broke an umbrella over your husband's head. What have you to say?"  
 Defendant—"It was a haccident, sir."  
 Magistrate—"How could it be an accident?"  
 Defendant—"Well, I 'ad no intention of breaking the umbrella!"—*The Passing Show.*

### R. & S. Line A. R. Collier

On April 23rd train No. 492, engine S008, while making a delivery to the N. Y. C., derailed their engine on east end of N. Y. C. transfer. It was necessary to call "J. C. W." and his wrecking force to reraill it.

If any one wants to hear some of that "dreamy waltz" music, just get "ookey" started on his "uke." He is "there" with that music.

Some one very kindly remembered the office force at Mendota on "May Day," by hanging a "May Basket" on the depot door. Understand it was a "Little Dandy." How about it J. A. N?

Clerk Leo Watanoski has been on the sick list the past two weeks, but is improving fast and expects to return to work in another week.

The boys have all been taken down with the "fishing fever." Brakeman Oswald Brown was seen with a spade and a tomato can out along the roadway looking for bait. The fish better look out it Oswald ever finds that bait.

The following item speaks for itself: On Sunday night, April 30th, train No. 477 was ordered out of Ladd at 8 P. M., with Conductor Edwards, Brakemen Bancher and Batten, Engineer Beecham, Fireman Johnson. This train had 57 loads and four meetings. This crew was very much interested to see that they had all the time freight which included 27 cement from Oglesby and 18 time freight from the N. Y. C. Just about the time they were ready to go, N. Y. C. No. 91 dropped into Ladd with 9 more time freight. These men were interested to the extent of lining these 9 cars up in their train, their view being to give this time freight expedited service. Clerk Joe Sabbatini had already been released for the day, but was promptly recalled to work up the bills and No. 477 handled the cars out on their arrival at Davis Junction. They handled the 27 time freight to an extra that was ready to leave for Savanna. On the return trip No. 477's crew reached Ladd just as the C. & N. W. were moving their cars out of Ladd, which had been set out during a period of about 48 hours, including cars that had been set out at same time as the 9 referred to above. This will show that the tonnage on the Milwaukee was well on its way on the Iowa division before the tonnage on the C. & N. W. had left Ladd. While this happens right along on this division, this one case demonstrates the interest of the crews in moving the tonnage.

## Old Days on "The Prairie"

### Mazomanie Station and Some Old Timers *Harry Lathrop*

A meeting of station agents, station employes and others was called at Mazomanie the evening of April 25 by Superintendent J. A. Macdonald. The object was to consider ways and means of preventing loss and damage to freight in transit, and also a good social time.

The attendance was good; nearly all the agents on the west end responding to the call. A nice banquet was provided at the Huggins house, at which there were about 40. After the banquet the meeting was called to order in the G. A. R. hall. A good deal of time was given to discussing summer refrigerator service, and best methods to secure a minimum of loss with a maximum of prompt and efficient service.

W. L. Ennis was present and gave several short talks in which much useful information was brought out. Superintendent Macdonald presided, and we had with us also, Chief Clerk Otto Kloetzner and Chief Dispatcher F. A. Maxwell. The meeting was thoroughly harmonious and all were interested. It is only in recent years that such helpful gatherings of workers, operators and managers have been available. That they have done good and that more good will be accomplished by this means in the future, goes without saying.

Superintendent Macdonald requested the writer to prepare an article for the *Employes' Magazine*, and to present with it a brief history of Mazomanie Station.

I did not realize, when I accepted the task, just how hard it would be to get hold of the early history of Mazomanie, prior to the time of my arrival, about the last of December, 1873, then a boy nearing 18 years of age.

As the road was built west of Madison in 1856, the station was about 18 years old when I first knew it. In looking about for some old railroad man who could tell me of the very early days, I soon discovered that they are not living. Very few are left that have worked on the division longer than I have.

In view of this fact, about all I can do is to give an outline dating from the time of my arrival.

I was closely associated with the station after becoming a citizen of Mazomanie, as I took charge of the one horse express wagon April 20, 1874. This called me to the station many times each day in the handling of freight and express matter for the village. I soon became well acquainted with the agent, J. B. Stickney, a New Hampshire yankee, and a red hot republican. He was a slender built man, light complected, with a clear grey eye; not a husky man but one who made up in grit and will power what he lacked in physical strength. He

was a very kindly man and always willing to go out of his way to accommodate any one; but woe to the misguided individual who tried any underhanded game on him; he was a whirlwind with an electrical center.

At that time W. S. Smith was day operator, Fred Mitchell, later agent at Cross Plains and at Whitewater, was night man. J. B. Kline from Eagle was relief agent for a time, when Mr. Stickney was away on a vacation. Chas. F. Mitchell was roadmaster with headquarters at Mazomanie. He was an old time railroad man and mighty practical, but he used some funny combinations in spelling. Mike Welsh was section foreman, Jake Widener, warehouse man, Z. B. Stillwell, night watchman. All engines burned wood at that time, and at Mazomanie was located the wood yard, and what was very important to the town—the wood train. Ed Whitney was conductor. His father, Gilbert Whitney, was foreman. Frank Robinson was engineer. Jack Engel, who later on worked so many years on the Sauk branch, was brakeman and all 'round car tinker. Billy Sattlemir was second brakeman. The wood, in cord wood length, was hauled in by the train and piled in long piles in the yard. Then a sawing outfit that operated by horses in a tread power, came and sawed the wood into stove length. Some of the poorer people in the village tried to secure their supply of firewood by carrying it from this pile in the night. That was the reason that a watchman was employed.

I entered the station as student clerk, in June, 1878. In 1881 the Prairie Du Sac line was built, and this brought new men on the scene. W. H. H. Cash was the contractor. V. A. Riton, later roadmaster of the Mineral Point division, did most of the engineering work, though I think Mr. Carpenter assisted at first. Chas. Dimmock, at present baggage man on the Prairie Du Chien division, assisted Mr. Riton on the job. During the fall of 1881, when Mr. Cash was in and out of the office, I heard him tell many stories of the Civil War. One in which General Kilpatrick's artillery company had been captured by rebel infantry and was almost immediately rescued by the Union cavalry, was very exciting.

During part of the time that I worked at Mazomanie, H. C. Atkins was superintendent, A. J. Earling, assistant superintendent, and S. J. Collins, train dispatcher.

One day Mr. Atkins dropped off a train and asked Mr. Stickney when he was going to send them some more wheat. He apparently did not realize that the change had set in which would make southern Wisconsin a dairy and live stock country, and that wheat growing for export was practically a thing of the past. Along about that

time the Mazomanie mill did a flourishing business. Wheat was shipped in from Minnesota and about 150 barrels of flour per day were manufactured. This flour was shipped mostly to New York.

A large passenger and freight station was first built at Mazomanie in which, I am told, there was an eating house. This burned after a few years and the present structure was built on its ruins.

The present building, which at first had high platforms all around, and a small office and waiting room in the west end, was remodeled in 1880. During the remodeling John Wilcox, afterward a foreman at Janesville, secured his first work with the company. I happened to be standing near him when he asked the old boss carpenter to put him on. I cannot recall the name of the old gentleman who had then been chief carpenter for a long time.

The building of the C. & N. W. Ry. through Baraboo and the West Blue Mound line, cut off very much of the territory and prevented Mazomanie from becoming a city, but it is, and always has been beautiful for situation and a homelike place.

Among men who worked at Mazomanie at one time and another and who later became more or less prominent in railroad service, I can recall a few names: Jerome Bunker, J. B. Cable, Frank McCracken, Gene McCracken, Fred Mitchell, W. S. Smith, Eddie Huggins, Chas. Howard, William Allen, Chas. Hodson, Frank Alvord, Wm. Tryon, and many others.

Among the freight men who ran through Mazomanie in the old days, I can remember Wm. Westbury, Cal Westbury, Cy Tryon, Ed Carrell, J. P. Vaughn, Dan Goodwin, A. P. Clayton, Chas. Kinzie, Johnnie James, Ed Whitney, Jimmie Cavanaugh, Tommy Kane, with others whose names I cannot recall, but whose features and makeup I remember very well.

#### Illinois Division Mabel Johnson.

Fred Swenson, secretary to Mr. Weidenhamer is taking a leave of absence account necessary recuperation and his place is being filled by Harvey Buckholtz, Mr. Bannon's clerk of Milwaukee. Our best wishes go with Fred and hope to see him back soon.

Don Currier of Dubuque, is the new man in Assistant Engineer, R. G. Heck's office at Savanna, Albert Erickson being transferred to the C. M. & G. R. R. at Joliet. We miss Albert at the Savanna office, then too Jerry has lost his competitor in "Scraping the Sky."

Floyd Newcomer, formerly 110 clerk at Savanna, has not been well since he was ill with flu, and was at the Washington Boulevard Hospital for several days, where he underwent examinations and treatment for his lungs. Although the doctors do not seem to consider his condition as being serious, he has been ordered to take a complete rest and change of climate, and he has gone to Michigan near Lake Superior. His many friends in this city trust he will be greatly benefited and restored to complete health and strength.

Mrs. Glenn Rowley of Sioux City visited in Savanna where she attended the high school alumni banquet.

Miss Helen Patton, stenographer in the general superintendent's office at Savanna, was married to Mr. Judd Law, who is employed at the rail mill. The marriage took place at the bride's home in Savanna on June 7 Wednesday. Lucky number and lucky day Helen. Here's our best wishes—

even though you did "spoo" us for such a long time.

"Many hands make light work" J. H. V. thinks so when it comes to moving! The Valentines are now Savanna residents moving their household goods from Janesville the latter part of June.

To F. H. Allard—Ottumwa, Iowa. This is to notify you that if we hear of you going thru Savanna instead of to Savanna this office will have to get Detective George Layton on your trail, and you know that when "George" goes after anything, he generally gets it.

The following message was delivered to J. H. V., on June 13 after leaving Lanark enroute on his vacation: "Please report at Court June 14 for stealing company material." (Signed) County Judge. Well! Well! Who would have believed that of our chief dispatcher. Too bad that suitcase wasn't larger Mr. Valentine?

Miss Frances Gronberg, roadmaster's clerk at Elgin and Miss Eunice Roberts, also of Elgin, left May 17 for a five weeks visit in Hollywood and Glendale, Calif. with Miss Roberts' sisters, which will be their head-quarters from where they will take many of the sight seeing trips. Hollywood having made a name for itself, we all hope that we see them back to the rolling plains of Illinois in due time, although no one can tell, as this is a changing world. I believe it was Horace Greeley that said "Go West, young man, Go West," and which might be interpreted "Go West young lady, Go West" (to the movies).

Miss Loreta Johnson is relieving Miss Gronberg, as roadmaster's clerk at Elgin.

Trainmaster Urbutt and Chief Clerk Hansen were Elgin visitors last week. From what I heard Jerry had a good appetite when he left here, is it not so, eh?

NEW SLOGAN—Superintendent's Office—"Ask Tige"

Mrs. H. Gregg, wife of Engineer Harry Gregg of Savanna left New York on the U. S. S. Cameronia for England where she will visit relatives during the summer. Engineer Gregg and son Donald accompanied her as far as Chicago.

The vaudeville dance given May 19 at Savanna by Locomotive Firemen of Riverside Lodge No. 197 of B. F. & E. was a great success and nothing spared by the organization to make it a delightful evening for the dancers. Its popularity speaks for itself as a return dance has been booked for June 19th.

Miss Mabel Johnson, trainmaster's clerk and Miss Doris Calehan, file clerk in superintendent's office left June 15 on their vacation for "parts unknown." They will visit in Washington, D. C. New York City, Niagara Falls and then go up into Canada. Watch Doris, Mabel she needs a guiding hand.

#### Missoula Misgivings

Wilson Smith has returned from school in Chicago and is again at his desk in the store department.

Byron Lindquist, having finished his time as machinist apprentice, is now a full-fledged nut buster, and has returned to Deer Lodge.

H. E. Theriault, our handsomest fireman, came home the other day with a bride. Needless to say, we all enjoyed the dance. Congrats, old man.

Jack says "I am on the wagon." So are we, because we can't get any.

Mr. Maxwell and wife spent a few days in Spokane on a shopping expedition. 'Tis expensive, and circus money doesn't last long, says Max.

W. L. Cornelious of the Avery car force left us last month to take a position as foreman inspector at Black River junction. We miss his cheerful disposition and are sorry to see him go, but nevertheless are glad to see him moving up.

Fireman J. A. Jones discovered fire in the home of Signal Maintainer Jim Randolph and due to his prompt action and efficient work on the part of the switch crew, it was soon extinguished.

Cashier Van Antwerp has introduced a new game. It's something like snipe hunting, except you use an umbrella instead of a sack.

Wilder's famous "bearcat nine" met their hated rivals, the "old timers" on the diamond the other day, and stopped them to the tune of 23-13. The Special was right on time to take the huge crowds

down to the park, and is to be commended for its efficient work. The feature of the event was the rooting by Yardmaster Husaboe, who also deserves a round of praise for the deadly manner in which he managed the "old timers." Bill Mathias also deserves honorable mention for putting three of the seven available balls in the Shadowy St. Joe.

Save it for the Minstrels.

George: Lend me a match?

Pete: What for?

George: To light one of your cigarettes.

Archie Dorval says "If I ever get freckles on my face I can console myself with the fact that my reputation is spotless."

#### Steam Jets from the Roundhouse.

Mrs. H. R. Barclay has gone to Portland and will be away about two months. The neighbors say Hank is some cook, and the place has the odor of a Chinese Laundry and glue factory rolled in one. We think they are jealous, because Hank's still alive.

What is the difference between a hog-head and an engineer? Referred to John G. Mackedon for disposal.

Opie says it's a great life running a board where they are all local chairmen, secretaries, treasurers, etc., etc., etc.

Our noble boiler inspector, Pete Useldinger is smiling a mile wide these days. He's going to get a vacation. Yep, his wife is going away. Pete and his co-partner in crime Barclay promised us a smell of what they are going to endeavor to produce while their ladies are away. Suits us—we try anything once.

Look to your laurels, you bean brummels. Tony Boyle is here again and all the girls are putting on their best bibs and tuckers and coyly looking out to see if he is coming. We don't blame you girls, he looks like a million dollars—all dressed up and no place to go.

R. F. Walsh, our engine inspector, is laying off for a short business trip to Roy, Montana. He has a ranch over there and is hoping the man next to him strikes oil so he can profiteer a little on somebody. We never thought that of him, but then, you never can tell nowadays. Mr. Lang, a new comer, is filling in while he is off.

Frank Opie is taking in the sights of Chicago and Niagara Falls and he will try to get as much excitement as possible with friend wife along. Says he'll tell us where he went when he gets back.

Pathetic figures: Trying to keep books with the section gang on one side and the Jap gang on the other. George Lautman after taking the Shrine in Butte. Three hoggers on the hostling jobs and frenem making \$400.00 a month on the road bucking snow.

#### Notes From Tacoma Local Freight Office

We deeply regret having to record the sad news of the death of Edwin F. Collins, who died after a protracted illness on Tuesday, May 30. Mr. Collins had been a member of the local office force for a long time, handling local claims then serving for a considerable period as chief clerk, first at Dock One, then at Dock Two. After the consolidation of the Dock forces with the local office, he again went on the combined claim desk, but on account of ill health he soon left on leave of absence in the hope that a rest would benefit him. The funeral took place June 1. Mr. Collins left only his devoted wife and a sister, both of whom have our sincerest sympathy. We shall miss him greatly.

Ralph Bement, with his family took advantage of Decoration day following the week end so closely to make an automobile camping trip to the Hood's Canal country at the foot of the Olympic Mountains. He came back sunburned and vowing he had a glorious time, but he said it to us in so sad a voice that we suspect he found the vacation harder work than staying at home.

Frank Clover took a few days' vacation, but as he put in the time painting his house at Summit we imagine he was glad to get back to work again.

The vacation fever seems to be in the air and catching. Miss Conway is leaving about the end of this week on sixty days' leave of absence, to visit a number of eastern points; we hope that she will enjoy her vacation thoroughly.

Miss Sophie Hanson will also leave in a few days for a vacation trip to Cooperstown, North Dakota. With all due apologies we cannot understand why anyone should want to go from here to North Dakota for a vacation, but we hope she will enjoy the trip and return in good health.

Chester McLennon, who is now holding down the claim desk, will leave about the middle of June to go to the Shriners' Convention at San Francisco and so will Ed Mider, foreman of the switch engine at the passenger station. If the entire Tacoma delegation measures up to the manly beauty of these two it will certainly catch the popular eye.

"Dad" Richardson, we understand, will have charge of the before-mentioned switch engine in the passenger yard during Ed Mider's absence.

We have not been informed whether the two Oriental Nobles just mentioned are also going to Honolulu but if they do we hope that they will say a good word for Tacoma and steer clear of hula-hulas and other dangerous scenery.

Miss Gwendolen Guslander is still absent on sick leave, we are sorry to report, and Miss Margaret Bolander is still doing the billing with her accustomed speed and accuracy.

#### OBITUARY

##### ERNEST C. CHADWICK

Conductor Ernest C. Chadwick died at the Moe Hospital, Sioux Falls, at 6:30 P. M., June 8th, 1922, from the effects of an operation for an ailment which he had endured for some time.

The body was taken from Sioux Falls to Canton on No. 138 (his old run) and services were held at the latter point on the parking at the Canton station under Old Glory at half mast, Masonic rites being used, conducted by the Silver Star Lodge No. 1 A. F. & A. M., of Canton, Herbert Ludolph, presiding, accompanied by Gate City Chapter O. E. S. No. 26, of which were present in a body.

Pall bearers were, Conductor A. D. Steffin, Chas. Belknap, G. Y. M., F. M. Henderson, Conductor Calligan, Engineer A. Frazine and Fireman C. W. Kersey.

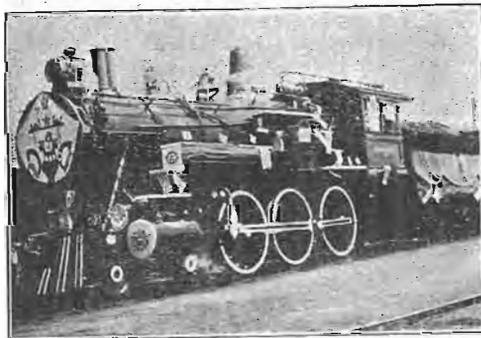
Mr. Chadwick leaves to mourn his death, his wife, a sister and an adopted daughter and last but not least, the entire S. C. & D. Division.

##### GEORGE FUSSELMAN

George Fusselman died on May 18, 1922, at his home in Scotland, S. D. He commenced work for the company on August 11, 1882, and continued in the track department until April, 1921, when he accepted the position as crossing bagman at the Military crossing station at Sioux City, which position he held up to the time of his death.

Attaining the age of 67 years, George always worked for the interest of his company and served this Division for 39 years and 11 months. He was a member of the Veterans Association and was very active at all times.

The entire division are in sympathy with his family in their loss.



Iowa Division Locomotive Decorated for the Shriners' Special by Painter Fred Cooper, Perry, Iowa

## At Home

Hazel M. Merrill, Editor



Dorothy May Swift, 4-Year Old Daughter of Engineer Chas. Swift, Perry, Iowa; and Granddaughter of Engineer Dick Swift, Seattle, and Andy Anderson, Perry Car Dept.

### Fashion Notes

So much has been said in these columns, and in fact, in all style notes written, that we are commencing to think it is an old story, but you mark my words they are coming down—skirts are actually getting longer, and unless they take a turn and go the other way again, by fall, they will reach ankle length for the wearer. They are also much fuller, in most instances, and with these longer, fuller skirts, we must have larger hats to harmonize.

White seems to take the lead this summer, although loth to discard black entirely, many cling to black and white, and this is true of frocks for any and all occasions, afternoon, evening, and sports wear. Some times these white dresses are piped or bound with black or bright colors, and often there appears the little separate coat of one color, either black, or very bright and gay. We even see many lingerie dresses; fine, embroidered, lace-trimmed ones, not always white, but often of delicate orchid, yellow, rose, cornflower blue, etc. Then there are the washable taffetas—and the pussy-willow varieties come in the daintiest of shades, enabling one to appear cool and clean no matter what the thermometer registers. For those planning to vacation in the country, at the lake summer resorts, etc., there are cretonnes, ginghams, and printed linens, plainly made. But the lingerie dresses, are quite fussy-lace trimmed, muchly tucked, etc., and the lace is also colored, red, blue, green, and black.

The brightness and gaiety of the season extends itself also to the bathing costumes. New fitted cuffs have fashion's approval, also the rubberized, waterproof beach capes of gayest colors—many black ones, too. Where Milady is promenading the beach only, bathing costumes are made of gingham and

silk velvet, but real swimmers hold to the wool—jersey, satin, and taffeta.

In planning the vacation wardrobe—choose, first, the wardrobe trunk, which insures comfort from the start. The more simple the costumes we take vacationing, the less trouble and concern they are, and sports clothes are worn by many from morning to evening, with an informal dinner dress for the evening. One cannot have too many pretty sweaters to wear with white sports skirts. Here it is that the tub-silks previously mentioned would come in very handy. Knicker suits have become so popular that one would scarcely think of a vacation without one, especially if planning golfing, hiking, driving, etc. Your outfit must include sports shoes, for this is surely a season of fancy sports oxfords—flat—low-heeled: trimmed with black, brown, green, blue, red, etc., although all white are also worn. Hat must be small, and most every wardrobe has a cape or two this year.

### The Summer Porch

Make your porch another room. Although houses for years have had porches, it is only just the past few years that people have commenced to make such good use of them. Some porches need decorating with lattice work, flower-boxes, etc., to give them the appearance of a room. Porch furniture these days is indeed most tempting; grass rugs, sail-cloth and oil-cloth curtains and pillows, reed furniture, low, lacquered, glass top tables, etc., all go to make the porch-room attractive and pleasant.

### CATALOGUE NOTICE

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1922 CATALOGUE, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. For Patterns and Catalogue, Address Miss Hazel Merrill, 1241 Railway Exchange, Chicago.

3203. Girl's Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size will require 2½ yards of 27-inch material for the blouse and 2½ yards for the skirt. Price 10 cents.

4017. Juniors' Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14 year size requires 4¾ yards of 32 inch material. Price 10 cents.

4020. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 5½ yards of 32 inch material. Price 10 cents.

4018. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3¾ yards of 32 inch material. Price 10 cents.

4028. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the dress for a medium size will require 4¾ yards of 32 inch material. The width at the foot is a little over 2 yards. Price 10 cents.

4030. Ladies' Apron Dress.—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4½ yards of 36 inch material. Price 10 cents.

4006. Ladies' House Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 6½ yards of 36 inch material. The width at the foot is about 2 yards. Price 10 cents.

4025. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4¾ yards of 40 inch material. The width at the foot is about 2¼ yards. Price 10 cents.



3436. Boys' Blouse and Trousers.—Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10 year size requires  $1\frac{1}{2}$  yards of 36 inch material for the blouse and  $1\frac{3}{8}$  yards for the knickerbockers. Price 10 cents.

4032. Child's Dress.—Cut in 5 sizes: 1, 2, 3, 4 and 5

years. A 4 year size requires  $2\frac{3}{4}$  yards of 36 inch material. Price 10 cents.

4027.—Ladies' Dress.—Cut in 7 sizes, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires  $6\frac{3}{4}$  yards of 40 inch material. The width of the skirt at the foot is about 2 yards. Price 10 cents.

**4016. Girls' Dress.**—Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size requires 3 yards of 32 inch material, for the dress with flounce. Without flounce it will require 2½ yards. Price 10 cents.

**Good Things to Eat**

**Chocolate Cake.** One quarter cup butter; one cup sugar; two eggs; two cups flour; three rounding teaspoons baking powder; two thirds cup milk; pinch of salt in eggs; one half cup cocoa moistened in a little water; almond or vanilla flavoring.

**Coffee Icing for above.** One heaping cup powdered sugar; one tablespoon cocoa dissolved in one tablespoon melted butter; three tablespoons cold coffee.

**Baked Brown Bread.** One cup sour milk; one half cup molasses; one cup yellow corn meal; one cup graham flour; one level teaspoon soda, dissolved in a little of the sour milk. Beat the batter thoroughly and pour into buttered moulds with covers, filling two thirds full. Bake for one hour in moderate oven. If it is all in one mould, the baking will require a little longer time. Baked brown bread slices better than the steamed bread and makes delicious cream cheese sandwiches for a picnic lunch.

**Baked Alaska.** Place a generous slice of ice cream on a slice of sponge cake and cover with stiffly beaten and slightly sweetened white of egg. Put in very hot oven until meringue is set and slightly browned. Serve immediately.—Chicago Tribune.

**Household Helps**

Many a cleaner's bill can be saved by adding salt to gasoline, and spots may then be removed from clothing or most delicate of fabrics without leaving a ring around the edges.

Milk or cream may be kept from turning sour, when out of ice, by placing a drinking glass or cup over the bottle and allowing the cold water from the faucet to run over it. The glass permits the water to run down on all sides of the bottle, and milk will remain cold as ice.

If a strip of white cloth about two inches wide is wet in cold water and placed around the edge of an apple pie before being put into the oven, it will prevent the juice from running out.

To remove iodine spots, saturate cotton with peroxide and sponge the spots. Renew cotton and keep sponging with peroxide until spots disappear. This may be used on colored materials also.

A very effective and easy way to clean bath tubs and wash bowls is to place a few drops of turpentine on a cloth and rub. The scum will disappear immediately.

Scissors and shears may be quickly sharpened by cutting coarse sandpaper with them. The result is gratifying.

When making cocoa, mix the cocoa and sugar with water and boil slowly for five minutes; then add milk and heat. This prevents scorching, and also the raw taste if not cooked sufficiently.

Chewing gum may be easily removed from clothing, by rubbing with a cloth dipped in gasoline.

**The Cold Pack Canning Table.**

The canning season is upon us, and following its custom, At Home reprints the Cold Pack Canning Table for the convenience of the housewives who may have mislaid a previous one:

PRODUCTS	Scald or blanch Minutes	Sterilize in hot-water bath outfit Minutes	Sterilize under five pounds steam pressure Minutes
<b>Fruits</b>			
Apples .....	1½	20	8
Apricots .....	1-2	16	10
Blackberries .....	No	16	10
Cherries .....	No	16	10
Currants .....	No	16	10
Gooseberries .....	1-2	16	10
Grapes .....	No	16	10
Huckleberries .....	No	16	10
Peaches .....	1-2	16	10
Pears .....	1½	20	8
Pineapples .....	2-3	20	10
Plums .....	No	16	10
Raspberries .....	No	16	10
Rhubarb .....	2	20	12
Strawberries .....	No	16	10
Fruit Juices .....	No	15	8
Preserves, after preparation and filling.....	No	20	10
<b>Vegetables</b>			
Asparagus .....	10	120	60
Beans, stringless or wax .....	5-10	120	60
Beans, lima .....	5-10	180	60
Beets .....	5	90	60
Cabbage or sauerkraut .....	5	120	60
Carrots .....	5	90	60
Corn .....	5-10	180	60
Greens* .....	15*	120	60
Peas .....	5-10	180	60
Peppers .....	5-10	120	60
Pumpkin or squash .....	3	120	60
Sweet potatoes .....	5	90	60
Tomatoes .....	1½	22	15
Soup combinations and soup stock†.....	No	90	60
Vegetable combinations .....	5-10	120	60

\*Blanch in steam if possible.

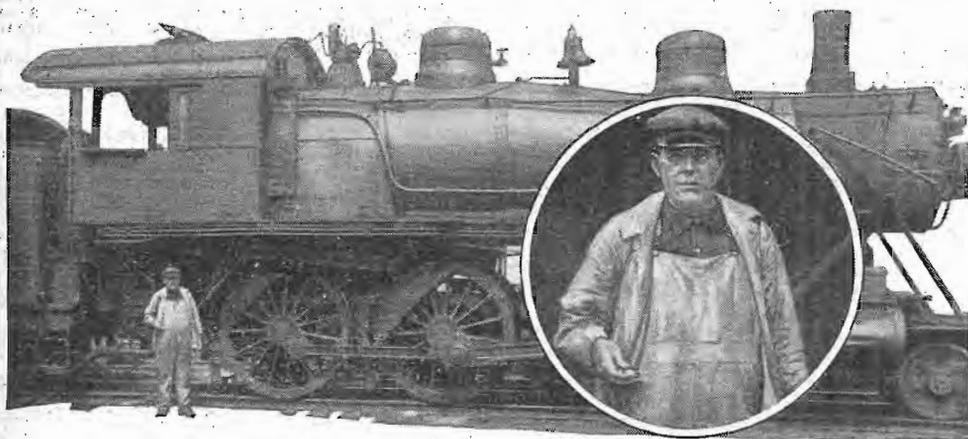
†All vegetables, meats and other food products used in combinations should be prepared and treated prior to sterilization in the same way as when canned separately, and then mixed, packed, and thoroughly sterilized.

**"Home Brew" Recipe**

Chase wild bullfrogs for three miles and gather up the Hops. To them add ten gallons of tan bark; half a pint of shellac; one bar of home-made soap. Boil 36 hours, then strain through an I. W. W. sack to keep it from working. Add one grasshopper to each pint to give it a kick. Pour a little into the kitchen sink. If it takes the enamel off, it is ready for bottling.

**Minneapolis Veteran Dies**

There is universal sorrow expressed by the scores of south town friends of Veteran Switchman Michael Flynn, who died June 7. Mr. Flynn had many friends both in the yards and about the shops where his familiar figure and smiling face has been seen for so many years and now he will be missed both by his switchmen associates and also by his friends among the old timers at the shops.



## “Twenty years I’ve carried this watch”

**E**NGINEER Charles Monk, of the Erie Railroad, is proud of his Hamilton. Twenty year companions they’ve been, and the Hamilton has been a faithful, reliable comrade.

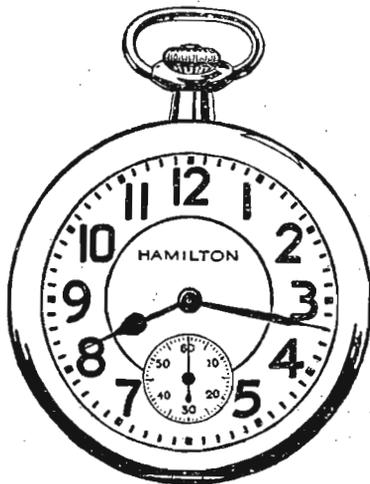
Even Engineer Monk wouldn’t estimate the enormous number of trains he has brought in “on time.”

He does say that in the ordinary day’s work he must consult his Hamilton dozens of times.

Dozens of times a day, multiplied by three hundred odd days a year and by twenty years—that would make a figure which in itself spells “service.” Through it all his Hamilton has given accurate time.

This experience of Engineer Monk is but the echo of the experience of thousands of other railroad men who own Hamilton Watches. And these men know that for time inspection service the Hamilton 16-size, 21 Jewel, No. 992, is the most popular watch on American railroads.

Hamilton Watches range in price from \$40 to \$200; movement 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, Penna., U. S. A.

# Hamilton Watch

“The Railroad Timekeeper of America”

# Special Commendation

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

Rail Mill Night Watchman Frank Turner and Illinois Division Switch Tender Neilson noticed two large skids on eastbound track on April 9th, when Extra 8226 was passing the rail mill at Savanna, which had been blown there by the heavy wind. They removed the obstruction, thus averting probably serious trouble.

Superior Division Engineer Wm. Karn, on the morning of June 3rd, notified the train dispatcher that there might be a broken rail one mile east of Beecher Lake. Section foreman was immediately sent to this point and found the rail as indicated. This prompt action in making report no doubt averted serious damage.

Superintendent J. A. Macdonald, PduC Division writes, "A passenger on train No. 14, May 22nd reports to me that while train was standing at Cross Plains station, brakeman C. C. Christensen noticed that someone had left the cover to the well at the tank, to one side, making it dangerous in case someone should walk along there in the dark. He went over, before the train started and placed the cover where it belonged, which was very commendable."

R. & S. Division Conductor S. Malloch discovered a broken arch bar under I. C. car 201450, stone billed to Davenport, as train No. 65 was pulling through the yard at Beloit. Car was set out and further damage avoided.

On June 9th, while C. & M. Division No. 63 was standing on the lead at Reed Street, fireman Frank Nolen discovered a brake beam down on St. P. 504934 and immediately notified the yardmaster. This undoubtedly saved the switches at the Pöster & Vogel Crossing, if not the Interlocking Plant at Burnham Bridge. Such watchful care is greatly appreciated.

Northern Division Engineer Persons discovered brake beam down on St. P. car 50158, in train No. 93, May 31st, and by his watchfulness further serious damage was averted.

Northern Division Brakemen F. A. Kreps and A. C. Kaiser have received following commendation from Trainmaster Bannon: "I want to thank you two boys for the service you are rendering on No. 71. Have had a talk with the engineers on No. 71 and they inform me that the best piece of flagging they have seen since they have been railroading is being done by you on No. 71."

Lineman H. Sarney, Janesville, Wisc. displayed more than ordinary interest in the company's welfare and did unusually good and hard work in repairing the washouts and fixing up the track to get it passable following very severe storm on the afternoon of May 25th between Janesville and Hanover.

LaCrosse Division engineer Joe Palmerstien discovered brake beam down on C. & E. car in eastbound LaCrosse Division freight train, while passing through West Allis, April 21st; and immediately called the brakeman's attention to the defect, which was removed before any damage was done.

Lineman R. Benter, Hastings, Minn., discovered a broken rail on the Stillwater Line, May 2nd, and flagged No. 302, thus averting a probable serious accident.

J. P. Enright, agent, Nashotah, Wisconsin, discovered a broken brake beam dragging on engine 8642, East, and notified the agent at Hartland to stop the train so the beam could be taken down. This undoubtedly averted a serious accident.

### Satisfied With His Trip

The following is from a Milwaukee booster living in Amsterdam, Holland, and is addressed to Assistant General Passenger Agent W. B. Dixon, May 11th.

Dear Mr. Dixon,

As you see I am back at work again since about a month but I have not finished yet with telling

to my family and friends all I have seen in your tremendous and most interesting country.

The journey from Chicago to Portland on the excellent service of the Chicago Milwaukee & St. Paul Railway will always remain a fine souvenir to me. The journey over the Rocky Mountains with everything covered with ice and snow reminded me very much of trips through Switzerland during the winter; and I was specially greatly impressed by the grandeur of the Bitter Root Mountains, which part compares very favorably with anything I have seen in Switzerland.

All round I have been so satisfied with trip through the States, that I contemplate coming back before the year is over.

(Signed) C. Mirus.

C. Mirus.

**Attended the Sir Knights**  
Following is a letter from General Baggage Agent W. D. Carrick to Train Baggage Agent A. L. Bahr concerning the service he rendered on one of our special trains of Knights Templar to their big conclave:

Milwaukee May 17th.

"I am in receipt of copy of a letter from the committee in charge of the Knights Templar Train to New Orleans, leaving Milwaukee April 23rd, to our General Passenger Agent, Mr. Geo. B. Haynes, in which they state that your service could not be excelled, if equalled; and that you are entitled to a great deal of credit, due to your perseverance and attention to all of the Sir Knights who visited the baggage car enroute. I greatly appreciate this report and it is just such service that will bring our line up to the highest standard and assist us in obtaining future movements of this kind."

### High Praise From Noted Literary Woman

Recently Miss Zona Gale, noted writer and playwright, was a passenger to Madison, Wisconsin in a parlor car presided over by porter Sam Snow, and of his extraordinary courtesy and good service she writes to Superintendent F. W. Getty as follows:

My Dear Mr. Getty:

I want to express my appreciation of the personality of a remarkable porter in your employ whom I have recently seen for the first time on this train from Janesville to Madison, arriving at Madison toward noon. I spoke of him to the conductor on the Portage train who tells me that this man's name is Sam Snow.

I have traveled thousands of miles in this country but I have never had such courtesy and consideration from any railway employe. The man worked tirelessly for the comfort of the passengers—brought newspapers and ice water and cared for my flowers in the ice box. Then he carried my suit case into the Portage train at West Madison.

And he refused a tip. The first porter in the world not to take a quarter. I said: "But I have never known anyone to do so much and to refuse to take anything in return." He replied: "Perhaps you haven't traveled much on the Chicago, Milwaukee & St. Paul Road.

I think that he made a routine day interesting by extraordinary service. He was a lesson to every one in the car. Will you print this in your Railway News, so that he can be a suggestion to all of us.

(Signed) Very Truly Yours,  
(Miss) Zona Gale.

### Terre Haute Division Items

Roberta A. Carmichael

Fred Mancourt and T. I. Colwell of the superintendent's office force, are spending their vacation period with the red cap boys (Shriners) at San Francisco, California. They report a fine time.

Miss Jennie Duffy, stenographer to the division engineer, has changed her name to Mrs. Wm. King. The marriage took place Saturday morning, June 10.

Mrs. Joe Dede, clerk in the master mechanic's office, who has been very ill at St. Anthony's Hospital, is back on duty.

H. A. Cameron, chief carpenter, spent the week end with his family at Dubuque, Iowa, and also attended the wedding of his daughter June 10.

M. J. Murphy, roadmaster, who has been in poor health for some time, will leave this week on an extended vacation.

J. H. Niman has been appointed as chief train dispatcher, vice R. E. Farmer, deceased.

Sympathy is extended account of the death of O. Corey, engineer.

While it is very much regretted to learn of Joe Miller resigning as general foreman of Bedford back shops, we are pleased to learn of his promotion as superintendent shops at Deer Lodge, Montana.

E. L. Notley, roundhouse foreman, has moved his family to Terre Haute and neighbors have declared he has started a menagerie in his back yard from the number of animals he is harboring.

Wm. A. French has been appointed as general foreman at Bedford shops. We wish him much success.

Work is still slack on the Terre Haute division owing to the miners' strike. Miners have reached no agreement as greens are ripe and fishing still good.

Extensive construction work is under way on our division during the miners' strike. When business begins to boom again, we will be all set for heavy traffic.

June 5, bridge 220 near Ilene, Indiana, burned out but owing to H. A. Cameron and his bridge crews being on the job, traffic was resumed in 8 hours' time.

J. H. Stewart, chief clerk, and Fred Pearce, who were called to Milwaukee on special work last week, discovered that the union station in Chicago had been moved. Can't say that they had been anywhere else but it looked suspicious.

J. H. Stewart has quit smoking and Fred Pearce has just about quit.

Henry Denzler, messenger, who graduated from Wiley High School June 10, has just about worn the monogram off the back of the new watch he

received as a present. We are proud of our Henry.

Congratulations have been extended to J. H. Stewart, chief clerk, since he has become the proud father of a beautiful baby girl. Many happy returns Mr. Stewart.

Bertha Brockman, material clerk, returned June 1 from a two weeks' vacation spent mostly in travel. Miss Brockman attended the races in Indianapolis and by the looks of her nose, which was very badly sunburned, it looked as though she had been one of the speeders.

Sympathy is extended Guy Kelly yard master at West Clinton, account the untimely death of his wife. Mr. Kelly was on a business trip at Minneapolis when Mrs. Kelly, who was visiting in Terre Haute, was stricken with heart trouble and died very suddenly. The funeral was held at Kurtz, Sunday, June 10.

#### "Beg Your Pardon"

Editor:

I note in your May edition of the *Employees Magazine*, on page 46, under Milwaukee shops items, the following item:

"The big frame planer in the rod bay of the locomotive shop, has a battery of eight tools, all cutting at the same time on two frames, three tools on the top, and one on the side of each frame. J. A. Anderson brought this out."

The fact in the matter is that this operation was developed by Machinist W. H. Davis, one of the veterans in our shop, who has been operating the frame planer for a number of years. The credit for improving this machine is entirely due to Mr. Davis, the shop superintendent, only having the pleasure of witnessing the development.

I would appreciate it if you would correct this item.

Yours very truly,

J. A. ANDERSON,  
Shop Superintendent.



EXCLUSIVE LINE

TRAVELING BAGS

PORTFOLIOS & BRIEF CASES

POPULAR PRICES

NEW DEPARTMENT

Omaha Printing Co.

13<sup>TH</sup> & FARNAM STS.



## On the Steel Trail

### Iowa (East) Division and Calmar Line

J. T. Raymond

Mrs. Willis Jordan visited in Perry several days, the guest of Mrs. J. M. Losey.

Express specials eastward bound are quite numerous, hauling cherries.

Did you observe the notice in the June Magazine concerning the Veteran Employees Association meeting at Milwaukee Sept. 20 and 21? According to the past record of the Milwaukee committees in providing entertainment for this gathering, you can feel assured of a splendid time. Plan early to be there and meet some of the friends you have not seen for a long time.

Miss Marcella Maher of the superintendent's office is spending her vacation in Seattle. Hazel Sheldon relieving.

Operator Mac Stewart of Oxford Junction was away on a ten days vacation. Operator A. C. Bartel relieving.

B. H. O'Meara former division freight and passenger agent in this territory died at Cedar Rapids Saturday June 3rd.

Engineer Roscoe Stevens and family have gone to Milford N. J. for an extended visit with relatives in that city.

E. L. Notley spent a brief time in Marion recently, loading his household goods and shipping them to Bedford Indiana where he has charge of the shops on the Terra Haute division.

Miss Helen Cate of Perry and Mr. Verto Reichert were married May 22 at Adel, Iowa. Mrs. Reichert is the daughter of Conductor and Mrs. Arthur B. Cate of Perry, and had been employed in the clerical department at Atkins round house for some time. Mr. Reichert is the division accountant in Supt. Marshall's office. Both of these young people have a wide acquaintance and are very popular and are the recipients of many hearty congratulations and best wishes for a long and happy life.

Mrs. Gerald Gordon and children have gone to St. Maries Idaho for a visit with the Putnam family.

Engineer L. C. Low and family have gone to Lake Okoboji Iowa for an extended stay.

An extra crew was put into service on the branch line with terminal at Nabant to take care of the overflow business account paving work on the Lincoln Highway at De Witt and Wheatland also in Scott County at Eldridge and Mt. Joy. Conductor H. T. Davis and Engineer Brokaw are on this job at present.

Agent and Mrs. Chas. T. Rowe of Marion have gone to Los Angeles, Cal. to visit his brother Walter and family. From there they will motor to San Francisco for the National Shrine Conclave.

Two cloudbursts the latter part of May, one day apart caused severe damage to track on the Elk River line between Sabula and Miles and on the Clinton line between Lyons and Elk River Junction. The latter being out of service three or four days.

Trains were detoured via C&NW Clinton to Fulton thence to Savanna.

We are sorry to report the death of Mrs. A. E. Koontz, wife of Abstract Clerk A. E. Koontz of the Cedar Rapids freight house, on May 29 at 11 A. M. The funeral was held at the home on May 31. We all extend deepest sympathy to Mr. Koontz in his loss.

Mrs. Hazel Sheldon and Miss Alice McGuire spent the day in the Windy City on June 4th. We wonder why they have to go to Chicago to visit a bathing beach when we have such a good place close by. Ask em.

Chief Dispatcher and Mrs. H. C. Van Wormer and Dispatcher and Mrs. L. S. Dove left Marion June 19th for a months vacation to be spent at White Fish Lake near Pequot, Minn.

Willis Jordan is acting chief dispatcher, Dispatcher R. C. Merrill working second trick main line, H. E. Ramsey third trick, Earle E. Edwards Calmar line during vacation period. Operator Marl Marchant on the clerical job dispatchers office. Dynamo Baggageman R. J. Kendall accom-

panied the Shriners Special from Des Moines through to Frisco as electrician.

Conductor and Mrs. John T. Birgler and daughter Lillian are spending a vacation of two weeks at White Fish Lake near Pequot, Minn. with the Van Wormer and Dove families.

Miss Hannah Johnson of the superintendents office is spending her vacation in South Dakota.

### Pickups of the Aberdeen Division

"Scoop"

Did you notice that every time the boy in the train master's office wants to count up to two hundred he has to count a hundred twice.

Chief Dispatcher Ray C. Dodds and family have left to spend their annual vacation around the lakes in northern Minnesota. Ray has been keeping pretty quiet as he says he is afraid the big ones will hit for deep water if they hear of his comming.

Conductor Jerry Cully who has been on the sick list for the past month or so has reported for work. It doesn't look as though they abused him as he is looking better than ever.

Chief Clerk Hiddleston and Timekeeper Ray Hoefs attended the chief clerk's and timekeepers meeting, which was held in Minneapolis, June 9 and 10, to discuss timekeeping matters. Raymond states that these little meetings are the clear dope as it saves him an occasional trip to the S. M. East.

One of the young ladies from the legal department is driving a brand new shining Hiver around. We haven't had a ride in it as yet, but still keeping up hopes.

General Yardmaster Westfall of Montevideo was seen around the joint not long ago and it looks as though Minnesota is treating him fine. Looks 20 years younger.

Have all of you noticed what a popular place the roadmaster's office is getting to be? Understand that the regular reception hour is from noon to 1 P. M.

H. C. Clemmons has taken a leave of absence for a few weeks, which he will spend visiting around Palmyra, Wis., his old home.

Brakeman O. B. Hood has been seen running around with his right hand all wrapped up in a splint. Heard from good authority that "Ole" intends to buy all of his own cigars hereafter.

Checker Frank Grosch returned from Dallas, Texas, where he attended the annual pow-wow of the railway clerks, to which he was a delegate.

Dispatcher Jas. Keenan has been making the rounds with a box of cigars under one arm and a box of candy under the other. Reason? The arrival of James Donald on Tuesday, May 30. Jimmy states that hereafter it is going to be Memorial Day for him for keeps. Heartiest congratulations to Mr. and Mrs. Keenan.

Conductor W. R. Foster, who has just returned to work after being off due to sickness for almost a year has left for his home at Puyallup, Wash. Billy says that every time he leaves that Washington country it makes him sick. It's the opposite with us.

Posters have been received and distributed to all agents announcing the four month campaign, which is being conducted by the American Railway Ass'n, National Safety Council and others interested. The object being to reduce the large number of crossing accidents. Its slogan is Cross Crossings Cautiously. This division has had very few crossing accidents in the past and if the public takes more time when it comes to railway crossings to see whether trains are approaching, observe signals and take the same interest that the employes have taken in all matters of Safety First, these accidents should all be eliminated.

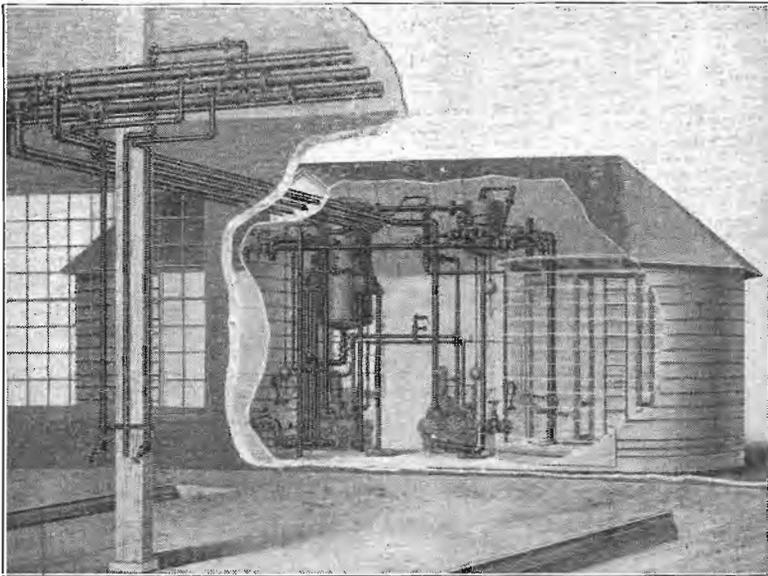
Every employe on this division extends sympathy to Superintendent and Mrs. Harstad in the sorrow that has come to them through the death of Mrs. Harstad's mother, Mrs. E. B. Straub, who passed away at her home in Los Angeles, Calif. May 31.

# NATIONAL

Hot Water Washout & Filling Systems  
FOR LOCOMOTIVE BOILERS

*"A National Necessity"*

N  
A  
T  
I  
O  
N  
A  
L



N  
A  
T  
I  
O  
N  
A  
L

## CAR & LOCOMOTIVE DROP PITS

**National  
Hot Water  
System**

Each Locomotive Boiler when blown off furnishes  
HOT WATER with which to wash out  
STEAM to heat fresh water to re-fill, without expense  
More than divides in half the following items:  
COAL required for firing up  
WATER required for washing and filling  
TIME required for washing  
LABOR expense for washing and filling, and the  
COST of Boiler Maintenance

**NATIONAL BOILER WASHING COMPANY**  
OF ILLINOIS

RAILWAY EXCHANGE BLDG.

CHICAGO, ILLINOIS

**Chicago Terminals**  
*Guy E. Sampson*

Walter Bates, the S. O. S. from Milwaukee, visited Bensenville May 18. We were all mighty glad to see you again, Walter.

In our travels we could not help noticing around Western Ave., Bensenville, rip track and Harry Cammeron's office how much interest the employes have taken in cleaning up, planting flowers and placing flags and other designs with colored stones. The C. M. & St. P. trademark is everywhere in evidence. It sure helps the appearance around these places and is noticed by people passing on our high class passenger trains.

Operator Williams of Tower B-17, is spending his vacation in Tennessee. Oh, yes, he took the family along to watch him.

"Fuzzy Bannon" of Milwaukee, was seen in our midst one evening and we all wondered what brought him here on a Sunday night. But Monday A. M. when Johnnie Jones Shows came in over the P. R. R. and transferred to our tracks enroute to Minneapolis the same Mr. Bannon was there to see that everything was done to give the thirty car train a "Safety First" ride over the C. & M. division.

Fruit specials from the west are seen daily coming into the terminals and they are sure handled with dispatch by our yard men. The company's slogan is "All Trains on Time" and the slogan of our employes is "All Deliveries the Same as Our Trains, ON TIME."

Bensenville has a jeweler at last who by the way, is an authorized watch inspector for the R. R. company. Mr. Lookabaugh comes here well recommended and to say that we welcome him here to fill the long needed position of official inspector would be putting it mild.

We were promised some data, for a write up, by an old employe in the tower at Western Avenue but am sorry to say that, it has never reached us.

T. M. Bingham is still visiting Portage occasionally to see his family, but he expects to soon move them here.

Wm. Dohm intends to visit the La Crosse division the last half of June. Well earned vacation as "Billie" has hit the ball every day this year.

Fireman "Happy Nummer" picked out a job that doesn't work Sundays as he is one of the hard hitters on the Bensenville ball nine. By the way about 50 per cent of said ball team are terminal employes and they are sure playing some good base ball.

Machinist Oswald is having a new residence erected at Bensenville and several other employes are contemplating doing the same thing this summer.

Switchman Lyall Sampson departed for New York City June 6 and from all reports expects to return about June 25, bringing a bride with him. Good luck old boy, you can't start any younger.



Mr. and Mrs. John Schmalbeck, Fifty Years  
 Wedded

Mr. and Mrs. John Schmalbeck, 1118 N. Spaulding Ave., Chicago, Ill., celebrated their fiftieth wedding anniversary, at their home on the 23rd

day of June. Their four children, nine grandchildren and one great grandchild, were present. Mrs. Schmalbeck was born in Germany, in the year 1832, and came to the United States in the year 1867. Mr. Schmalbeck was born in Germany in the year 1850, and came to the U. S. in 1866, just at the close of the Civil War. He is a blacksmith by trade and on the 27th day of April, 1880, obtained a job with the C. M. & St. P. R. R. at the Western Ave. roundhouse, and still is serving this company, having put in 42 years of faithful services. For the past 17 years he has been working at the company's Galewood shops. They are both enjoying good health and the brawny smithey expects to see that day of his fiftieth anniversary of service with the C. M. & St. P. R. R.

Earl, our first assistant, is spending his vacation with his girl, Harley Davidson.

Have you put in your subscription for the Gasoline Alley Club? Get full particulars from John Wolf.

Roundhouse Foreman Harry Abraham and his family have motored to Canada for a vacation. Hope you have a good time, Harry.

One of the most beautiful places in Galewood is Pat Carey's new home. Pat has spent a great deal of serious thought and time in planting shrubbery and a complete orchard.

We notice you are not getting three hair cuts in one week, Louie. Hope she did not go back on you.

Our friend, Sam Purford, has just come back from California and remembered all of his friends with a real California orange.

Boilermaker Forman Howard Keyes is spending his vacation at Battle Creek for a brain rest.

Leetha Burton, timekeeper at Western Avenue, who was called home on account of serious sickness of her mother, is with us again.

**Splinters from the "Wooden Shoe"**  
*"Red"*

Engineer Mike Schaefer is the father of a seven pound baby girl. Congratulations, Mike.

The new motor car has been put into operation between Green Bay and Iron Mountain. Mike Dwyer is the engineer, while Fred Beach is conductor. The baggage department is graced by the appearance of Johnny Deneen. Quite a nice looking crew with the exception of John.

Due to big washout June 10 between Midway and Askeaton all passenger trains were run over the C. & N. W. Engineer Thos. Brady had a very narrow escape from serious injury and possibly death, when his engine 2806 turned over on her side at Midway. Thos. escaped with a few minor bruises while Fireman R. D. King and Brakeman Ray Houle jumped.

R. H. F. Fred Price was made a present of a bunch of lettuce, nice and fresh too. It seems that some one picked a bunch of weeds, leaving them in place of the lettuce. Price went home with the weeds O. K. He says he likes lettuce with cream and sugar.

Engineers Andy Rasmussen and John Meulendyk are taking instructions in the handling of the motor car.

Boilermaker Matt Kennedy has his car in running order again, after trying to take half of the Depere highway fence with him. We don't know what he wanted the fence for.

The Superior division train 23 running over the C. & N. W. account of washout was flagged by a Soo Line track walker, saving the train from going into a fresh washout.

No more pounding a typewriter all day long for Marion Baenen of the store department. The 14th of this month, Marion has agreed to honor and obey one man for the rest of her days. Just don't let him get too frisky, Marion. Our hearty congratulations and best wishes are extended.

**Bad Land Echoes**  
*"Bill Mike"*

Once again you hear our echo, as it resounds to the sky, to the coast; it travels westward, to the east—at least to Chi. And the echo, as you hear it, has just these few words to say, for it swiftly loses volume as it speeds upon its way. There is Stadin and then Roberts who have gone away out west, where they say there are no drawbacks, but everything is for the best. Guess there'll be a heap more people leave this dry and balmy clime, for that warmer coastal climate

where there is no winter time. Brooks has gone and more are going, leaving folks and friends behind, yet assured that though they leave us, off they'll be recalled to mind. Archie Blethen, (he's our agent), talks of keeping on the side, an employes' moral reference as a sort of employes' guide. I have often heard it rumored had he kept this long before, some who now hold high positions, still would hold the lower floor. David T. seems rather lonely since the teacher's gone away. Never mind, Dave, you may win her. Cupid aids us all, they say. Seems he's not a bit particular whom he aids, or when or how. He's an awfully busy person, Dave, you'd best engage him now. Theodore Johnson's been in training. T. A. Childers is the coach. Thinks he'll take on "Strangler" Lewis—better pick out smaller loach. Understand a club's been started, headed by "Bing" Smith and Nord. They'll debate on railroad questions, "Squeaky" Long is on the board. Edward Ogden with his auto, takes his friends for a spin. Says he's going to change its color—too conspicuous in the limn. Seward Philpot now has founded what he calls a "Bachelor's Club". Everyone who is a member buys and eats the tin can grub. "Awfully far it seems to Mobridge," nearly all the Hogheads say. "Didn't seem so far from Marmarth, a few weeks ago today." Understand that T. A. Childers contemplates a little trip, just a little recreation and a chance to wet his lip. Wonder if he's really going, or just like his daily staff, "I'll be back in fifteen minutes. Archie, answer should they call." The "Owl Twins" are still proclaiming that they've never yet been late, for they claim that after seven, it's still seven on that date. Pete and Pat is what we call 'em, the "Owl Twins" we call the two, but I won't give you the reason, I'll just leave that there for you. Now my echo's getting fainter, and my welcome's most wore out, so I'll just call this the finish, and you're glad, I have no doubt.

**R. & S. W. News**  
*M. J. Carey*

Miss Ginaire and Miss Higgins, from Mr. Haynes' office, are spending their vacation at Delavan Lake and are having a jolly good time.

Cashier T. W. Kelly at Delavan was married to Miss Mabel Larson of Edgerton on June 14th. The happy couple departed for the Twin Cities where they intend to spend a coupe of weeks. We wish them happiness.

Agent Hub Meredith visited friends at Delavan June 1st.

The robbers are busy again around the various stations, which also makes business for Auditor Frazier. Rockton, Beloit and Elkhorn were the most recently visited.

A pointer to our sportsmen on the R. & S. W. division who do ice fishing in winter. Engineer Wm. J. Bush, while spending his leisure hours at Lake Koshkonong last winter, had a way of getting the big ones when others failed. His way of getting them saves time, labor and last of all, bag limit. Instead of going to the trouble of cutting the required number of holes through the ice, carrying a lot of tackle, bait, etc., he devised a simple way as follows: Take a piece of plate glass about 14x30, cut a hole in ice same dimensions and place glass in the water on an angle, and behind this glass place a large minnow. When Mr. Game Fish comes along, whenever that might be, he spies the minnow and makes a dash, striking the glass with such force that he slides onto the ice. Mr. Bush claims it is a sure way of getting them and results guaranteed.



# Radio Sets Given

Anyone can operate our sets without previous experience. Radio, the wonder of the age! With one of our outfits you can "listen-in" and hear music, songs, news, weather reports, and oodles of entertainment from the large cities. All this is free from the air if you only have a Radio-Phone receiving set. As easy to operate as a phonograph. We will give away 10 complete outfits worth up to \$300 each. You can entertain your family and friends every day.

**Solve this Puzzle** Can you make out the word spelled by numbers in the squares to right? The alphabet is numbered—A is 1, B is 2, etc. What is the word? Can you work it out? Send no money with your answer, just the word and your name and address.

**Send Answer Today** Surely you want a fine up-to-the-minute Radio set—all your own without a penny's cost. Besides Radio sets we will give hundreds of dollars in cash and special prizes. Nothing difficult to do. Everyone who answers can share in cash and prizes. Everybody wins! Send no money, just send your answer, name and address to us at once and you can get one of these 10 wonderful Radio outfits.

**Radio Cook, Mgr. 141 W. Ohio St Dept. 2921, Chicago, Ill.**

*Hundreds of Thousands*  
of **WEBSTER'S**  
**NEW INTERNATIONAL**  
DICTIONARIES are in use by business men, engineers, bankers, judges, architects, physicians, farmers, teachers, librarians, clergymen, by successful men and women the world over.

**Are You Equipped to Win?**  
400,000 Vocabulary Terms. 2700 Pages.  
6000 Illustrations.  
Regular and India-Paper Editions.

Write for specimen pages. Free, a set of Pocket Maps if you name this paper.

**G. & C. MERRIAM CO.,**  
Springfield, Mass.

**25c BRINGS THIS FINE \$1.50**  
**Best Steel Imported Razor**  
No. 27

"It's the finest razor that ever touched my face," says one customer. It is the best quality German imported razor. A better razor cannot be made. It is fully guaranteed.

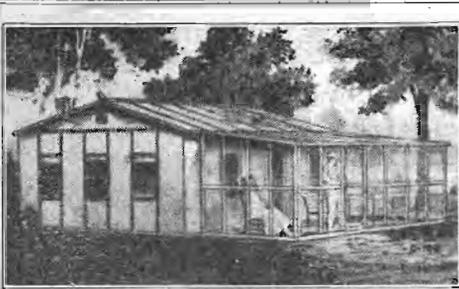
**Send Only 25 Cents** with your order and when the razor arrives pay postman the balance \$1.25 and the razor is yours. If you prefer send \$1.50 cash with order. Two razors for \$2.00 cash with order. Exactly as represented or money back. Order today, as No. 27.

**MASON SUPPLY HOUSE, 17 Oakdale Ave., Chicago**



Wonderful, new device, guides your hand, corrects your writing in few days. Big improvement in three hours. No failures. Complete outline FREE. Write C. J. Ozzent, 28 St. Louis, Mo.

**500 Things to Sell by Mail**  
Remarkable new publication. Workable plans and methods. Loose-leaf, cloth binder. Prepaid \$1.00. Walthamre Company, Lafayette Bldg., Philadelphia, Pa.



### Why Pay Rent at the Lake This Summer When You Can Have An S-Line Cottage?

A Sectional Steel Building easily and quickly erected. Will last a lifetime. Built to order if necessary. We furnish fire-proof linings for stores, cottages, etc. when required.

Ask for our folder showing latest designs in ready-built, portable steel fire-proof buildings of all kinds: garages, cottages, summer homes, warehouses, stores, etc.

WRITE PHONE OR SEE

**ESLIEN SHEET METAL WORKS Dept. B**  
6th Floor Leiter Building, Chicago  
Phone Wabash 2020

## \$215 In One Day

**AGENTS!** Write for exclusive territory and Special Offer at once.

seasons—many in spare time. **OLIVER OIL-GAS BURNER & MACHINE COMPANY, 2084-P Pine St., St. Louis, Mo.**

## PATENTS

Booklet Free—Highest References—Promptness Assured—Best Results. Send drawing or model for examination and report as to patentability.

**WATSON E. COLEMAN**  
PATENT LAWYER

624 F Street

Washington, D. C.

## TOBACCO HABIT BANISHED

QUICK, SURE, Lasting Results.

**Tobacco Redeemer** is pleasant to take. Absolutely scientific; thoroughly reliable. We positively guarantee you will have no craving for tobacco after using Tobacco Redeemer. Money back if not satisfied. Write for free booklet and proof. **Hewell Pharmacal Co. Dept. 915 St. Louis, Mo.**

6 DIFFERENT BUSINESS PUBLICATIONS covering Accounting, Advertising, Administration, Merchandising, Salesmanship and Taxation all prepaid only 25c. Value \$1.50. Instructive, educational, practical. **Walhamore Co., Lafayette Bldg., Philadelphia, Pa.**

Traveling Freight Agent J. H. Judge and Passenger Agent Frank P. Walsh, were looking after business during the coal dealers' convention at Delavan Lake June 14.

The Sunday train between Milwaukee and Beloit was restored June 18 and will continue for the summer as an accommodation for lake resorters and Sunday visitors.

Superintendent Devlin and Trainmaster Connors were in Sioux City recently attending an O. S. D. meeting there.

Chief Train Dispatcher Geo. H. Pietsch is spending his vacation at Crookston, Minnesota. The Elks up there are putting on a minstrel show and George could not resist the temptation in taking it in as he always took part when he lived in that section of country. George at one time was a master of the burnt cork.

Ticket Clerk Leonard Lightfield of Beloit has been at Burlington for a few days helping our Agent Trumer who has been swamped with work.

The girls from the division offices held a "hen party" as it were at Latham Park a short time ago. The male force being barred.

The more particular you are about your work the more you will impress by giving good service.

Ticket Agent Patty secured The Beloit College track and base ball team for a trip to Northfield Minnesota, a private sleeper was set out here for them.

Howard (Jack) Hanscom was in Milwaukee for a few days attending to an all chief clerk of the master mechanic offices meeting which was held by R. W. Anderson superintendent of Iocomotive power, of Lines east.

Clara Furman, B & V Clerk is spending her vacation on a sight seeing trip at New York, Toronto and Niagara Falls.

Ability is a wonderful asset to a fellow who is making good—provided he makes the right use of it.

### Minneapolis Car Department

Mrs. Palmer, wife of our district general car forman underwent an operation at Hillcrest hospital, May 2. We are glad to hear she is recovering rapidly and all extend our best wishes.

We are glad to note that Mr. Hemsey, acted on our suggestion and had his straw lid renovated and that Mr. Larson took his head in and had it fitted. It's more becoming than the one of a year ago Gus.

Peanuts were again passed. Who is selling chances this time?

Lloyd Tebo, our long boy has a great time keeping the time going.

At last, that long hoped for bulletin on vacations has been posted up. Hurrah!

Bernice Anderson, our file clerk, has resumed her position after a two month's leave spent in Washington, D. C. We are glad you had such a wonderful time Bunny. How is the President?

Now that Walt Johnson, of the million dollar smile fame, is comfortably settled in his new lake home we are all sitting pretty and in order for an invitation out there—not for a week end but just for a picnic dinner.

Laila Nelson visited a few days in Bayfield, Wisconsin her home.

Chief Clerk, Herbert Miller, visited in Tomahawk, Wis. May 28. How were the strawberries Herbert?

Thea Nelson, is assisting temporarily in the passenger car shop office. She is filling the position left vacant by the illness of Mrs. Thorne. Do you get lonesome Thea or are you too busy?

Mr. Palmer, is spending his vacation in Frisco with his family attending the Shriner's convention. We hope they will thoroughly enjoy the great Golden West and especially Honolulu and the Banks of Waikiki.

Summer togs! Aren't some good looking? Especially Grace Tuttle in her pink and white.

Ella Siegler, know as Tiny, personal sten to Mr. Palmer, had her "gang" over for dinner the evening of June 6. All had a perfectly wonderful time thanks to the little hostess.

### Dubuque Shops Jingles

"Oostie"

We extend to L. E. Jos. Chaloupka, our heartfelt sympathy in the loss of his wife. She has passed from this land of sorrow, of heartaches, pain and woe and those to whom she was dearest,

no longer her form will know—but e'en though the roses wither, the perfume does still remain, and so she leaves behind her the Love that offsets the pain.

June's been a month of roses and brides, in fact we have three to relate—there's Fireman Gus Schnee, unto himself took a wife, Miss Richard's, her name, her's to a happy married life.

Our Accountant Clerk, Miss Lenore Stuber married Al Henniger—twas a lovely churchey wedding, with music and flowers galore now wasn't he the lucky man to win our fair Lenore? Again we say—happiness to this young pair—may they like doves, soar thru the air.

And last but not least, our sweet little Jean (Miss Cameron, we really should say) just picked out the nicest young man round the plant (Jos. Secker's the groom, by the way).

Walter Ruprecht, attended the B. of L. F. & E. convention at Houston, Texas and reports he met the "boys" from east and west, and sez the world is surely blest with F. & E. who are all right, that the convention, sure was a goodly sight.

H. Earle Roschi—the traveling kid, is skidding round, and he is sure one awful jass-hound.

We gave a lovely shower for our June-bride, Miss Lenore, twas a dandy picnic supper, with good eats an' everything, played bunco had speeches and dancing, and some of them even did sing.

What's become of our Booster Club? Twas our utmost joy and pride: has the treasurer turned up missing, or has the President died?

M. Boleyn, our fastidious engineer, when putting on his "make-up" lays it heavy on one ear.

We hear that our special apprentice, C. Brophy, has recently gone into Chicago to consult Laura Jean Libbey, personally, or was it over to North-western Ave. he went—fess up Alice!

A certain official in Savanna (aint mentioning no names you see) sez "if they are real good looking, just send them along to me." Twas engines he had reference to (twas an F engine, wasn't it, Mr?)

Miss Marie Clifford of the trainmaster's office is telling the girls down town about the styles in the east. Come up to the shops some day Marie and give us the late dope. (Marie was in Boston town, if you please.)

Off to Atlantic City, two of our 'ficials have gone, but before leaving our fair city they spent one whole day long, looking for opera glasses, the real, strong piercing kind, to look-em-over on the Board Walk, here's hoping they don't come back blind.

Does everyone know that Joey has been transferred to this part of the country hasn't he, Olive?

Two of our boys in the store department, seem to have had a slight dispute, as per the following Ode to C. Horsfall by M. Royce: C stands for Clarence, so broad and tall—H for Horsfall who cannot play ball, poor fellow he tries with all his might, but he isn't to blame, he wasn't built right. When up at the bat, he looks like a fish, the pitcher needs nothing but his glove and a wish. He will bite at a curve or foul one or two, and hits that he gets are sure very few. In running the bases he's not there at all, for the simplest of reasons he don't watch the ball. In fielding his position he sure is a louse, for he couldn't catch small-pox in any pest-house. But

**You'll Like**  
**Nu-Way**  
 OF  
**EXCELLO**  
 RUBBERLESS  
**SUSPENDERS**



Year's wear guaranteed. No rubber. Phosphor Bronze Springs give the stretch. Comfortable. Easy on buttons. If your dealer hasn't them, send direct, giving dealer's name. 50c and 75c pair.  
 Nu-Way Stretch Suspenders Co., Mfrs. Adrian, Mich.

**AGENTS**



**Large Shirt Manufacturer** wants agents to sell complete line of shirts, direct to wearer. Advertised Brand. Exclusive patterns. No capital or experience required. Big values. Entirely new proposition. Write for free samples. MADISON SHIRT CO. 503 Broadway New York

**Wonderful Plant Given**

The Sacred Resurrection Plant is rare and grows and stays green by placing in water. When taken out they dry and curl up and go to sleep. Will keep in this state for years and reawaken directly upon being put into water. It's an interesting and pretty house plant; grows in winter and summer. Simply place the whole plant in water. It will open up and start to grow in less than an hour. Two plants sent free and postpaid for one subscription to The Household Guest. New or renewal. 25c a year.

**THE HOUSEHOLD GUEST**  
 Chicago, Ill.



**Sell Your Snap Shots at \$5.00 Each**  
 Kodak prints needed by 25,000 publishers. Make vacations pay. We teach you how and where to sell. Write **WALHAMORE INSTITUTE, LA-FAYETTE BLDG., PHILADELPHIA, PA.**

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

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

**Special Offer**

because of a fortunate purchase of a large European manufacturer we can give you a big bargain. Supply limited—order today. Send only 25c with order, and we will ship telescope complete by parcel post, on arrival deposit \$1.70 with the postman. Satisfaction guaranteed or your money returned in full. If you prefer send \$1.95 with order in full payment.

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

**Useful and Entertaining**

"I trained Wonder Telescope on buttes 23 miles away, they looked to be 2 to 3m. distant." — C. A. Storey Ft. Robinson, Neb.  
 "I count windows in houses 10 miles away" — Henry Conner, Manor, Tex. "Can see children playing in school yard 6 miles away" — F. H. Henington, McC Dade, Tex. "Can tell exact minute on Court House clock 2 miles away" — Jennie Beers, Columbus, Ind. "Don't know anything we ever enjoyed so much" — Chas. Hunter, Neenah, Wis. "Wouldn't take \$10 for it" — W. A. Eskridge, Ammond, Ky. "Can read numbers on freight cars a mile away" — A. C. Palmer, Indianapolis, Ind.



the worst thing of all, he thinks he's a pitcher, with a pick and a shovel he'd make a good ditcher. Inside stuff's where he sure doesn't shine, for if brains were money he'd be short just a dime. Good-natured he is, poor, long, lanky fellow, if an error is made, he lets out a bellow. And after the game when he has been beat, he hits his friend Lange flush on the cheek; but Clarence, old boy, if you cannot play in the harvest field, believe you could pitch hay!

Horsfall's answer: Who is this guy who bawls me out for the way that I play ball. I cannot cipher what he means for I cannot play at all. But take my friend, he's all alone, in this great, wide world today, he reserves no right to bawl ME out, this fellow who COULD NOT pitch hay. The way he pulls the numskull stuff, come over and see our game, you'll find that I've been dealt with RUFF, cause we both play 'bout the same.

There's one thing that I never do, I kick on no decision, 'cause I feel as tho' I CAN'T play ball, and stay in my division. So summon up the whole darn thing, and put us side by side, then you examine both of us, you'll know the guy to ride. So cast aside his so-called poem, cause it's full of playful frolics, you see the boy is not just right, he has the Base-Ball Colic.

#### Musselshell Division Notes

M. M.

Suppose you thought we dropped off the earth. Well, we didn't, but we do feel awfully lonesome with Mr. Amidon, Mr. Goddellow, Mr. Morgan and Mr. Sheddin, gone to Milwaukee to attend the general forman's meeting.

John Wandell has just returned from Green Bay where he was called on account of the serious illness of his father.

Joe Cain, has been promoted to the position of city passenger ticket agent at Butte and will be succeeded by Byron Nelson, who was formerly night ticket agent at Miles City. We hate to lose you Joe, but here's wishing you the best of luck.

Leo Kocher, boilermaker, is back to work at Miles City. No wonder the comptometer operator in the master mechanic's office is wearing such a big smile lately.

The clerks are planning their first annual picnic in the Pine Hills about 12 miles from town to be held May 27th and everybody is looking forward to a good time. I am betting on Brockway for the pie eating contest. One good thing about it, none of us ought to have to walk with all the new cars around lately. Mr. Riccius with his new Chevrolet and I understand John Synhorst, Rod Jones, and Clarence Williams, all invested in a new Ford.

Vern Dunlap, who was injured some time ago is able to be about again and is looking fine.

Vic Ross, has resigned his position as chief clerk in the store department and Mr. Pheobus, from Milwaukee has taken his place.

It is reported that the car department contemplate increasing their force about forty men. Well, that sounds good, let's hope it is true. Maybe Roy will have something to do then.

#### La Crosse Division

H. W. Velsor.

The death of former Passenger Conductor James Simpson came shortly after an accident on May 22 in the Milwaukee terminal where he transferred about five years ago. Mr. Simpson was very well known on the La Crosse division where he entered the service in June, 1876. The sympathy of the employes is extended to his widow.

In order that every one may attend the safety first meeting a new plan is being put into effect whereby all meetings will be held at Watertown. Let's help make it a success by attending the meetings.

Road Master E. O. Rufmeier is the busiest man on the division at the present time, looking after his regular work and supervising the work of the extra gangs which are tying and resurfacing the east end. When the work is completed this track will be in splendid shape.

We understand that Chief Clerk Al Klingler is spending his evenings looking for a house in Portage. Will someone please help him find one.

Webb Mulholland and Frank Metzger are the

two happiest men on the division, both having a new baby boy in their homes who arrived on June 2. And the way they passed the cigars around one would think that they had no regard for expense.

Train Baggage man Fred Beck has again joined the big six on the Watertown and Madison run after running into La Crosse for the past few months.

Passenger Brakeman Claude Cameron has joined the parking club in Milwaukee. Very recently Claude and a young lady were attending a movie in Milwaukee and he parked his Stutz at the curb. The following morning he was asked to appear before the judge, who said \$4.81. The first hundred years are always the worst—after that you won't mind it. Cheer up.

Mrs. H. Bartram and son, Warren, of Pewaukee, spent a few days visiting in Mauston with her daughter.

City Passenger Agent Joe Rossback, of La Crosse, has been the busiest man in town for the past few weeks, handling the Luther League convention, which was estimated at well over 20,000. Joe was very successful in getting their business and two special trains were run to accommodate the delegates.

C. F. Miller, chief timekeeper, attended the timekeepers' meeting in Milwaukee, May 9 and 10.

A. N. Killian, chief dispatcher, is back on the job again, having been away two weeks on vacation.

Clair Capron, assistant timekeeper in the division offices at Portage, who recently spent two weeks in Texas fighting Mexican greasers, says that for a real thrill moonlight excursions on Packwaukee Lake has Texas beat a mile. Yes, he says the Texas girls are pretty, alright, alright, but—

William Stegman of Milwaukee has accepted the position of roadmaster's clerk in the division offices at Portage.

Someone down on the K. C. division got sentimental the other day and started writing poetry to OUR trainmaster. Wouldn't that tickle your funnybone? But now, how's this from the pen of our "poet?"

Oh, Admiral Plunket.

Your verse is so neat.

The meter just right.

And the rhythm so sweet;

No doubt you think

With all that you say,

You'll be able to lure

The "Major" away.

And we surely agree

With all that you say.

For you don't find men

Like him every day.

We like him, too—his way

—And his smile.

So we're going to keep him

Up here quite a while.

With La Crosse division

The best on the map.

Every one in the bunch

Number One, and all that—

(We're sorry to hear

The sighs that you heave)

"T. P." likes US so well.

That now he can't leave.

Carman Frank Strupp of La Crosse has purchased a new Jewett car and is going to take the boys out for a spin.

Miss Nellie Jones, roundhouse clerk at La Crosse, visited at Minneapolis Monday, May 22.

George Falk moved to the north side last month and is now moving back to So. La Crosse. What's the matter with the north side, George?

Mr. and Mrs. Matt Hefti have returned to La Crosse after spending their honeymoon at Minneapolis. Mrs. Hefti was formerly Miss Hilda Olson of the La Crosse car department office. The newlyweds were presented with a beautiful silverware set by the local employes.

Art Mosher of the La Crosse store department, has resumed his duties after being laid up for three weeks with pneumonia. Glad to see you back, Art.

Hazel McCubrey of the La Crosse roundhouse office, made a business trip to Portage, Monday, May 29th.

# Meeting the Radio Demand

By E. P. EDWARDS, Manager, Radio Department, General Electric Company

Radio broadcasting, which started last fall, completely upset the radio market. A year ago we believed the meat and backbone of radio to be communication, particularly trans-oceanic communication which would involve the use of millions of dollars worth of apparatus.

The needs of the radio amateur, with his little transmitting or receiving station, were considered an interesting sideline. This company did a comfortable business selling transformers, tubes, sockets, rheostats and other parts of apparatus to the amateur or person interested in assembling his own set, perhaps bit by bit, on the kitchen table.

At that time about 90 per cent of the demand was for component parts of the radio set and not for the assembled set. Then broadcasting came along and everything changed. The radio amateur became the big part of the business and the amateur suddenly began demanding whole or assembled sets and not parts. This amateur was not primarily a mechanic; he wanted music and entertainment of other sorts in a hurry and without too much trouble. The demand for assembled sets became 90 per cent of the radio business, although the demand for component parts became much greater than the demand a year ago.

Following company policy in the attempt to meet this demand for radio apparatus, the General Electric took immediate steps for quantity production. Seventy-five per cent of the company's tool makers were set to work constructing the 108 special dies, tools, jigs and other fixtures required for standardized production. Of course this delayed the production of complete sets but will make possible the production within a very short time of 8,000 to 10,000 units per month.

The company has just started in the production of its tube set, which after months of experimentation, is believed by our engineers to be an efficient and well constructed receiving set. This is being manufactured much the same as sectional bookcases in that it can be added to from time to time as the amateur desires to reach out further and further in the ether for signals. This set is in addition to a small and inexpensive crystal set, which has been turned out at the rate of 500 a week for the past month or six weeks.

Other sets, designed to meet the demand as it exists and as it develops, will be brought out from time to time until a complete line is in production so that every class of user will be able to get what he wants in season, both from the standpoint of performance and artistic merit.

Much is being said regarding the scarcity of vacuum tubes. Manufacturers have been accused of holding them back in order to in-

crease the demand. The truth is quite the contrary. The trouble is that production has not been able to keep pace with the rapidly increasing demand.

A year ago this company was authorized by the Radio Corporation of America, holders of the licenses under which the tubes are manufactured and sold, to produce the detector and amplifying tubes at the rate of approximately 10,000 a month. Nineteenths of the demand is for these two style tubes, known as Radiotrons 200 and 201.

This rate of production was reached February, 1921, and maintained until the middle of the summer, at which time it was found necessary to reduce the rate to approximately 5,000 tubes a month because the market was not absorbing the production. The rate of 5,000 a month was maintained until November, 1921.

Then broadcasting hit us. After that week after week, the demand soared skyward and production also soared, but it was absolutely impossible to keep abreast of such a sudden and unexpected movement.

When I appeared before Secretary Hoover's Radio conference in Washington four or five weeks ago, I estimated the demand for tubes was at the rate of 90,000 a month. We were then producing 60,000 tubes a month. Today we are turning out 160,000 a month and by May we will be manufacturing 200,000 a month. That production is about forty times as great as our production six months ago. I would not call that holding back.

Another bit of equipment, at first not considered a part of radio requirements, but which has been seriously affected by the radio boom, is the Tungar rectifier. This is a device which is used for recharging automobile storage batteries by using the alternating or regular lighting current. It is now in great demand by the radio fan who has batteries to be recharged and during January of this year more Tungars were sold than during the whole year of 1921.

Although much of the radio work is being done at the Schenectady works, the General Electric Company is using all its factories in trying to meet this demand. The Edison Lamp Works at Harrison, N. J., and the National Lamp Works at Cleveland, Ohio, are both busy turning out vacuum tubes of the smaller sizes. The Sprague works at Bloomfield, N. J., the plants at Lynn, Mass., Fort Wayne Ind., and Bridgeport, Conn., are all working on tube bases, transformers, sockets, small motor generators and other parts of radio equipment. It is hoped that very soon this boom, one of the biggest which has ever hit the electrical industry and has spread like a conflagration, will be under control.

**Freight Auditor's Office**  
*Rein and Rott*

We extend our congratulations to Lyle King, formerly of this office, now at Sioux City, as we picked off the radio that he is now the daddy of a baby boy.

Our sympathy is extended to George Walshon in the loss of his best friend—his mother.

As yet we have been unable to find out what Alex McFarland had in his (traveling bag)? on his return from the Twin Cities. Let us in on the secret, Mac.

We know prohibition is in force in the country, but why do some of our girls from the interline forwarded balance bureau go to Deerfield to pick dandelions?

Ida Ruehlman took one of the leading parts in the play, "The Boob," given at the College theatre recently. Ida certainly did her part to make the entertainment a success.

**The C. M. & St. P. Ry. Bowling League**

The C. M. & St. P. Ry. bowling league, comprised of teams from the Fullerton and Southport building and Railway Exchange, closed its season on April 18 and Saturday the 22nd saw many smiling faces as the checks for the prize money was distributed. We must say that for the first year the league was a great success and many surprising scores were hung up, especially considering the fact that there were many new bowlers. The league brought together many employes of the various offices, which always brings a closer relation and good fellowship, and we hope that next year will bring forth greater results. Below is a final statement of the league standing, and please note that some real high class scores were put up for a league just embarking on its initial career:

	Won	Lost	Average
Switching Bureau	53	31	822
Revising Bureau	52	32	827
Car Accountant No. 1	49	34	818
Interline Bureau	44	49	824
Freight Claims Bureau	44	40	808
Railway Exchange	36	48	798
Overcharge Claim Bureau	32	52	753
Car Accountant No. 2	26	58	742

High three game series—Car Accountant No. 1, 2,963; Freight Claim, 2,730; Revising Bureau, 2,728.

High single team game—Revising Bureau, 1,046; Car Accountant No. 1, 1,043; Freight Claim, 930.

High individual three games—Gavin, 674; Knoll, 669.

High single game—Knoll, 269; Faus, 257.

Following are first fifteen individual averages—Gavin, 186.47; Pollock, 186.23; Faus, 184.4; Dale, 181.62; Treskett, 181.13; Earl, 176.76; Hettinger, 174.34; Foreman, 171.33; Heyn, 171.25; Gleason, 170.35; Spicht, 168.63; Snyder, 168.59; Hamm, 166.5; Becker, 165.36; Knoll, 165.32.

**H. & D.**

*J. D.*

I observed a locomotive  
In the railroad yards one day,  
It was waiting in the roundhouse  
Where the locomotives stay.  
It was panting for the journey,  
It was coaled and fully manned,  
And it had a box the fireman  
Was filling full of sand.

It appears that locomotives  
Cannot always get a grip,  
On their slender iron pavement,  
'Cause the wheels are apt to slip:  
So when they reach a slippery place,  
Their tactics they commend,  
And, to get a grip upon the rails,  
They sprinkle it with sand.

It's about the way with travel,  
Along life's rugged track,  
If your load is rather heavy,  
You are always slipping back;  
But if a common locomotive,  
You completely understand,  
You'll provide yourself in starting,  
With a good supply of sand.

You can get to any station,  
That is on life's schedule seen,  
If there's fire beneath the boiler

**WHEN BUYING INSURANCE**

WHY NOT GET THE BEST OBTAINABLE?

**THE "PARAMOUNT" DISABILITY POLICY**

ISSUED BY THE

**Massachusetts Bonding and Insurance Co.**

IS "PARAMOUNT" IN FACT, AS WELL AS IN NAME

**IT PAYS**

- The Full Principal Sum..... For Accidental Death
- The Full Principal Sum..... For Loss of One Limb
- Double the Principal Sum..... For Loss of Any Two Members
- One-Half the Principal Sum..... For Loss of One Eye

With a 5% Increase Each Year for TEN YEARS

**MONTHLY ACCIDENT INDEMNITY**

FULL INDEMNITY for total disability—as long as the insured lives.

ONE-HALF INDEMNITY for partial loss of time—limit seven months.

DOUBLE INDEMNITY for hospital confinement—limit two months.

DOUBLE INDEMNITY for travel, etc., injuries.

**HEALTH INSURANCE**

FULL INDEMNITY for total loss of time by illness (whether confined to the house or not)—limit one year—one-fourth thereafter as long as the insured lives.

**NO EXCEPTIONS**

This Policy pays FULL Indemnity for total loss of time by Accidental injury or illness.

CLAIMS PAID EVERY THIRTY DAYS

**CUT OUT AND MAIL THIS COUPON**

**Massachusetts Bonding and Insurance Co.**

General Offices:  
ACCIDENT AND HEALTH DEPARTMENT  
Saginaw, Michigan

Name ..... Age..... Years

City or Town..... State.....

Employed as..... on..... R. R.

Please send to above address full information concerning Policy Contracts.

Of ambition's strong machine;  
And you'll reach a place called Flush-  
town  
At a rate of speed that's grand,  
If for all the slippery places,  
You've a good supply of sand.

—Contributed by D'M K.

Assistant Chief Dispatcher Buechler, with the family, is spending a few weeks in California. Beek's going up north into Canada also, and the bunch is hoping he'll get by the authorities on the line O.K. on his way back. Beek, Len and a few old-time friends will take a day off for a big fishing trip a day or so after the former's arrival.

Chuck Adams, night yardmaster, has been at the hospital for a week or so getting fixed up for the big rush this fall. Mr. Kalbergh is acting as night yardmaster during Chuck's absence.

The bees in the Montevideo freight house are about to swarm. The bees got on the warpath the other night and had a real honest-to-goodness fight with Jarr, who knocked 'em dead with his hat and a ruler and finally succeeded in plugging up the hole in the hive.

E. T. McCormack, of Montevideo, has moved his family to Shakopee where he is working with Old Man Harris. You will remember Harris as the fellow who had the accident on his way home in a Pullman some time ago.

The scribe and family returned to Montevideo after two months in Billings, Montana. We had a very nice time while away, but must say, were glad to get back home again.

Red Middlebrook has a radio set on his ear about half the time. He's getting to be a regular "foner."

J. G. Wik is about to rope and brand a young lady in the north end. You ain't serious, are you, Jap?

Iowa and Minnesota Division

By D. M. W.

Conductor Geo. Campbell is back on the job again after spending the winter in California. He is now captain of the yellow cars between Minneapolis and Wells, putting Thos. Murphy on Nos. 2 and 1, Frank Baker Nos. 6 and 3 and E. C. Scott back juggling way freight.

Thos. Keating has also returned to work. Mr. Keating has been on the sick list for about a year. We are all glad to see him back and hope he will be able to continue his good services in better health.

Fireman Roy Smith left for his farm up north. He expects to be gone long enough to put up hay and round up a few odd jobs. Fireman Mitchell is relieving him.

Fireman Jens Jorgenson has just returned to the service after several weeks in the hospital at Austin on account of an attack of acute appendicitis. If some of our conductors were as handy at finding news for the "Mag" as they are at finding ladies hats along the right of way, our Magazine would be considerably larger. Some of you readers no doubt like to read the items in our Magazine but you don't seem to care to help get them. It is a pretty hard matter to get good news with no one interested enough to let us have a few items.

Trainmaster Lieb has purchased a new Studebaker Six. He has had her 10 days and the speedometer reads 1750.

We are sorry to hear that Chief Carpenter Kurzejka's little boy is seriously sick with scarlet fever, but hope by the time our next issue is out that the little fellow will be on his feet and enjoying the best of health again.

Some of our car owners in the building do not seem to know what "STOP" means, but we understand a full explanation was given the party by our Traffic Cop on the corner.

It has been 2 months now since we received an item from out on the line—Come on—Step on her mail 'em in.

Mr. Renshaw insists that I correct the statement in our June Issue, that he bought an "Overland". He wants it understood that it is not an Overland, it's a "Willys Knight". "It has a silent motor alright."

# Get Started In RADIO

The wonderful, new science of absorbing interest that adapts itself equally well to both practical and home entertainment uses.

Our experience of over sixty years in telephone and electrical development and in Radio since its beginning, will be of value to you in helping you select just the right kind of Radio apparatus—equipment that is really worth while and that will not disappoint you.

The name Julius Andrae & Sons stands for the best and most reliable. Let us consult with you, advise you and serve you.

Large stock of Radio Apparatus for your inspection.

## Julius Andrae & Sons Co.

Cor. Broadway and Michigan

Milwaukee

:-

Wisconsin

United States

Canada

The Name

## "CONTINENTAL"

on your Policy means  
Guaranteed Protection

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

## Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

### Chicago

General Offices: CHICAGO, U. S. A.  
Canadian Head Office, TORONTO

### CUT OUT AND MAIL TODAY

Continental Casualty Company,  
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM

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

My age is .....

My occupation is .....

NAME.....

ADDRESS .....

## Intelligent handling of modern locomotives

Modern locomotives are in themselves self-propelled power plants. Not only must they be well designed and built, but they must be properly maintained and intelligently handled on the road.

We give full credit to the Milwaukee organization for its share in the success achieved by Baldwin locomotives operated on its lines.

The  
**Baldwin Locomotive Works**  
Philadelphia

## Your Pants Pocket and Your Brain are Related

What you have in the pockets of your jeans depends a whole lot on what you have in the cells of your brain. Which have you, lethargy or energy? Are you awake to the possibilities of selling Travelers Accident Tickets to the people who come to your window? Do you grasp every opportunity to make the extra money that you get from selling these tickets? Are you living up to the possibilities of your present work? Make the extra money which can be made by selling Travelers Accident Tickets!

**THE TRAVELERS  
INSURANCE COMPANY**  
HARTFORD :: CONNECTICUT

Chartered 1863

### Iowa Middle and West

*Ruby Eckman*

James Elliott Baldwin is the name of a young son who took up his abode in the home of Brakeman Delbert Baldwin on June 8th. F. L. Tice and wife also have a new son, born the latter part of May at their home in Atkins.

Engineer Fred Kennison and wife spent a week the fore part of June visiting with relatives and friends in Muscatine.

Edwin Elsasser is back at Perry after having spent some time at Manilla on the Manilla turn around passenger run with Engineer Billie Caldwell, relieving Leon Brown, who was sick.

Wm. Abbott, an Iowa division fireman, had a narrow escape from a serious injury when the glass from a water glass which broke struck him in the eye. The injury healed in a few days.

Howard Whitlock, one of the Perry callers, spent his vacation in June at some lakes in Minnesota.

Mrs. C. F. Urbutt and her sister, Miss Helen Shaw, from Savanna, were in Perry in June for a short visit before going to their home in Seattle to spend the summer.

Dorothy Klumph, clerk in the car department at Atkins, was in Perry to spend part of her vacation. She had been at Rockwell City and stopped off in Perry to spend a few days with Maude Robinson, clerk in the car department at Perry.

Painter Fred Cooper of the Perry round-house force, did a fine job on the engine which was used on the Za Ga Zig Shrine special from Des Moines to Omaha. The engine was brought to the Perry passenger station a couple of hours before it was sent to Des Moines to handle the train and many people who were not railroad people took advantage of the opportunity to come to the station to see the Perry painter's handiwork. Fred was in Des Moines to give the engine any finishing touches it needed before they started on their run and received many words of praise for his work.

James Ross and Clarence Dettman represented the Perry railroad crowd at the Shrine convention in Frisco this year. Jim is a member of the patrol of Za Ga Zig Shrine and Clarence was initiated into the order on Memorial Day.

Mr. and Mrs. Earl Marshall are the parents of a son born the fore part of June.

Charles Robertson, who has been working as telephone and telegraph lineman at Perry for a long time, has transferred to Glencoe, Minnesota, to a similar position. Wm. Long will take the position made vacant by Charles' leaving. Mr. and Mrs. Robertson and sons expect to leave Perry about the first of July.

Leonard Catterton, who worked for the Milwaukee at Perry a number of years ago, died as a result of injuries he sustained in an auto accident the latter part of May.

Agent C. A. Case and family left Panama June first for a month's visit with relatives in California. G. I. Harrington is acting as agent at Panama during his absence.

Jack Kirkendahl, a Perry fireman, was with the campaign forces of Brookhart who won the nomination for senator in Iowa, and made quite a success with his campaign speeches.

Hazel and Mary Merrill came out from Chicago the last Sunday in May for a short visit with the correspondent. Mary had a chance to try out her ability as a golfer and attributed her high score to the fact that she hadn't brought along her knickers and could not play when not in the up-to-date uniform for the game.

Engineer Dave Lanning was down from Council Bluffs Memorial Day to spend the day in Perry.

A. J. Elder and wife were out from Milwaukee the fore part of June to visit Alva's father, who has been in poor health for some time.

Engineer Montgomery of Marion is now running the motor car between Perry and Mailla, having relieved Gerald Gordon who was on the run after John Rogers gave it up and took a through run on the west division.

Engineer Wm. Thompson, and Engineer Charles Sinclair are both building new homes in Perry this summer.

Machinist Howard McKaren who has been in a government hospital in St. Louis for several weeks is back to Perry and on the job again.

Master John Robertson son of lineman broke his arm while playing on May 25.

Mr. and Mrs. O. S. Bowen, of Tomah Wisconsin visited in Perry the latter part of May at the home of their son W. G. Bowen, train master on the Iowa division.

Edward Jordan, who has been in the Washington Boulevard hospital for several months is recovering from the effects of an injury which cost him the loss of half his right foot.

Switchmen C. Haunegan, J. S. Knapp, Ed Lavell, and Frank Upton, went out on a night fishing trip the middle of May. While they were at the river a very hard rain storm came up and Haunegan thought he would pilot the fellows through a short cut from the river to where he had parked his car. The boys got lost in the woods and after tramping around for a long time finally landed at a farm house. After summoning the farmer to the door he advised them that they were three miles away from the house where they had left their car and he didn't offer to get out his car or team and haul them that distance so nothing was left for them to do but start in and walk the three miles through the mud and rain. The next time the switchmen go fishing they say it is going to be in daylight.

Switchman George Rawlins and daughter Ruth went to Indiana the fore part of June to visit relatives and attend a family reunion.

Conductor George Moore, of the Des Moines division returned home the middle of May from a several weeks visit in California.

Lawrence the six year old son of Yard Clerk Marlow Stotts was very sick with the pneumonia in May.

June 12 a daughter was born at the King's Daughter's hospital in Perry to Mr. and Mrs. Leo Bender. Mrs. Bender is the daughter of Conductor W. A. Brubaker, and Grandpa thinks there is no one quite like the little miss.

Saturday June 10, in Des Moines occurred the marriage of Miss Blanche Fuller and Clarence Cooper. The bride is a daughter of Conductor A. J. Fuller, and sister of W. J. and H. J. Fuller. Mr. and Mrs. Cooper, will make their home in Des Moines.

#### Wisconsin Valley Division Notes

##### Lillian

The sudden death of Mrs. W. J. Hayes, which occurred on May 12, came as a shock to all. She was a member of the Railway Social Club, who wish to join the employes in extending sympathy to Mr. Hayes and family.

A. I. Lathrop, agent at Wausau, is ill with inflammatory rheumatism.

Mrs. William Bernard and daughters are visiting with relatives at Necedah. A clear case of "My Wife's Gone to the Country," etc.

Mr. and Mrs. Floyd West and daughter, Ruth, are making a trip through the west and will visit Mr. West's parents, who reside at Portland.

John Brown, Joe Dahl and a few others went fishing. Wasn't much said on their return, only that the sun was too bright, the wind too strong, time too short, and the wrong kind of bait. When Horace and Eric go they divide up and make no excuses.

Mrs. John Schultz was called to Iola on account of the serious illness of her mother, and John Schultz and Louis Schultz were called to Portage on account of the serious illness of their mother, both messages being received the same day.

Mrs. R. F. McCulloch, who was recently operated on at St. Mary's hospital, is reported as getting along nicely.

D. E. Whitmore has been appointed agent at Star Lake during the summer season.

A great many children of the employes were represented in the May fete which took place at the Marathon park, given by the public schools on May 29. The affair was one of the prettiest ever put on at Wausau and represented an unlimited amount of training and drilling of the parts of both children and teachers. It was a success in every way and an event that will long be remembered.

## Initial Shipment of Chilean Apparatus

The first shipment of apparatus for the large 3000 volt electrification of the Chilean State Railways left East Pittsburgh several days ago for Chile. This initial shipment consisted of a special train of 28 cars loaded with motor generator sets and switching equipment for installation in the substations in the electrified district.

Thirty-nine (39) 3000 volt passenger, freight and switching locomotives are included in the equipment for the electrification. A number of these are nearing completion and will be ready for service by the time the substations are ready for operation. One of the freight locomotives has been finished and was used to start the special train of electrical equipment on its way to South America.

The electrification of the Chilean State Railways covers a complete engine division of 115 miles from Valparaiso to Santiago and 28 miles from Las Vejas and Los Andes. This electrified zone comprises 10% of the entire route mileage of the Chilean State broad gauge lines and is the most extensive electrification in South America at the present time.

The Sign That Means  
What It Says—



Railroad men are learning every day, from their fellow workmen who have had dealings with us, that a STANDARD Mogul Policy offers the broadest accident and sickness protection obtainable—and settlements that are *always* prompt.

**Standard**  
**Accident Insurance Co.**  
DETROIT                    ::                    MICHIGAN

H. C. Conley, Sup't., R. R. Department

## Saving by Mail

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

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



*"Identified with Chicago's  
Progress Since 1857."*

Capital and Surplus - \$15,000,000

112 W. Adams St., Chicago

## SPOKANE & EASTERN TRUST COMPANY

SPOKANE, WASH.

CAPITAL & SURPLUS \$1,250,000.00

*The Banking Home of Railroad Employees*

Checking and Savings Accounts  
Deposits may be made by mail.

## First National Bank

Lewistown, Montana

THE BANKING HOME OF  
"MILWAUKEE" EMPLOYES

Resources : : \$3,500,000

Safety first meeting held at Tomahawk, June 5 was well attended and important matters brought up and discussed. Regular meetings will be held at different points along the division and it is hoped that every one who has an opportunity to attend will make a special effort to be present in order to get the most benefit out of these meetings.

Henry Vachreau, first trick dispatcher, was laid up a few days ago on account of illness.

Ted Schrage made a week-end trip to Chicago. Seems these trips are made quite regular. Why?

Mr. and Mrs. E. Callahan and son James, spent Decoration Day at Tomah, visiting relatives.

It is said that Eric passes up his friends with his new sedan. Is it true?

Mrs. R. E. Roundy and children have gone to visit with relatives and friends at Tomah and Portage.

### Superintendent's Office, Coast Division

*Matt and Jeff*

Matt and Jeff have been rather lax with items of late, but now we think we have something worth while to write about, such as vacations, new diamonds, etc.

Alice Furro left on June 8 for a month's visit in Long Beach and other California points. Suppose Alice will be wearing a diamond when she returns (if she does return), which looks doubtful under the circumstances.

Mrs. Ann Harris has been with us for a couple of weeks, relieving Ann Johnson, who has been confined to her home with a severe case of quinsy.

Recent forest fires burned all grass from right of way on Tacoma Eastern. Engineer Bagley on 31-32, says he can make running time now. No more cows to hesitate for.

Mrs. Alma B. Otto, station clerk at Mineral, spent Sunday, May 4, in our city.

The following employees attended the Shrine convention at Frisco the middle of June: C. B. Davis, Chas. Freeman, Chas. HeudeFourck, Roy S. Leaman, E. B. Mider, Roy F. Rader, W. F. Washburn and A. W. Bagley.

Daisy Webb has returned from a month's vacation spent in Milwaukee. Sloan Miller was employed on the track desk during Daisy's absence.

Margaret Olsen, time department stenographer, is exhibiting daily a dazzling display of ice on her left hand. She says it won't be for a long, long time yet, but that's what they all say.

Sympathy of the entire division is extended to the families who lost their homes during the recent forest fire at Cedar Falls.

Clarence E. Langlow, stenographer in chief dispatcher's office, is spending his vacation in California.

The recent warm weather gave the girls an opportunity to blossom out in gingham and organdies. But the girls were not alone in discarding their woollens. Harry Hatch, our genial division accountant, says it's the first time in ten years he was foolish, and as a consequence we had to keep the fires burning all morning. Cheer up, Harry, you were not the only one complaining—another big man around here did likewise.

Geo. Hill, now at Moberge as chief dispatcher, wants us to go to the library and find out why the white men ever took Moberge away from the Indians. Who will find out for George?

George Hayden, our new chief dispatcher, while still very busy learning about the coast division, is becoming acquainted quickly with the employees. We like you, George.

It was with deep regret that we learned of the death of F. W. Blum, engineer, coast division, on June 2. Mr. Blum was electrocuted, presumably while making minor repairs to his motor, he evidently neglecting to lower pantograph. His remains were taken to his home at Dixon, Illinois, being accompanied by Engineer Otto Christiansen.

### Minneapolis Shop Happenings

*James Nellus*

It seemed nice to see friend Wm. H. Gardner on the job again and it was good to see him looking so well. People here are all happy to give him the glad hand.

Veteran Machinist Wayne M. Barnes is again on the job the same as he has been for many

years, after a temporary absence due to sickness. But he surely looks well braced up again, much to the joy of his shopmates.

There is a vacant space in the machine shop caused by Veteran Peter J. Baker being absent on account of illness. Better get well, old pard, and get back in your place with the steam gauges.

Another veteran machinist absent, due to sickness, is Wm. T. Nelson, for many years roundhouse foreman at Minneapolis and later years gang foreman and machinist, and his absence is noticeable by all his associates and the general wish is that he will soon be back in the harness the same as he has been for a half century or more.

Veteran Machinist Wm. George passed away on May 17, after a continuous service in such capacity for close on to half a century, and it can truly be said that he was conspicuous by his eternal presence in the shop and almost continuous service in the tool room. His shopmates all speak of him as a most faithful and conscientious workman and he is missed from his old machine.

For a bird of a correspondent it seems we must hand the carnation to that Roberta Carmichael at Terre Haute. Wonder if this party is from Posey County? Don't all try to imitate at once.

Business is certainly picking up and we will soon be down to the earth again instead of in the clouds. We worked the entire month of May undisturbed.

Our car shop buildings have all been painted and they look very much refreshed in their clean suit of clothes. Sure an improvement.

The shop men are in general expressing sympathy for Henry Nordale, car department, and John Nordale, pipe fitter in roundhouse, account of death of wife and mother of those men, respectively, the sad affair occurring on June 2.

Veteran Machinist Helper John Leeberg of these shops, died June 8 after a continuous service in shops since the year 1901, and he always showed himself to be a hardworking and faithful employe and his scores of friends extend their sympathy to his family in their sorrow and loss.

The shop ball games are arousing great interest in the men who are of a sport loving nature and promptly after the noon whistle, the forces appear to be all moving over to Thistle football park where the games are pulled off. This lively and interesting sport has been brought about among the shop forces by Mr. Booth, industrial secretary of the Young Men's Christian Association, and Mr. Booth is giving his personal attention to the training and coaching and arranging for well balanced teams.

At the present time the boiler shop regulars are well in the lead, but they better look out for the pipe fitters are close after them, and the blacksmiths are coming along a good third.

A fine baby girl recently came to the home of Engineer Harry Ryman and wife, this being the second baby girl in this family. Harry thinks queens better than jacks at any time.

Harry Fillmore, engineer H. & D. division, is rejoicing over the arrival of a baby girl at his house and his fellows are congratulating and wishing the little miss many happy years of life.

The machinists and their helpers of the roundhouse held their picnic at Fish Lake, Wis., on June 7, and it is not necessary to say they had a good time as that lot of fellows know how to get up a good time.

Veteran Engineer David Burke, terminal division, is also back on the job after a long visit in California, and the yards again have a familiar figure about the job.

Business is good in the car department, a liberal increase in the force having been effected lately, one of the best signs of satisfaction witnessed in many a day.

The wish that Traveling Engineer W. C. Blase and Boiler Inspector H. J. Waudberg will soon be recovered from their injuries and get into the harness again in the near future, is the general wish of their friends hereabouts. Mr. Blase was injured while at a wreck and Mr. Waudberg injured through the derailment of a "speeder." Both men sustained painful injuries but are on the road to recovery.

## The World's Fair

at Chicago gave Minnesota, thru it's Exposition Building, opportunity to demonstrate the state's progress and prosperity. Then as today this bank was a factor in advancement, thru a policy of service

**"For Saint Paul and The Great Northwest"**

**THE MERCHANTS NATIONAL BANK**

ROBERT AT FOURTH - SAINT PAUL

## The First Bill Paid

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



FIRST NATIONAL BANK  
MILES CITY MONTANA

## Larabie Bros.

**BANKERS**

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every Banking facility extended to our customers

Safety Deposit Boxes For Rent

Depository for C. M. & St. P. Ry. Co.

## BINNEY-GALVIN PRINTING COMPANY

### Railroad and Commercial Printers

BE UP-TO-DATE—USE GOOD STATIONERY

Your name and address neatly printed in black or blue on 250 sheets and envelopes, packed in dust-proof cabinets for \$5.00, Parcel Post Prepaid.

FINE STATIONERY

Social Size - - 8½x11 Envelopes 3½x7½  
Commercial Size 7½x10½ Envelopes 8½x7½  
Secretary Size - 6½x10½ Envelopes 3½x5½

607 So. Dearborn Street

Chicago, Illinois

### Tariff Printers

## EDWARD KEOGH PRINTING CO.

ESTABLISHED 1867

Freight and Passenger  
Tariffs

525 SOUTH DEARBORN STREET  
CHICAGO, ILLINOIS

Telephone Wabash 5408

## Hillison & Etten Company

Personal Service

PRINTERS • BINDERS

638 Federal Street

CHICAGO

## Binding Railroad Records

IS OUR SPECIALTY

**THE McBEE BINDER CO.**

Chicago

Athens, Ohio  
St. Louis, Mo.

New York

### Signal Department Bubbles—Lines East "Suds"

Rondout has been given a general overhauling, having been rewired and the locking changed. Bars were removed and route levers installed, necessitating considerable changes both in the locking and circuits. This work was all done without actually taking the plant out of service. Among those who assisted in the work were L. B. Porter, I. F. Gillan, Otto Olsen, Robt. Bentler, J. F. McConahay, B. E. Wilkerson, F. D. Morchart and H. W. Chevalier. The latter two just spent a day there giving the plant the once over, but McConahay and Wilkerson saw to it that they got their hands soiled. This crew also is known as the million-dollar crew.

John Bishop lost his mother through death recently. This department extends their heartfelt sympathies to the sorrowing family.

Bill Seemuth came back from Washington, spent ten days here and then departed again for the same place. Bill will be able to tell you the name of every town on the railroad between here and the City of Silk Hats.

Mr. and Mrs. I. F. Gillan, Frank Hallada and Gene Forster took in the races at Indianapolis Decoration Day. Oekie said it was the farthest he had been away from his home brew in a long while.

Suds and wife spent Decoration Day at Kilbourn with Mr. and Mrs. Sherrod. Got in a little fishing in the morning but in the afternoon got good and wet for it sure did rain.

A kind Providence in all his beneficence hid the sun while the balloons in the national balloon race were hopping off here at Athletic park. If it hadn't been for that a good many burned necks and tonsils would have been the result. One came to earth near Phil's home in Bay View.

Have you seen Florence Yeager's ring? Yes, sir, we are going to have wedding bells soon again. It will be a race between Florence and Martha. Good luck.

Martha and Adele Graber made a four day trip to the Falls taking in Buffalo and Toronto. Report a wonderful time.

The interior of the depot has been given its spring cleaning and now looks fine.

L. B. Porter attended a hearing before the railroad commission at Madison, June 6.

Otto Olsen has been making a motor car inspection of the Terre Haute division.

So. Minn. East

I. McCarthy

Brakeman W. J. Biewen of Wells was united in marriage to Miss Evangeline Craychee at Wells on May 18. After a two weeks' visit in the cities and Amandan, North Dakota, they returned to Wells, where they will make their home. The employes join other friends in extending congratulations and best wishes for a happy wedded life.

There was some attraction in Winona a few weeks ago but haven't learned just what it was. Nellie Saterloff and friend drove there in the latter's car and spent Sunday. The same day our division accountant and road and material clerk covered the same territory in the former's car.

Marcella McShane spent a few days in Des Moines the fore part of June and while there attended the christening of her little niece, Margaret Mary Burken. Little Miss Burken is the daughter of Mrs. H. J. Burken, formerly Catherine McShane of Austin, who was at one time correspondent to the *Employees Magazine*.

Ethel Mady, comptometer operator in the superintendent's office, has resigned her position and has decided to take the final step. Her marriage to Homer T. Ryan of Minneapolis will take place July 3. While we will miss her, we wish her luck and happiness in her new home. Miss Margaret Dunbar will take Ethel's place as comptometer operator.

Agent E. V. Freid of Good Thunder, is enjoying a two month's leave of absence.

We have been told that Fireman Charles Western is building a new house on Railway street. What next, Charles?

Conductor Tolbertson has a new Studebaker car. Ole forgets that he is the engineer on the new bus and has already attempted throwing up his hand and saying, "All aboard".

### Drippings From the Ice Bunkers *Spud Bar*

Seward Phiopot of Marmarth coaches the Marmarth high school baseball team. There is quite a contrast between his ability as a perishable freight inspector and that of coach. Who wouldn't have a hard time making a baseball team when there are only ten boy students at the school.

B. C. Root of Othello is also a radio fan. Ben spends all spare time with the receiver on his head and claims it's a great deal cheaper than buying newspapers, especially since Fred Brotchi owns the outfit.

Stiff collars are very much in evidence in the refrigerator department at Seattle. Wonder why, when kerosene cleans celluloid ones at a cheaper cost of operation.

Bert Brandt attended a division claim prevention meeting at Butte recently and gave all in attendance the low down on how to handle spuds.

F. M. Nave is sporting a new Panama hat. It's alright to wear them when one works around the electrification, but the steam engines are the bunk on Panamas.

### Heard Above the Air Hammer's Rat-a-Tat-Tat at Bedford Shops *Red*

Whew! O boy, but dis suttinly am hot weather.

Boiler Foreman Kramer has brought his family here, but he says it is a h--ard town to find a house for rent in.

Chester Carton, timer, who has been located at Terre Haute for some time, is back at the local shops during the dull period there.

Y'orter see Harry Kramer eat up the miles in his new Buick.

Marchie Duncan, popular young helper on the flue fire, became overheated some time ago and as a result is off duty at present, his nerve system almost a wreck.

Wot say, Terre Haute and West Clinton—time to start boosting for our third annual picnic, isn't it?

Hoosiers are great believers in education. We happen to know a car repairer who spends all his spare time with a school marm. We'll let you know when the bells ring.

Bedford shopmen are on a milk diet every day, at noon, a truck from the Bedford Milk and Butter Co. is on hand, and the driver reports between 50 and 100 regular daily customers.

Remember Queen Mary once sang:

There's Mary Beaton  
And Mary Seaton  
And Mary Carmichael  
And me.

Well, Acting General Foreman Harry Hughes might get to thinking about the other local officials and render a parody, as follows:

### Freight Claim Department

Fred Brodhagen of the revising bureau, has joined the army of benedicts and is now honeymooning with Mrs. B. at Yellowstone Park. Best wishes to the happy couple.

Edward Lindberg will be in Denver on his honeymoon next week. It came near being a honeymoon on the jury. Luck to him and Annetta, (Latta).

Julius Frey has passed a rigid physical examination and has been admitted to receive accident insurance. Julius says they make a thorough investigation and examination. One thing he has learned he must always keep his finger in the air.

John Carey has been inspecting his property in Northern Wisconsin the past few weeks. Thinking of taking a bride, John?

There must be some great attraction at Niagara Falls this year. So many of the girls have been taking the trip or are planning to visit this great place.

John Gleason's father passed away on June 9th and was buried on June the 14th. All the employes of the freight claim department extend their sympathy to Mr. Gleason and his family in their bereavement.

# J.J. Collins' Sons

ESTABLISHED 1878

## PRINTERS

PAPER RULERS  
BLANK BOOK MAKERS  
BOOK BINDERS  
ELECTROTYPERS  
WAX ENGRAVERS  
LINO TYPE COMPOSITION  
LOOSE LEAF BINDERS

MULTIGRAPH PLATES  
MADE FROM  
OUR COMPOSITION

STANDARD RAILWAY FORMS

## THE COMPLETE PLANT

1315 to 1321 W. Congress St.  
CHICAGO, ILL.

Telephone Harrison { 6140-6141  
6142-6143

## HEDSTROM-BARRY CO.

RAILROAD AND COMMERCIAL PRINTERS  
BINDERS AND STATIONERS

Manufacturers of Baggage Checks and Tags

Licensed Railroad Ticket Printers

618-620 So. Sherman St.

CHICAGO

## THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

**100 per cent. Service  
at All Times**

**Northwestern Printing Co.**

PRINTING IN ALL  
ITS BRANCHES

Merchants & Manufacturers Bank Building  
214-220 West Water Street

Telephone Grand 3518 MILWAUKEE, WIS.

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

**COKE**

For Every Purpose

Suite 1423  
McCORMICK BLDG. CHICAGO, ILL.

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

INCORPORATED FOR FUEL SERVICE

**MINING and DISTRIBUTING  
BITUMINOUS COAL**

**HYMERA-PREMIER**

Telephone Wabash 0076 743 McCormick Bldg.  
CHICAGO

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

**Twin City Terminals**  
*"Molly O"*

Miss Katherine Wright, chief clerk in signal department, leaves in a few days for a two weeks' trip to Seattle and other Pacific Coast points. A. E. A. thinks he can manage the office details for a short time, but is looking rather worried about the responsibility for that new window flower box.

Elizabeth O'Brien of telephone department, says she is going to spend her vacation in some quiet nook where no phones have been installed.

Nearly all the boys of engineering department are busy making radio outfits in their spare time, and are staying home evenings in order to listen in on the nightly concerts from the Twin City broadcasting stations.

Howard McLaughlin of the claim department was married June 6 to Miss Margaret Sullivan of Minneapolis. We all join in wishing them happiness. Mr. McLaughlin has taken his bride for a honeymoon to the Pacific Coast. The members of the Windom A. C. Club were at the station to give them a proper send-off of rice, jazz, etc.

R. F. Alterton leaves Monday for a brief trip to the Pacific Coast.

Irene Hughes says her new sedan is much easier to ride in than the touring car of which some one so unkindly relieved her a short time ago. Not having tried the sedan we really can't say.

But when we see S. J. F. coming down the street in that roadster of his we just abandon all our right to the right of way and it is "safety first" for us.

F. J. Ober, chief clerk in general passenger department, St. Paul, went to Glenwood for some fishing Saturday.

Our passenger station at Minneapolis has presented rather a gala appearance the past week, being brightened by the brilliant-hued caps of the Shriners en route to San Francisco.

**Rail Rumbblings From St. Paul**  
*"Allen"*

Q. S. T. from St. Paul.

The railway clerks of St. Paul enjoyed themselves on board the steamboat Washington the other Sunday.

J. W. Dehmer is enroute with a caravan winding its way across the hot sands of the deserts of the west to attend the Shriners' convention at San Francisco.

Messrs. Feit, Boettcher and Kulischek wasted a whole Sunday fishing at Perham.

Miss Nyberg reports that the examinations are over at the university. It is further reported that some of the students over there received some very high marks before departing for their homes in other cities.

We would suggest they take Harold along next time as a pilot.

Harold does not like to hear such of his own home town.

Miss Borndale will no doubt soon be sought for by one of the leading grand opera companies. She lately sang a solo at one of St. Paul's leading radio broadcasting stations and also sang several solos in La Crosse, Wisconsin, recently.

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

### Kicks From the White Mule Ban

Operator Parks, Beverly, recently finished his little bungalow just opposite the Columbia River; and they say he has his fish hooks hanging out of the rear window at all times, catching 'em for breakfast, dinner and supper. Better place your bait at the front door, Parks—you may be able to catch a cook.

Agent Beaman, Thorp, is laying off for about six weeks, visiting folks back east.

Mrs. Olmstead, Boylston, is on the sick list, but improving, and expects to be at work soon. She is being relieved by Mrs. Carroll.

It is reported that Conductor Frank Broadman laid off recently to help Maw wash. How 'bout it, Frank?

Conductor Ed Johnson made a trip to Everett, Washington, and while there endeavored, we are advised, to locate the underground tunnel which is supposed to exist between Everett and Vancouver, B. C.—with hopes of getting a glimpse of the Elixir of Life alleged to flow through same.

Conductor Bill Collinge, somebody said, purchased a new weight reducer. It worked fine; that is, it reduced his wings and pins, but it seems that the manufacturer failed to include the most important part of this machine which Bill calls the rib reducer. The failure of this said rib reducer to come has caused Bill a great deal of mental anguish. You can't beat Bill, so to get even, he is shooting in overtime and run around slips to the manufacturer.

A. C. Pierson and T. H. Banfield are going to run a race with their new Chevys soon. Don't fail to place your money on the winner!

Chief Substation Operator Cook has completed his garage for the Buick he drives so recklessly around town. Ask him where he was going with the can of gas a few days ago. They won't run without gas, Jim!

Conductor Frank Liegeois married the sweetest little girlie in the world one bright May morning, and slipped off on No. 17 before his many friends could knock his block off with old shoes. Why is it that young married folks want to be alone? We wish you happiness, Frank.

Fireman L. A. Snider got an opportunity recently to work off a little surplus flesh by heaving coal into an engine. (This is nothing like firing an electric locomotive!) Hope he's not so "sore" about it that he raises the price of groceries!

Who's got the prettiest baby in South Cle Elum? (This ought to stir up some excitement!)

Sure signs of summer: Mrs. Field Noble (wife of Engineer Noble) out in the yard, polishing up the Mitchell; Mrs. Fred Haskins (wife of Boardman Haskins) in a suit of coveralls, dusting the top of the Dodge; Brakeman N. A. Reams talking about how his Maxwell will climb the hills to Fish Lake; and Poet Moore strolling around with his shirt open at the neck, a pair of Indian moccasins on his feet and no hat on his head!

As often as Jack Haselbauer, conductor, climbs the Blume hill, he'll start loosing flesh soon. Why not take Conductor Collinge along, Jack?

Fireman Louis Avena brought his wife and beautiful heir to their home in Cle Elum. Welcome to the most beautiful spot on earth, Louis! Section Foreman Lang's Panama is a jinx—as sure as he puts it on one day, it either rains or we have cold weather the next!

Fireman Van Deurseu has blossomed out with a nice Nash sport model, wire wheels 'n everything.

The friends of those unfortunate ones who lost their homes in the Cedar Falls fire have no doubt been informed of all the details. Those not residing in a timber country have no adequate conception of the terrible menace of a raging forest fire. To give you an idea, however, of this particular conflagration, will say that Cle Elum is around 60 miles from Cedar Falls, and the smoke was so dense here from the fire that it completely hid the sky from view. Work extra (Conductor Johnson and crew), I am informed, arrived on the scene just in time to prevent the spread of the fire farther east.

*We are Miners and Shippers of Highest Grade Steam and Domestic Coals from Illinois and Indiana.*

*We specialize in Fourth and Fifth Vein Indiana and Franklin County, Carterville and Harrisburg, Illinois.*

**WRITE FOR PRICES**

**BINKLEY COAL COMPANY**

**11 So. LaSalle Street Chicago, Illinois**

John Shirkie, President West Clinton Coal Co.  
Steward Shirkie, Interstate Coal Co. of Ind.  
Treasurer and Manager Busram Creek Coal Co.  
Henry Adamson, Secretary Mines

**WEST CLINTON COAL COMPANY**

FOURTH COAL SEVENTH  
FIFTH VEIN

**624 McCormick Building  
Chicago**

Phone Wabash 4705 Home Office: Terre Haute, Ind.

**ILLINOIS — INDIANA  
COALS**

*We are shippers of genuine Franklin County Coal, prepared in all sizes; also Clinton, Ind., Fourth and Fifth Vein, Sullivan County Fifth and Sixth Vein and Green County Fourth Vein Coals—specialty prepared for steam and domestic trade*

**WRITE FOR PRICES**

**ROSENGRANT COAL CO.**

**McCormick Bldg. Chicago, Illinois**

**HARRY**

**SAYS**

**“ADVERTISE**

**IN THE**

**MILWAUKEE!”**

**Galewood Shops**  
*Ask me. Ask me.*

We are wondering what Buck did with his \$46.66, and also Paul S. with his \$250.00. Deep mysteries.

One honest man in Galewood shops found a sum of money and advertised it, returning same to owner.

Pipefitter W. J. Eublitz took onto himself one of the fair sex. Bill is now saving his money to buy a farm.

This is not much from Galewood, but just enough to show that there is a wee speck of life left here.



Members of the family of Herman Boeck, derrick engineer, Chicago terminals, together with some of the boys from Milwaukee shops, including Albert Ott of the coach department, Milwaukee, staged a surprise celebration on Mr. and Mrs. Herman Boeck on their silver anniversary, May 27, at Chicago.

Hermann Boeck is a veteran employe of the Milwaukee Road, having been derrick engineer at Chicago terminals for many years past.

The boys are now getting ready for the golden and diamond anniversaries, and from all appearances Hermann and his family will be well able to use the silver percolator set, which was presented to them at the celebration on their golden wedding anniversary, and at the diamond anniversary the boys will have to come across with the diamonds.

**Items From The Kansas City Terminals:-**

*L. E.*

Several improvements have been made around the Coburg offices this spring—flower beds have been planted and the flowers are now beginning to bloom.

Assistant Yardmaster Harris and wife have returned from an enjoyable trip to Portage, La Crosse, Milwaukee and Chicago. They report however, that the weather up there is warmer than in Kansas City.

The girls of the local office motored to Swope Park one evening recently and after preparing and eating a regular camp meal, spent a very pleasant evening dancing.

Roy Paxton, special officer, and J. Smart, yard clerk, attended the races at Indianapolis, May 30th.

J. P. Stewart, general yardmaster, attended the yardmaster's convention the first week in June.

H. J. Vail, chief clerk to the agent at Liberty St., left Saturday June 10 with his family for the Grand Canyon, Ariz. Mr. Vail's health has been very poor this last year and the doctor has ordered him to get away from the office for several weeks. All his friends hope for his speedy recovery and trust the rest will make him O. K. again.

Katie Barry is on a vacation trip to Washington, D. C. Wonder if she can come back from Chicago all by herself? She ought to know the way since Alex showed her.

Preparations are being made for the grain business which usually starts in this territory the early part of July. The section force has

been increased and the tracks and yards are being put in fine condition. Storage room for cars is being made at Northern, Suburban Junction and in Coburg yard. Let the grain come.

Passenger business during the past month has been on the increase apparently, judging from the special cars going and coming through the terminals.

Gene Reed of the car department is enjoying a short vacation in California, going out to bring back his wife and daughter who had been there for some time.

On June 10th the Milwaukee elevator closed down for annual repairs, these repairs being made by Mr. TeBrake and his men from Milwaukee and a force of carpenters.

Lady to Conductor on Train: 'I just lost my wig out of the window.'

Conductor: 'Never mind. We pass a switch before we reach the next station.'

A new sign—a Milwaukee trademark, has been painted at the south end of the roundhouse.

C. N. Wright, chief claim clerk, and family leave soon for a vacation to his former haunts around Pittsburgh, Pa., to look over the old places and meet his friends and relatives.

Katherine Hammann from the cashier's department, has purchased a Ford coupe. Say don't she look grand?

During May 1922, 1664 cars of oil were received in Kansas City as compared with 1334 during May 1921. This looks mighty good.

The girls at the local office have rented a cottage at Winwood Beach again this year. Won't we have fun?

The correspondent wishes to thank those who have helped her collect items for our "column". Please come again, even if there isn't room in this month's Magazine for all of them, there may be more room next month.

**Sioux City and Dakota Division**  
*H. B. Olsen*

The principal business of a railroad is to transport freight.

Of all freight handled, 95 percent is in car load lots. Every under-load represents a waste of carrying capacity and a loss to the carrier who handles the car. Endeavor to get every shipper who loads a car to make it a MAXIMUM LOAD.

C. G. Vollmer, of the B. & B. dept. has gone to Excelsior Springs Mo. for a stay of several weeks with the hopes of benefitting his health.

On May 25th. officials of seven divisions met in Sioux City considering plans for further limitations of claims. A reduction of 20 per cent in the prevention of claims has been in evidence and brought about by the various divisions holding "Claim Prevention" meetings each month which have proved their worth and bring employes in touch with various means of "saving claims."

Leonard Mstrom, Sioux Falls freight, has been promoted to the position of freight house foreman, vice Elmer Hall who resigned the position to accept the assistant foreman's job.

On June 9th, Dispatcher Harry L. Hoskin and wife, Conductor W. A. Jenkins, Lyle W. King and wife, C. C. to Master Mechanic, Frank Hyack and wife, express messenger and Engineer A. B. Main, left Sioux City on the Abu-Bekr Special enroute to San Francisco where the annual gathering of the Shrine will be in session for two weeks. Dispatcher Hoskin took his 57 piece band with them, he being organizer and manager of this band who have come to the front in musical circles and considered the best in the state of Iowa.

By the looks of the diamond rings in the superintendent's office they may have to get some new clerks for there is strong evidence they will follow the role of Elsie.

Dispatcher C. L. Jacobs can now be seen motoring in a fine new Nash car.

The Sioux City Booster Special, Egan to Sioux City on the last lap of their trip was in charge of Conductor "Billy" Rands and Trainmaster W. F. Ingraham who saw to the comforts of those aboard.

Thayer Mullan, F. C. M. clerk and Clyde Dowling, assistant time keeper, made a trip to Lake Madison on Memorial Day where they got their quota of fish—so they say.



**THIS 14-YEAR-OLD SCHOOL GIRL WON A TOURING CAR. NOW WE WILL GIVE AWAY A FINE NEW SEDAN.**

# Don't Buy an Auto

**SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN**

I have already given away many Autos. Now I shall give a new Sedan to a person who answers my advertisement. You may be the one to own the auto. Costs nothing. Not one cent of your money is required, now or later. No matter where you are, this opportunity is open to all except residents of Chicago. Old or young—all have an equal chance. Send me your name and address today.

The First Grand Prize is a completely equipped, latest model Ford Sedan, with sliding plate glass windows, starter, electric lights, demountable rims. The Sedan is sent freight and war-tax paid direct to the railroad station of the winner. All ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

### What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares in the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. It may win the Sedan for you.

20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

### Solve Puzzle—Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You can win the Sedan, and share in hundreds of dollars in cash.

## Write Me Today—Quick—Now

If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you will have thousands of votes to your credit and a fine chance to win. Send the coupon today.

**FORD WILLSON, Auto Club Manager, Dept. 3383  
141 W. Ohio St., Chicago, Illinois**

The four words are.....  
My name and address are below. I want to win the new Ford Automobile.  
(WRITE PLAINLY)

Name .....

Address .....

H. H. HEWITT  
President

W. H. CROFT  
First Vice-President

# MAGNUS COMPANY

Incorporated

Journal Bearings

and

Brass Engine Castings

New York

Chicago

## GUILFORD S. WOOD

Mechanical Rubber Goods  
Inlaid Linoleum Upholsterers' Leather  
Rolled Steel Tie Plates for  
Domestic Use

**WOOD'S**

Flexible Nipple End Air Brake Hose Protector  
Great Northern Building  
CHICAGO

Advertise in the "Milwaukee"

Roundhouse Foreman P. Forsburg, Sioux Falls, will leave next week for the Pacific Northwest and get a whiff of the ocean breezes.

Dispatcher E. H. Platte now comes out in his new Ford coupe, no more waiting for street cars at the midnight hour for him.

Agent B. C. Hershberger, wife and daughter Dorothy, Charter Oak, have gone east for a month's recreation, visiting at various points in the state of Maryland and Illinois. Mr. Hershberger, relieved by second Operator C. D. Bristol, while former Agent G. W. Masenholder will work second trick.

Lars Linsey and gang of the B. & B. have just completed improvements to stock yards at Charter Oak and other minor repairs to station which have been badly needed for some time.

Copious showers well distributed over the entire division have revived growing crops and if conditions of the present prevail Agent Beck at Geddes says it will take every box car on the system to move the Platte line crops this fall.

Bass fishing at Lake Andes is reported the best in years, in fact Jack Branch got his limit within a short time at the opening of the season.

Agent G. J. Feauto at Burbank, reports the telegraph lines have been fully repaired to his station now which were recently destroyed by a May storm.

Signal Department "Wig Wags" Lines West

F. F. Seeburger

"Timely Topic"

The man in the field knows,

The man in the office knows,

And 'tis said two noses are better than one

So we need for a motto

"Let's all pull together".

This timely topic came from a field man without further comment except a question as to why so many Blue Print Standards and such a few that will fit the job. Quite often this is true so it is up to the man in the field to show where the print is wrong, missing, or where it could be improved.

E. J. Bates got the Tacoma laboratory foreman's place while H. C. Wade is off on leave. Your correspondent put in a week showing him over the job and another week with General Inspector Tyler working on instrument specifications. Miss Hendricks says we should have special mention since neither envy, discord or argument filled the air during this time which is a record never before equalled.

R. A. Long has acquired a new Dodge and got the paint scratched off the rear end by shifting into reverse instead of high that mixed his car with the one behind him.

C. M. Sweeney was off a few days going to Yakima to drive his Dodge back to Deer Lodge.

S. Stanley is maintaining at Warden in Bates' place with Geo. Haugan as an assistant.

F. A. Showalter and wife are some place in the east on a vacation. Fred Anderson is relief maintainer at Lind with Robert Koch as assistant.

L. W. Smith was called to his old home account of the serious illness of his father who is still quite low.

Earl Wells, assistant at Lenny, was off several weeks looking for a ranch but evidently didn't find it as he is back on the job.

Lon Leach, who has been the lineman in the crew the last half dozen years, transferred to

AMERICAN CAR AND FOUNDRY COMPANY

the trolley gang. Lon says he was getting tired of this open gas car business and now gets to ride inside. The veteran Bill Hammond couldn't resist getting sneared up with P & B now that the nice weather is on, so came back to O'Dores' crew, but he is still working on "The Old Signalman's Home".

Dick Griffith went back to O'Dores' crew being relieved as assistant at Butte by W. M. Sleeman. Later Griffith was called home to Mack, Colorado account of his mother's illness.

Ted McPherson is on temporarily at Missoula until Charles gets back on the job. Scott McGough is relieving Ted at Piedmont with Walter Warn as assistant.

Harry Stage is off on a vacation being relieved at Superior by Bert Olsen and Morris Ives as assistant.

O'Dores crew is working over the Bitter Roots between Hangan and Avery, separating the signal and telegraph cables and general overhauling of the staff machines.

Authority has been obtained for two crossing alarms west of Morel and will be installed as soon as the material is received.

#### Des Moines Division "Frenchy"

A meeting of chief clerks and timekeepers of the Southern district was held in the superintendent's office at Des Moines Friday, June 9. A large number of representatives from various divisions in the district were present at this meeting.

The Shrine Special consisting of fourteen cars left Des Moines Wednesday evening, June 7, en route to the Conclave at San Francisco. The engine was equipped with the famous siren which did duty on the Shrine train last year, also a radio outfit. Concerts will be given en route which can be enjoyed by residents for miles along the railroad.

Mr. and Mrs. R. P. Edson expect to spend a part of Mr. Edson's vacation visiting their daughter at Mason City.

Dispatcher M. C. Corbett will spend his vacation visiting in Minneapolis and other points in northern Minnesota.

Side Table Operator J. A. Pope was married Saturday, June 3, at Marcus, Iowa, to Miss Anna Maude Barr of Marcus. They are now living at 16th and College Ave., Des Moines. Employees of the superintendent's and chief dispatcher's offices were the happy recipients of cigars and candy in celebration of the event. We extend congratulations.

Brakeman Kenneth Hamilton will be married about the middle of June. Mr. and Mrs. W. L. Finnicum entertained at dinner for Mr. Hamilton and his bride-to-be recently.

Train Baggage man Harry Berman and wife left Saturday June 3 for Philadelphia via Niagara Falls, to visit Mr. Berman's people.

Mrs. B. F. Weems, wife of Section Foreman Weems of Jefferson, is in a Des Moines hospital pending an operation for goiter. Her many friends are hoping that she may be very much benefitted by the operation.

We are sorry to announce the death of Agent S. E. Carter of Lavinia which occurred Friday, June 2. We wish to extend our sympathy to Mrs. Carter. It seems as if she is having more than her share of trouble, having lost a daughter very recently and now the husband.

W. J. Dargan, switchman at Chicago terminals, was married June 3 to Miss Lucile Beatrice Aeganbright of Panora, Iowa. The office force of the superintendent's office were favored with cigars and candy from the happy bridegroom. Congratulations, Bill.

Conductors W. L. Finnicum and Andrew O'Laughlin accompanied the Shrine Special as far as Omaha. They certainly looked "spiffy" in their Shriners' uniform.

We hear that Agent Kirtley of Sac City has purchased a new Ford sedan, and has become so enthused over it that if any one wants to see him, one has to make a date with him a couple of days in advance.

Conductor Geo. Moore sold out his gas station in California and has come back to the Des Moines division to peddle gas.

If Paul Black would be as good selling insurance as he is in selling tickets on an American Legion automobile, he simply missed his calling in working for the C. M. & St. P.

## What is Calcium Carbide?

Calcium Carbide is a product of the electric arc furnace. Limestone (calcium) is mixed with coke (carbon) in the proportion of about 60% limestone and 40% coke. When this mixture is fused or melted, the molten mass is tapped out of the furnace and allowed to cool, then crushed and assorted to standard commercial sizes and packed into air-tight containers.

Calcium Carbide has the appearance of crushed stone, varying in color from earthy gray to black. It is hard and brittle and non-inflammable. In the presence of water, the carbide decomposes, yielding acetylene gas, and lime,

Compressed Acetylene will be described in the next issue.

Will you help speed up the return of empty acetylene cylinders? Thanks.

## Gas Tank Recharging Co.

HOME OFFICE - - MILWAUKEE, WIS.

"Makers of Quality Acetylene"

# FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

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

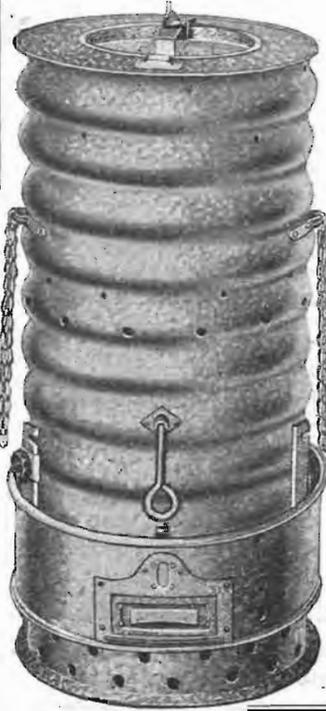
Let us furnish an estimate before you place your next order for castings.

## The Falk Corporation

Milwaukee :: Wisconsin

**KLAUER - BAXTER**

**CHARCOAL  
CAR  
HEATER**



For Protection of Perishable Freight in Refrigerator Cars

Among the railway lines that have adopted The Klawer-Baxter Heating System as their standard are the following:

- Union Pacific Ry., Pacific Fruit Express, Illinois Central, Canadian Pacific, Chicago Milwaukee & St. Paul Ry., Santa Fe Ry., Chicago, St. Paul, Minneapolis and Omaha, Chicago Great Western, Grand Trunk Ry., Canadian Northern, Frisco Lines, Missouri Pacific, M. K. & T. Ry., Nickel Plate.

**KLAUER MFG. CO.**

Dubuque, Ia.

It did not take Joe Pope long to find a wife after he went to Des Moines. Wonder if it would do any good for Martin and "Bones" Owen to go to Des Moines.

Train Baggage man Harry Berman is taking a vacation and visiting his old home and points in the east. Don't get a stiff neck, Harry, looking at the skyscrapers in New York.

Train Baggage man Charles Tucker is also spending a vacation at his home in Spirit Lake. He ought to be able to tell some good fish stories when he returns.

We had the pleasure of seeing Baggage man Bates on the north end a trip or two. He sure is there even though he may not be a Caruso like Berman.

We are sorry to report that Orville Owen's wife has been very sick of late with blood poisoning. We hope for her speedy recovery.

Oh yes, Bill Marshall has a new auto. We haven't anything interesting to report about it yet. Perhaps we will by next month.

**C. M. & G. Line**

*Thelma*

Mr. Schmitz spent a few days in Montevideo the latter part of May looking after some business.

The Board of Directors Special was over the line Wednesday, May 17.

During the month of May it was almost impossible to find Mr. Schmitz as he was buried beneath a pile of questionnaires, but he has worked his way through all right, leave it to him.

Fireman Wiles is back with the bunch again. Mr. St. Clair, general adjuster, was in Joliet recently.

We see so little of Gust around the office that we hardly know him any more. Fine work, Gust.

Conductor E. J. Bloom has laid away his lantern for the present and has taken up the saw and hammer, he is building a home for Engineer Keeler.

Mr. Cook expects to move his family to Joliet soon, as he has his new home all redecorated now.

**Northern Montana Division**

*A. B. G.*

Born to Mr. and Mrs. Geo. Baumgartner, a 5½-lb. baby boy. His name is Billy. Mr. Baumgartner is conductor on this division.

Conductor L. S. Wandell and wife have returned from their visit in the east, so Louis Southward is back on his old run again between Lewistown and Harlowton on trains Nos. 93 and 94.

Engineer E. A. Walden returned from several weeks trip to Chicago and Kansas City. Mr. Walden states that business conditions are excellent in Kansas City. The passenger trains are crowded with tourists, and the crops in South Dakota are looking fine.

Robert G. Randall, who has been employed in the Milwaukee freight house for the past two years, left for Great Falls to accept a position as freight checker. His wife will join him about July 1.

Car Inspector Joe. McCarty has returned from Billings, Mont., where he spent several days looking after business interests.

L. W. Dousman, retired traveling auditor for this road, has been the guest of his son Judge C. J. Dousman and wife, for two weeks, left for Milwaukee, Wis., where he will visit for some time.

Mr. and Mrs. R. B. Pirie, of Great Falls, spent a day in Lewistown leaving the following day for Chicago and Kansas City, where they will visit for about a month when they expect to return to Lewistown to reside. Mr. Pirie is a conductor while Mrs. Pirie was formerly Miss Sweitzer of this city.

C. A. Musson, formerly engineer of bridges and buildings at Butte and now occupying a similar position in Seattle, spent a few days visiting in Lewistown.

H. R. Wahoske, traveling freight and passenger agent of Great Falls, has been in the city looking after business matters.

Mrs. E. C. Short, who with her husband has resided here many years, has purchased the Elite Tea Rooms, over the Fad Shoe & Clothing

The  
**Western Iron Stores Co.**

Jobbers in

Machinists', Mill,  
Railroad and  
Factory Supplies  
and Tools

143-145-147 W. Water St. Milwaukee, Wis.

**Tie Plates :: Derailers**

**Highway Crossing  
Signals and  
Accessories**

**THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS**

Store. She has just completed a thorough cleaning of the place and is now prepared to serve all seeking a first class quiet place. Mr. Short is a switchman in Lewistown yard.

E. F. Goodman of Butte, chief clerk to the assistant general manager, E. H. Barrett, has been in town for a few days.

Dispatcher E. B. Cornwell has returned from Kyegate, Mont., where he spent a few days looking after his farm interest.

Mrs. Walter McDonald, wife of Conductor McDonald of Great Falls, has been a guest in this city for several days and now left to visit with friends in Three Forks, Mont.

Superintendent of Motive Power Frank Rusch and Assistant Superintendent of Motive Power J. A. Griffith of Tacoma were here and made an inspection of the mechanical department.

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

Mr. Wandberg, boiler inspector, made us a short visit on May 10. We were glad to have him with us and hope he will call again.

Engineer Ed Smith is laying off this month making some improvements on his home in Rapid City. Engineer Merry Johnson is running in his place on 103 and 104 between Murdo and Rapid City. By the way, we notice Merry has an inclination toward country barn dances wheu at this end of the run.

Mrs. Jess J. Rodgers went through Murdo on the 10th of May en route to Rapid City, returning to her home in Chamberlain a few days later. Jess expects to move his family to Rapid City as soon as his children are home from school. His son, Earl, and daughter, Mary, have been attending school in Sioux Falls and Mitchell, respectively, during the past school term.

Wilbur Mallet departed one day in May (we fail to remember the exact date) for Houston, Texas, where he went as a delegate to the B. of L. E. and E. convention, representing the local order.

Did you notice that proud fatherly look on Fireman Bill Draeger's face? Well, as a matter of explanation, that was on account of the recent arrival of his off-spring, a girl.

Art Sorensen wore about the same expression on the morning of the 13th, when he came to work. Only his was a more experienced look as this was his second child—both girls.

Chas. Salmon, machinist helper, was in Rapid City a day or two during the second week of May to look after some business matters there. Foreman A. A. Ricks was in Mason City on the 16th of May and went down to Sioux Falls the latter part of the same week to attend the Shriners' convention there.

A most regrettable accident occurred at Reliance on the 17th, resulting in the loss of a limb to Engineer Chas. Forrest. Forrest was doing some work on the head end of the engine, while switching at Reliance and he had instructed his fireman, Ed. Rutan, to watch the signals and to move when ordered to and that he would watch, too, and be in the clear. So when Fireman Rutan received the signal he rang the bell a few taps and started to move the engine, but had only moved a few feet when he heard Forrest call and he immediately set the emergency brake and went to the rescue. He found that Forrest's foot had been run over and they immediately rushed him to the sanitarium at Chamberlain on the engine. It was such a bad crush that the limb had to be removed below the knee. We were all sorry to hear of this ill luck but we are sure that Charlie will make the best of it and come out smiling, as is his wont.

Engineer D. I. Caldwell claims the championship over all fishermen on the division. He can't enjoy fishing like other fellows because he catches so many fish there isn't any sport in it.

Mrs. J. C. Fallbeck was a passenger to Mitchell on No. 4 the 17th, returning home a few days later.

Oscar Johnson received his passport one day last week and left Murdo on the 19th for New York where he will sail for his old home in Sweden.

Conductor Maynard laid off the first part of May to take his annual vacation. He expects to spend the summer in Seattle at his summer home down among the frogs and lizzards. The fish around this country are too small for Frank—he's out to catch a whale.

We ask the co-operation of every user of Airco Oxygen to keep Airco Service at high efficiency by returning cylinders at once, when empty to the Airco plant or distributing station from which they were originally shipped.



**AIR REDUCTION  
SALES COMPANY**



Manufacturer of Airco Oxygen—  
Airco Acetylene—Airco-Davis-Bour-  
nonville Welding and Cutting Appara-  
tus and Supplies—Acetylene Genera-  
tors—Specially Designed Machines for  
Automatic Welding and Cutting—  
Nitrogen, Argon and other Airco  
Atmospheric Gas Products.

*Controls the manufacture and sale of National Carbide*

HOME OFFICE: 342 Madison Ave., New York, N. Y.  
CHICAGO: District Office, 2236 South Lumber St.  
MINNEAPOLIS: District Office, 327, 25th St., S. E.  
KANSAS CITY: 21st and Baltimore Aves.  
SEATTLE: 3623 E. Marginal Way

**W. L. DECKERT CO.**

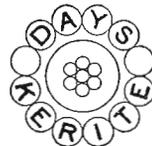
WISCONSIN DISTRIBUTORS

Alexander Bros. Leather Belting

High Grade Textile Belting

203 2nd Street - MILWAUKEE, WIS.

**KERITE**



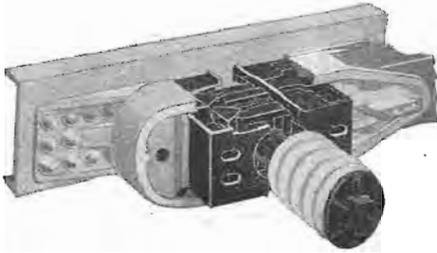
For Signal Service,  
Car Wiring, Lighting  
and Power Service

**KERITE INSULATED  
WIRE & CABLE COMPANY**

NEW YORK

CHICAGO

# CARDWELL FRICTION DRAFT GEAR



## UNION DRAFT GEAR COMPANY

CHICAGO OFFICE M'CORMICK BLDG.  
CANADIAN OFFICE TRANSPORTATION-  
BUILDING MONTREAL

# The Varnish That Lasts Longest

Made by  
Murphy Varnish Company

# Continental Bolt & Iron Works

West 43rd Street & Western Ave.

CHICAGO

Phone McKinley 1701

Machine & Carriage Bolts    Bridge Bolts  
Hot Pressed Nuts                Lag Bolts

### Dubuque Division J. J. Kellihan.

W. E. Robertson, has been appointed agent at Bernard to succeed Jno. Irwin, who disappeared on April 8th.

Conductor Kearney, has resumed work on No's 1 and 6, just having from the O. R. C. convention at Cleveland. Conductor Jimmy Cassidy, is now back on the preferred run handling packages on No. 93 and 94.

Miss Jean Cameron of the superintendent's office was married on June 10 to Joseph Secker, assistant engineer. The happy pair plan on a honeymoon trip to New York City. Here's health, wealth and happiness to this worthy young couple.

Ed. Gonsaware who has been on the Cascade Line for nearly a hundred years has taken the Preston Line Run lately vacated by Conductor Libby.

Manley Thompson, operator in the dispatchers office is working as extra dispatcher during the vacation period of the dispatchers.

Engineer Mike Brophy, is in Chicago consulting a specialist in regard to his health which has not been the best of late.

Miss Marie Clifford, trainmaster's clerk has returned from a vacation trip in Boston, where she visited her cousin, wife of an admiral in the Argentine Navy, and is now telling her friends about the wonders of south America. They grow fine prunes in that country.

Engineer "Dad" Horning, has bumped "Juicy" Gross and is now a resident of Waukon.

L. E. Webb, agent at Dubuque shops has bid in the station at Harmony, which was vacated by the death of C. M. Bacon.

Dispatcher Vic McCurdy, is taking his vacation in a new 4 cylinder Durant car, which he says can jump from bluff to bluff, and is hereafter going to drive to Marquette instead of taking No. 33.

Most anyone can be an editor. All the editor has to do is sit at a desk six days in the week and straighten out such stuff as this:

Miss Mabel Cantlon let a can-opener slip last week and cut her in the pantry.

A mischievous boy of Marquette threw a stone and cut Mr. Drumb, in the alley last Tuesday.

Dennis Hickey climbed to the roof of the house last week looking for a leak and fell striking himself on the back porch.

While Forest Dohlin was escorting Miss..... from a church social last Saturday night, a savage dog attacked them and bit Mr. Dohlin on the public square.

George Ehmer, division accountant was playing with a cat Friday when it scratched him on the veranda.

Train Master Dutton, while harnessing a young colt last Saturday had the misfortune to be kicked near the corn crib.

Conductor W. L. Wiedner, took a few days vacation which was spent most enjoyably with friends in Milwaukee.

Master Mechanic M. P. Hannon, departed for Atlantic City June 9, on a combined business and pleasure trip. We feel that he will be safe on the boardwalk as the trainmaster has sent advance notice to all the mermaids requesting that they remain beyond the three mile during Mike's stay.

### Milwaukee Shops H. W. Griggs.

The tool foreman's convention of the system met at Milwaukee Shops May 23, 24 and 25. Our Mr. C. Helms, was chairman of the meetings which were well attended. Everything rounded out well except the miserable projection light from down town. Next time boys call on our own "expert" on the plant.

The veteran's annual meeting will be held in Milwaukee Sept. 20 and 21. Hope the weather will be better than last September at Minneapolis. Whats the matter with August?

The old time rumor has it that new round house and shops are to be built in Portage Wis. This was the talk when we went to Portage 20 years ago. Most likely will be carried out this time, if not in Watertown.

The new shop ambulance built up from the Kissel car makes a good picture, lucky to say there has been but one call for it since it was

completed three weeks ago. Surgeon Dr. Frey and Nurse Miss Hüley keep things up in good order.

Our radio photo with the Western Ave. girls has gone all over the country, and the mid week illustrated section of the New York Times is the latest to make use of good subjects from these Western Avenue quarters.

It is reported that Wm. Joost, is the proud parent of an 8-½ lb. son May 25. Fine Fine.

Albert R. Smith, clerk in the shop superintendents office, is the proud grandpa of a 9 lb. boy, born to his son, Walter Smith, machinist Tuesday May, 9. This is reported as the fourth grand-child to our veteran Smith, yet he gets around about as fast as some of the younger ones.

Notice is received that the Pioneer's Club will hold their annual meeting at Spokane July 12 and 13. J. E. Brady, is the chairman, and announces that cameras will be barred from the Couer d' Alene beach. We will bet a hat that Jno. Horan will have a "vest pocket" up his sleeve ready, after the shimmy.

Report has it that Miss Ann Kavanaugh was married May 10.

The Milwaukee Road monogram angle of inclination happens to be the same as the inclination of the earth's axis, 23-½ degrees.

The passenger locomotives are running thru from Milwaukee to Minneapolis with good success.

The mechanical engineers were defeated by the M. C. B. base ball teams by a score of 18 to 17 on Friday June 9 at Mitchell Park.

The batteries were A. Mertz and A. Guschl for the engineers, and H. S. Scheibe and S. Filut for the M. C. B. E. Gisius was the umpire.

A recent news item has it that the automobiles of the country carry four times as many passengers as the railroads. If this is true, it affords opportunity for serious thought in traffic circles, and considering the people at large.

It does look like old times to see the bran new box cars stringing out. The car shops have recently put on a bunch of new men.

#### M. C. B. Gossip "Lee"

Since "Alby" left each of you a copy of her "Last Will and Testament," you know she has left us, and by the time this item is printed she will be Mrs. Arthur Snapper. I am sure the best wishes of everyone in the office goes with her, for she won the esteem and friendship of all of us, and left no ill feeling behind her. As her successor as office reporter, I will try to give you the office news.

On May 28, one of the girls either added or subtracted a year. How about it, Willie?

Norma Lutzenberger has taken a leave of absence for three months. Part of that time will be spent on a farm. Don't get too fat, Norma, clothes are still high priced. Cheer up, Walter, she will be back soon.

Eddie Krohn decided that two beads are better than one to beat the high cost of living, so on June 3 he and Elsie Gutknecht promised the usual "I do". Congratulations and best wishes, Eddie.

Bernice cut off a little hair, then she cut some more, and then the "Bobbie Club" numbered one member more.

Freddie Koehn got up early Sunday morning, May 28, about 4 o'clock to be exact, and went to Kilbourn to see the Dells, where he stayed until Tuesday afternoon with some friends from Milwaukee and Chicago. He had a very good time and brought back a batch of snap shots to prove it.

Bernice Kruse and Katherine O'Donnell went to Niagara Falls over Decoration Day and had all the fun and excitement to be had, from riding in the basket over the Rapids to missing their train. However, they must have been born under lucky stars for the conductor of the limited took pity on them and they came home in a first-class train.

Bert McNeill and his friend Herman Klatte have moved to Pewaukee Lake and from all reports are having a royal time over the week ends. Among the boys who are spending the week-ends visiting them is Steve Filut, the demon payroll estimator; Eugene Kleiner, with his childish habits, and E. Polazek of silk shirt

## We are all Employees

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

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

That is the spirit that stands back of our products.

**"Huntoon Truck Bolsters"**

**"Huntoon Brake Beams"**

**"Pilcher Trussed Truck Side Frames"**

**"Joliet Journal Boxes"**

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

**Joliet Railway Supply Co.**  
NORTHWESTERN MALLEABLE IRON CO. PROP.  
Railway Exchange Bldg CHICAGO

OILS

GREASES

O'Neil Oil & Paint Co.  
MILWAUKEE, WIS.

PAINTS

VARNISHES

Lukens  
Locomotive  
Firebox  
and Boiler  
Steel



Champion  
Structural  
and  
Boiler  
Rivets

**Detroit Cold Drawn Seamless Steel Tubes**

Rome Staybolt and Engine Iron

Black-Galvanized and Alloy Coated Sheets

Steel and Charcoal Iron Boiler Tubes

Bars, Angles, Beams and Channels

All kinds of Pressed Steel Work

**A. M. CASTLE & CO.**

CHICAGO, ILL.

SEATTLE, WASH.



**BOSS  
LOCK  
NUTS**

Easiest to Apply. Lowest  
in Cost. Best to Specify.  
Save Time, Labor and  
Bolt Threads.

Write it  
Right!  
Say  
**BOSS**  
Lock Nuts

**BOSS NUT CO.  
CHICAGO, U.S.A.**

**Union Spring &  
Manufacturing Co.**

Manufacturers of Steel Castings, Coil Springs,  
Spring Plates, Elliptic Springs, Journal Box  
Lids, Kensington Journal Box  
(ALL STEEL)

**WORKS--NEW KENSINGTON, PA.**  
**PITTSBURGH OFFICE--300 GRANITE BLDG.**

50 Church St., New York, N. Y. Mutual Bldg., Richmond, Va.  
Fisher Bldg., Chicago, Ill. Munsey Bldg., Baltimore, Md.  
Todd Building, Louisville, Ky. Crozier Bldg., Philadelphia, Pa.



**PRIME'S PLUGS**

**THE PRIME MANUFACTURING CO.**  
MILWAUKEE, WISCONSIN

**Cast Steel**

Buckeye Truck Frames, Truck Bolsters,  
Body Bolsters, Draft Yokes,  
"D" Couplers, Major Couplers,  
Coupler Repair Parts  
in Stock

**THE BUCKEYE STEEL CASTINGS CO.**  
COLUMBUS: General Office and Works  
NEW YORK: 50 Church St.  
CHICAGO: 619 Railway Exchange  
ST. PAUL: 817 Merchants Bank Bldg.  
LOUISVILLE: 1401 Starks Bldg.

and swagger stick fame, who gets into a bathing suit but never gets wet, and Monk Fuller, the cutest and most famous tobacco eater of the office. From what I hear they have a hard time getting the boys to go to meeting on Sunday morning. But worse than that they have to sleep in shifts as they have only one "piece of hay" for about six fellows. One morning they noticed a vacancy in the crowd at "reveille" and after a search they found Steve sleeping in the canoe. But after all they are having loads of enjoyment and that is what counts. Bert carries a big grip quite a bit and I wonder if he is carrying clothing or —? He seemed quite worried about it the day he left it on the train.

Harold Mittag and John Willie are our new stenographers, talking the places of Norma and Alby. and we hope they will find working with us pleasant.

**"Shop Accountant Bits"**  
*Iron*

The girls of this office participated in a little farewell party given at the office for Clare and Katherine.

E. J. Fricker was seen down town on a Saturday night escorting some fair damsel from the M. C. B. office.

Welcome to our midst, Emma and Elmer.

Al Neitzel didn't play ball for several noons, because he wanted to let his heel heal.

Talk about climbing up in the world, buying a new Hupmobile, a suit and a pair of shoes in the same week. Sometime, tell us how you do it, Bob.

Investigating the crowd around Cecil Strong's desk one morning, revealed another victim—bobbed hair. The single guys are sure tempted these days.

Ed. Horning is going to kill four birds with one stone, going to Washington to attend his sister's wedding, to New York to see his mother off for abroad, and to spend his vacation and money.

Now Milton won't get his bicycle repaired. His Uncle has a new Ford, and can't run it. His ambition realized at last, "chauffeur."

Well, Peter, you're pretty clever keeping it a secret for one year "that you're married."

We have in our midst someone who prophesied that he would live to be 200 years of age. He was very good at prophesying in the army. So good luck to you, Gus.

**Tide Flats**  
*R. E. R.*

Keen regret was felt and deep sympathy expressed by the employes here about the shops and plant, at the death of one of our employes, Louis Kunzman, who passed away on May 29 after an illness of some time. Mr. Kunzman, or Louis, as he was affectionately known about the shops, had been in the employ of the railroad for several years, coming here from the east. Being a person of amiable disposition and pleasing personality, he soon made a large circle of friends, who deeply feel his loss, and join in, in expressions of sincere sympathy to his bereaved family and relatives.

Sincere sympathy is being expressed to Mr. and Mrs. H. L. Spangler who lost their only little son on May 19. The little one had been ill for some time.

Miss Vernie Munter has returned to work after having been at home ill, with throat trouble, which has all disappeared. Vernie reports she is feeling better.

G. E. Hoople returned to work after having been at home sick. "Hoop" tells us he is feeling some better.

Among the visitors at the shops during the month of May was P. T. O'Neill of Spokane. Hope to see you more often. Come again.

J. E. Brady, president of the Pioneer Club, reports the Pioneers are going to do the celebrating in Spokane this July, and everyone is going to be pleasantly surprised with the good time in store for them.

Mr. and Mrs. George Prette spent a few days in Spokane attending the Pythian convention. They reported having a good time.

Mr. and Mrs. M. A. Seivert spent the holiday in Vancouver, B. C., visiting friends and report a wonderful time.

**East Wind**  
*Mile a Minute.*

An event of great importance took place on the 10th of June in Rockford, Illinois, when Miss Edna Hawkinson became the bride of our popular secretary, Roy Dougherty. The couple spent their honeymoon at Niagara Falls and will make their home in Chicago. Our very best wishes for their future happiness goes with them.

Frances Johnson, formerly of Mr. Whipple's office, entertained several of the old bunch from the general offices on Tuesday, June 20. Noise was the most prominent feature of the evening.

Will someone kindly donate to James V. Stafford barnum similar to that used by window washers of the Railway Exchange? Something on the 12th floor has been attracting his attention of late and he is continually hanging out the window oh! so very far. There are others in competition, but James always wins out by a neck. Giddap, Morvich.

Fred J. Stout, Mr. Taylor's chief clerk, spent a day last month at Culver, Indiana, looking over the Culver Military Academy.

The regular meeting of the Milwaukee Action Club of the auditor of expenditure's office was held in the Rose Room of the Great Northern Hotel, May 15, 1922. As this was a social meeting, the only business transacted was the election of officers for the remainder of the year, with the following results:

President, W. J. Gutfahr. Vice J. W. Severs. Vice-President, Hazel Rommeiss. Vice J. M. Nelson. Secretary, Magdalene Trnan. Vice, Erna Hoganson, Treasurer, Philip Pollack. Vice, Kal McGuire.

A very delightful program followed the business meeting. Mr. Gates of the comptroller's office rendered a few vocal selections and Miss Virginia Maher gave two interpretive dances. Dancing was enjoyed by all, the music being furnished by Joseph Bouley and his Oriental Syncopators. The fascinating strains drew many feet to the middle of the hall, and even the most timid were not backward in joining in the merry crowd.

The mechanical department boasts of a new bride this month. Miss Mildred Chinlund was married on June 2nd and is hereafter to be known as Mrs. Stewart. Our congratulations are extended.

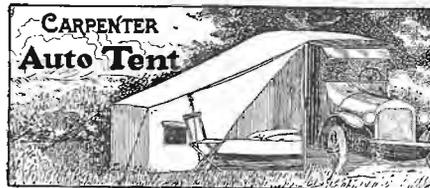
A gratifying bit was overheard on the Pioneer Limited the other evening—apparently coming from a Milwaukee booster. The gentleman in conversation with several others said there were just three things he talked about when he returned to Boston—The Chicago Theatre, Marigold Gardens and Dan Healy's dinner on the Pioneer Limited. advertising department please copy.

The engineering department girls have been making possible some fine times out of doors lately, the last picnic being given by Mrs. Lyon at Plossmoor. From the pictures we saw we feel sure their reports of a good time were justified. Arrangements have been made by Vila Graves to entertain the girls at her summer home at Long Lake June 24 and 25, but as we go to press before the party takes place, we can only anticipate the fine time they will have.

A great mystery arose in Mr. Whipple's office last month when the clock stopped and yet Dorothy Hallwachs knew the time of day. Myra, did you ever hear of a wrist watch?

The oriental freight department announces the inauguration of the "Hungry and Thirsty Five" brass band, under the expert leadership of William Allister McCormick, of Libertyville fame. J. P. Burke of Austin and points adjacent, Lester Cornish the Cragin Nightingale, and M. A. Schalkins gifted exponent of the swinet. The band boys have recently been re-enforced by the addition of Terence Kelly, South Chicago's wizard of the Irish harp, and noon-day concerts will be featured in the near future.

Of course, you all know that Miss Laube and Mr. Pelpor were married Saturday, June 3, and left for Buffalo over the Michigan Central at three o'clock Sunday, June 4. Three small young ladies of the auditor of expenditure's office (one a brunette with bobbed hair) intending to give the pair a proper send off stood for three hours in the LaSalle Street station, while the rest of



Hit the Gypsy Trail! With the Carpenter Auto Tent you are independent of hotels. Easily set up and taken down. Very reasonable prices.

Send for Descriptive Circular

**GEO. B. CARPENTER & CO.**  
440 NO. WELLS ST. CHICAGO

## FLANNERY SPECIALTIES

F. B. C. Flexible Welded Staybolts  
Tate Flexible Threaded Staybolts

Realock Nuts  
Forged Crown Stays  
"Realock" Grease Cups

x

Write for bulletins

## FLANNERY BOLT COMPANY

Vanadium Building :: PITTSBURGH, PENNA.

Scientific Water Treatment



**Dearborn**

REG. U.S. PAT. OFFICE

Successfully Controls Foaming,  
Scale Formation, and Corrosion

DEARBORN CHEMICAL COMPANY  
337 So. Michigan Ave., Chicago

"Dearborn Does It"

## GLOBE SEAMLESS STEEL TUBES CO.

COLD DRAWN SEAMLESS STEEL  
BOILER TUBES AND SAFE ENDS  
ARCH PIPES  
SUPERHEATER TUBING  
STEEL BUSHINGS

**MILLS—Milwaukee, Wis.**

**T  
H  
E  
M  
E  
C  
H  
A  
N  
I  
C  
''  
S  
T  
O  
R  
E  
S**

# Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South  
of Grand Ave.

Milwaukee, Wis.

**W  
H  
O  
L  
E  
S  
A  
L  
E**

**R  
E  
T  
A  
I  
L**

**C  
o.**

Phone Grand 1246

## RUBBER GOODS FOR RAILROADS



NEW YORK BELTING & PACKING CO.

New York

Chicago

## POLARIZED MERCURY BOILER CHEMICALS

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

### B-A Anti-Foaming Chemicals

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

**The Bird-Archer Co.**

122 South Michigan Ave.

CHICAGO

the party were at the proper location, viz. 12th St. Station.

Margaret Schroeder dropped in to pay us a visit one day last month. She is looking fine with her bobbed hair and says Eimer is having to put up with bachelor life until she returns. If you want a good laugh, have Blanche Keller tell you about the mouse and the manfearing scissors.

Mr. Jamieson of the engineering department spent two weeks in the East accompanied by Mrs. Jamieson. They report having had a splendid time.

Our congenial Miss Umbright in the payroll bureau is now flashing a solitaire on her left hand. This is a wonderful asset to this bureau since the light is so poor over there. Please note all the clerks are now wearing green eye shades.

Mr. Perlick in Mr. Penfield's office is now driving a new Oakland car. How many miles do you get out of a gallon, B. P.?

As is usual this time of year, Mr. Saida is preparing garden and as it has always been his practice in the past we presume he will follow the same precedent this year; that is, the distribution of very fine garden vegetables to the office force.

Arne Rouelstad is the new F. T. R. clerk in Mr. Whipple's office.

The auditor of expenditure's office wishes to announce that the efforts of Mr. Whitney to keep the dates straight by every day tearing the pages off the various daily calendars are appreciated.

Fred Lippert of the general freight department emphasizes the arrival of spring by the Von Hindenburg haircut which he purchases annually immediately after house cleaning has been completed.

Miss Winters spent a very pleasant two weeks vacationing in Great Falls, Mont., on a ranch. She was greatly missed by everyone, especially Florence Walsh.

LaVerne Mechler, "Speed" the office boy in the engineering department Powers building, is planning a two week's tour through Yellowstone Park and is anticipating a glorious time.

Mr. and Mrs. George Harder are sojourning in the East and we expect them to report the usual good-time derived from a trip of that kind.

Jim DeNike of the mechanical department spent his vacation in Canada visiting relatives. Billy Ahern has promised to report any unusual proceedings about the trip that he hears.

### Trans Missouri Gossip

M. F. H.

Roderick Weir left first of June for Milwaukee where he will attend the boilermaker's convention. He was accompanied by his small son James.

Miss Lucille Maricle of Mr. Nicholson's office, stopped off at Mobridge for a day's visit on her way back to Seattle. She has spent her three month's vacation at her home at Sioux Falls.

Mrs. J. S. Griffith and Vanorman accompanied Mr. Griffith back to Tacoma to make their future home. Mobridge hates to lose this family but wishes them all kinds of good luck in their new surroundings.

Zella Harris, round house clerk, is spending Dora Anderson had the misfortune to injure the fingers of her left hand while running a mangle. While her fingers were not broken they were injured in such a way that she will be unable to use her hand for some time.

Thornton Ainsley of Perry, Iowa visited at the N. H. Fuller home recently.

It is reported that O. E. Bradford likes pickles so well he even carries them in his traveling bag.

G. E. Miner, who has been away for a couple of months, will return soon with his wife and new baby.

Henry Ford, in appreciation of W. P. Moran's patronage, expressed his gratitude by sending Mr. Moran a brand new tire. "Bill" seemingly did not seem to think much of it and passed it on to John Price, who proudly displayed it one noon to an admiring throng on Main Street.

Mr. McFarlane has returned from Shakopee, Minn. where he has taken Mrs. McFarlane to the sanitarium in hopes that she will secure relief from her rheumatism.

Do not think that Tommy Miller is using some new kind of rouge for his face and arms. You know he goes fishing every day now to use his new "Twin" Ford.

H. E. Goodness and family expect to spend their summer's vacation at Spokane.

Asa Berfield of Spokane was in Moberge recently and reports a fine baby girl at his home. Congratulations but I don't believe anyone saw the cigars.

We wonder what the fascination is at LaPlant for all the division officers view with each other for the privilege of accompanying stock shipments on the South line.

F. J. Campbell has been appointed agent at LaPlant relieving T. A. Dodge.

Thirteen trains of stock were received on this division from Southern points billed to South line, during month of May.

A considerable number of changes have been made in the division offices at Moberge during the past month. The master mechanics office has been moved from the old location to a position near the freight house, has been remodeled and made into a freight office for Agent Lewis and his force. Old freight office in the depot has been partitioned off and made into offices for the master mechanic and roadmaster. Yardmaster Caldwell and his clerks have been moved into the former roadmaster's office at the lower end of the depot yard. The depot and offices have been all painted and calsonimed and certainly present a much better appearance.

**I. & D. Division**

H. S. F.

Agent H. Miller and family of Postville are taking a three months' trip through the South.

Agent P. A. McNeft and family of Monona are taking an extended trip through the West.

Dispatcher C. B. Higgins was flirting with the angels recently looking Mason City and the surrounding country over from the deck of an airship. Big has been up in the air ever since.

Agent Barney Finnegan of Bassett, had a stroke of bad luck recently. He purchased 150 blooded chicks and almost the first night he had them his chicken house caught fire from the brooder, destroying the house and the new chicks.

Agent John Corbett and wife of Rudd, attended the wedding of his sister at Springfield, Illinois, recently.

Passenger Conductor M. M. Burns of the west end has been off duty attending the wedding of his son, Warren Burns. He was relieved by Conductor W. J. McGuire of the east division.

Joe Fiala, machinist at Mason City, has returned after a year's leave of absence after completing a course of mechanical engineering at the State University at Iowa City.

William Kelly, son of Superintendent D. W. Kelly, is back from college. Bill is working at the roundhouse during his vacation.

G. P. Hodges, division master mechanic, and daughters, Neldria and Hazel, have gone on a two weeks' vacation to New York and other points in the East.

Miss Ruby Potter, chief clerk in the master mechanic's office, attended a meeting at Milwaukee. The chief clerks from all division master mechanics' offices were present. Ruby reports having had a regular time.

Stella Gleunon and Lillian Ong, both of the master mechanic's office, spent the week-end in Chicago, rubbernecking.

H. Crow and Henry Smith have both moved into Gasolene Alley, Mr. Crow having purchased a new Ford sedan and Mr. Smith a Dodge.

Charles Engberg, extra gang foreman at Mason City, is seriously ill, and has been taken to one of the local hospitals.

The earnings for the month of May show a large increase over the same month last year for the entire division. Mason City reports having done the largest amount of business during the month of May, 1922, than any other month in its history. Who can beat it?

Miss Ruth Scott, of the superintendent's office, has returned to work, after having been confined to her home for the past three months due to slipping on a sidewalk and fracturing her limb. Ruth says, "I'll watch my step now for life."

**REALITE IS A REAL PENCIL**

**LIGHT DURABLE PRACTICAL SERVICEABLE**



The busy man's pencil. Always sharp, always ready, at a price within the reach of all.

REALITES are not made of wood, metal or rubber, but of Redmonal. Redmonal is a composition light as wood, and almost indestructible. Will not chip, crack, warp or discolor. The tips are finished in Silvonite or Gold.

	Without Clip	With Clip
Silvonite	\$ .50	\$ .65
Gold Filled	1.00	1.25

**REALITE LEADS**

are put in the most modern container as yet devised, it consists of a tube with 12 leads, each end closed up with an eraser.

Graphite Leads per cartridge	- 15c
Indelible " " "	- 30c

**REAL PRODUCTS CO.**

DISTRIBUTORS

121 Railway Exchange. Kansas City, Mo.

**Burdett Oxygen & Hydrogen Co.**  
309 St. Johns Court—Phone Monroe 4486  
Chicago, Ill.

Producers of pure oxygen and hydrogen.

Oxygen-hydrogen and oxygen-acetylene welding and cutting apparatus.

Welding rods, fluxes, regulators and goggles. Complete stock carried for immediate shipment.

**Pantasote**

Trade Mark

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

**THE PANTASOTE CO.**

11 Broadway  
NEW YORK

793 Monadnock Bldg.  
SAN FRANCISCO

## Milwaukee Terminals

## Reclay.

Now that the advertising convention is over and we have all buckled down again, the only thing to worry about is July 1st.

Fred Opperman, better known around the depot as "Patty," night ticket agent, has gone and done it. The young lady is Miss Felsing of Germantown. Congratulations, Fred. No more daily trips to Germantown for "Patty" and the little old Lizzie.

We should go up the river and watch Fred do some of his fancy diving. Understand Annette Kellerman is his only rival.

General Yardmaster Breckenridge is piloting the Shriners' special to San Francisco. We know he is having a good time, although we do not know whether he is traveling in the baggage (?) car or in the observation car.

Perishable Inspector Marohn sprained his ankle while skating at the icing platform, air line. Better practice at the Castle Gardens, Bill.

Tralmaster Elder is all smiles again. Mr. Elder returned from a three weeks' visit in Savanna.

Goodness, how we do lose our operators at Muskego. Now Elinoor has left and Myrtle Pershing is taking her place. We know you will like it, Myrtle, but watch out for Bob.

The "Butcher's Dog" is now taking on weight since the bowling season is over.

Callers Mebus and Crowley are leaving for a trip to Red Wing and Minneapolis.

John F. Casey has been on the sick list and will not return for a couple of months. Harry up, John, and get better and back on the job. We need you.

Edna Miller is on her vacation. Some say they saw Edna's and Ralph's name in the Waukegan news. How about it, Edna.

We wish to extend our sympathy to the family of Michael Keiser, who passed away a few weeks ago.

Section Foreman Lawrence of the C. & N. W., found a broken rail in the Menominee Belt district and flagged the transfer, thus avoiding a probable derailment.

Did you notice those big balloons during the time the balloon races were in town. Well, one of those big ones dropped the nicest little baby girl into Ed Foster's home. Congratulations, Ed.

Henry, Henry, when will you get your bearings. We enjoyed the ad convention immensely, but I am afraid if you go to Juneau Park very often you will have to buy smoked glasses.

Agnes, are all the new dresses for a reason? Perhaps Bessemer, eh?

We notice our chief carpenter has a new method of reducing. Better get your screens the right size, in the future, Henry.

## P. du C. &amp; M. P. Division Notes

## Glads.

Where you all goin' on yo'h vacation this year? Mr. Jas. Coleman, Madison freight office, is planning a wonderful trip to Niagara Falls, down the Hudson river to Boston, down the St. Lawrence river to the Thousand Islands and back home.

F. A. Maxwell, chief dispatcher, and family, have left on their vacation trip to Chicago and other points. F. A. M. says he will play some golf while at Chicago, and we hear he is quite efficient at the game.

Mrs. Blethen tells us she is going to spend her summer vacation with her husband at Madison.

The great cry for those that don't go vacationing is "fishing." The men will get up at 4 and 5 o'clock mornings to go fishing and come back with nothing and say it's great sport.

Stanley McGrath, car clerk at Madison, went on a fishing trip recently and tells a wonderful story of the length and weight of the fish that he caught. Stan's arms were hardly long enough to describe it, but truthfully speaking, most of the boys thought it was a dog fish.

Fish stories are always good. Mike O'Neil, switchman at Madison, went fishing and a stroke hit his pole and Mike fought for an hour with the catch. It finally was landed and every word is true. His hook brought up the bowling ball he threw in third lake late this spring. Mike threw it in the lake when he bowled 98 and 95 with it.

The force in the Madison freight office are very careful when they use the word "boy." Charles Higgins has just reached his twenty-first birthday and is very indignant when addressed other than "Mr." He is assistant cashier at Madison and really looks quite grown up.

Bill Fagg, agent at Madison, spent last Sunday in a strawberry patch. He had a hard time keeping from walking on his hands Monday, and complained that his legs were entirely too long.

We had a claim prevention meeting on the Mineral Point division not so long ago which was held at Brodhead. All division officials and a large number of employes from Janesville to the Point were present. Mr. Regan, agent at Brodhead, entertained the crowd with a sumptuous repast.

The new bridge over the Wisconsin River at Sauk City is nearly completed. F. W. Spratler, agent there, has been very busy getting in a large amount of steel shipments and also sand and gravel for the concrete highway approaching the bridge.

A. S. Wright, engineer on Mineral Point division showed unusual spirit in his untiring efforts to recover the body of Warren Curtis, Janesville boy and son of a Northwestern Railroad man, who was drowned in Rock River last month. For many days Mr. Wright and his helpers dragged Rock River until the body was found.

Irene Petersen, roadmaster's clerk at Janesville, has a new Ford sedan. She drove to Dubuque, Iowa for week end June 3.

Grant Norris, baggage man at Janesville and his wife are spending a few days in Pontiac, Mich. where they went to attend the wedding of their son Charles.

"Skell" has found a new sport and although we have not heard of it before we are all anxious to learn more about this exciting sport. He spends his week-ends in Watertown digging clams.—so we understand—but we would like more particulars.

Mr. and Mrs. Ervin Krenke welcomed a daughter to their home recently. She will be called Kathleen Mae. Mrs. Krenke was formerly clerk to Car Foreman Wilcox, and Mr. Krenke is storekeeper at Janesville.

Mike Doyle, second trick ticket clerk at Janesville, took unto himself a wife. They have returned from their wedding trip and the good wishes of all go to him and his bride.

Machines for washing engines are being installed at Madison and Janesville. W. H. Gardner of the S. M. P. office is supervising the installing.

Peter Gabino, boilermaker helper at Madison roundhouse suffered a painful accident recently. One of his fingers was badly bruised and had to be amputated.

Division Master Mechanic W. C. Kenney and wife celebrated their first wedding anniversary a few days ago. A number of guests from Madison were present and also Mrs. Henry T. Dresch wife of Traveling Engineer H. T. Dresch of Marion, Iowa, who formerly lived here.

## K. C. Division

## J. V. T.

Switch Foreman Ed Green at West Yard Ottumwa wants to acknowledge the receipt of a package containing a complete summer outfit, sent him by an unknown friend.

Conductor Wm. Carnahan and Switchman Cleve Carnahan have opened a dancing pavilion on the Black Hawk road near their farm and close to the Milwaukee shop buildings at West Yard. It is reported that they have had a very good attendance and that Carnahan and son are good entertainers.

Yardmaster C. W. Jordan's son Clare is very ill in the Ottumwa hospital.

Agent and Mrs. Knight at Hayesville are the parents of a new boy and Conductor and Mrs. Lebow of Ottumwa are also entertaining a new arrival, a boy.

Mechanical dept. news. Foreman D. R. Davis of Ottumwa has been in Milwaukee attending a foreman's meeting. Chief Clerk John Herzog was also in Milwaukee a few days on company business. Time-keeper Weber has a new hat which he is very proud of.

# PILES CURED WITHOUT SURGERY

Established  
in Kansas City  
23 Years

The  
Parkview  
Kansas City, Mo.



LARGEST INSTITUTION IN THE  
WORLD DEVOTED EXCLUSIVELY  
TO TREATING RECTAL DISEASES

*No knife, no scissors, no clamp and cauterly, no "red hot" iron, no electricity, no confinement or hospital bills to pay*  
**WE CURE EVERY CASE OF PILES WE TREAT BY DR. McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU NEED NOT PAY ONE CENT**

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

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

We will furnish you the names and addresses of over 7500: business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—  
First—No matter what you have tried without success, your Piles can be per-

manently cured, positively and easily, by our treatment. You don't need to despair or suffer any longer.  
Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

### BANK REFERENCES

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

Commonwealth National Bank   Missouri Savings Bank   Central Exchange National  
Gate City National Bank   Columbia National Bank   Home Trust Company

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

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

**DR. McCLEARY'S  
PARKVIEW SANITARIUM**

651 TENTH AND PASEO

KANSAS CITY, MISSOURI

## Are You Lucky In Love, Business, or Adventure

If not, why not try a Chinese Good Luck Ring. They are odd, attractive and beautiful, made of solid sterling silver and will last a lifetime. A thing of beauty and a joy forever.



**This Oriental Ring** is alleged by Chinese to be almost uncanny in its power to bring to the wearer Health,

**Happiness, Prosperity, Long Life and Good Luck.** The fad of the hour the country over. Don't accept imitations! This ring is

### Solid Sterling Silver

Popular heavyweight \$150 size. Solid Sterling Silver, \$1.50 cash with order

Or send 25c with order and pay postman \$1.35 when ring arrives. Sent prepaid.

MASON SUPPLY HOUSE, Dept. 7  
519 Oakdale Ave. Chicago, Ill.



## Cheapest Way to Go

to work, to school, or for fun and recreation is on a Ranger Bicycle. Choice of 44 Styles, colors and sizes. Save \$10 to \$25 on Direct From-the-Factory shipment. 30 Days Free Trial, shipped on approval. We pay the express both ways if not accepted.

**12 Months to Pay** on Installments. If deferred weather 8 to 24 hours in advance of a change. Works automatically and lasts forever. A thermometer is attached to each house. Every home should have one; ideal present.

**Tires** Parts equipment—half usual retail prices. Send no money. Write for big, illustrated Free Ranger Catalog. Prices and Payment Terms.

**Mead Cycle Company**  
Dept. F247 Chicago



## 25c brings Weather Prophet

It tells tomorrow's weather today. This is a useful, instructive and ornamental little house, 8 inches high. The figures of men and woman forecast the weather 8 to 24 hours in advance of a change. Works automatically and lasts forever. A thermometer is attached to each house. Every home should have one; ideal present.

**Special Offer** Send only 25c with order and pay 85c to postman on delivery. If you prefer send \$1.00 with order in full payment, you will be delighted with it.  
FERRY & CO., 6832 East End Ave., Dept. 10, Chicago

## Stories, Poems, Essays, Plays Wanted

We teach you how to write; where and when to sell. Publication of your work guaranteed by new method. Walhore Institute, Dept. J, Lafayette Building, Philadelphia, Pa.



This is one of the most attractive toys and biggest values we have seen in a long time. Children will play farm for hours at a time. An ideal outfit for youngsters who live either in city or country. Besides affording hours of amusement it is educational as well. This set of toys is handsomely lithographed in all the natural colors and is made on heavy card-board. Everything is cut out and requires no cutting to put together, no pasting either, and everything easily fits together.

**HOUSEHOLD GUEST**

**GIVEN FREE**

Meadow Farm", complete as described free and postpaid for only one new or renewal yearly subscription to our big monthly home and story paper at 25c. Send your order today.

**141 W. Ohio Street, Chicago, Ill.**

On June 7 at Rutledge, Operator Mrs. C. L. Siddons was terribly burned in an explosion of the gasoline tank in her automobile and died a few hours later at a hospital in Ottumwa. The accident happened about 2 A. M. while Mrs. Siddons was on duty. She had crossed the tracks near the station over to where she lived and was examining her car when the explosion occurred. She had been planning a trip to Foster where her parents live, the next day. Mr. Siddons had gone to Cedar Rapids the day before to take a job on switch-engine and was unable to get back to Ottumwa before his wife passed away. The news of this sad affair was a very great shock to all Mrs. Siddons' friends who sympathize greatly with her husband and parents. The funeral was held at Moravia on Friday June 9. The pall-bearer were Milwaukee employes from Ottumwa. Mrs. Siddons before her marriage to Clifford Siddons, a Milwaukee fireman, about 3 years ago, was Mrs. Maude Sisk, the widow of E. Sisk, a brakeman who was killed on the road here several years ago. At one time she had two brothers, James and Marshall Darby, telegraphing on this division.

## Listen In On The C & M Division "Buck"

With the coming of hot weather all the men are getting new straw hats or bringing out old ones. The passenger men are even getting straw uniform caps that look very fine.

Dispatcher C. W. Spoor is on a vacation in Frisco. While he is wandering about Chinatown, Ben Guyot is handling the Northern division.

The union depot is decorated for the advertisers' convention, reminding one of a regular peace celebration.

Train Baggage man Shunk has been ill for some time. Kholes, running in his place, likes the run, especially the long home lay-over.

Brakeman Geo. Hatch suffered a broken leg while doing repair work at his home. Better keep away from that "Human Fly" stuff, George.

Everybody is waiting for C. L. B. to receive some more fruit from the South—there's a reason.

The crisp "Spatcher" is again heard on the pipe line, as Babcock is back from his vacation, having visited St. Louis.

Brakemen Mies, Lewis and Holtz worked on the Northern division for several days and have learned all about single track work, and should be regular brakemen now.

Conductor Dodge, who has been out for several weeks due to illness, is again back on the job and says he will be ready to punch tickets on the Fox Lake run soon again. Glad to hear it, Charlie.

Art Bahr worked so hard and made so much coin on a recent special to New Orleans that he is enjoying a Frisco vacation. Tom Mahoney and Lou Nash are also figuring on a trip to the West. No use talking, the varnish boys certainly have the money.

There are rumors of a Co-op dance again, but with the hot weather we are now having, better keep the dance a rumor only.

## A Complete Farm Free

**A 2 Story House  
A Big Barn  
Silo, Trees, Flowers  
Animals and People  
Grass and Walks**

The set contains a two story house, barn, silo, trees, flowers, cattle, pigs, sheep, horse, etc. All the animals and objects can be moved and arranged as desired, put them in the barn for the night etc. Supplied complete with base made to look like real grass, walks, etc. Size 9 by 18 inches. We will send the "Green Meadow Farm", complete as described free and postpaid for only one new or renewal yearly subscription to our big monthly home and story paper at 25c. Send your order today.

## **"Safety-Valve Steve"** **Says:**

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it *wears* best. Well—we're pulling out now. See you later.

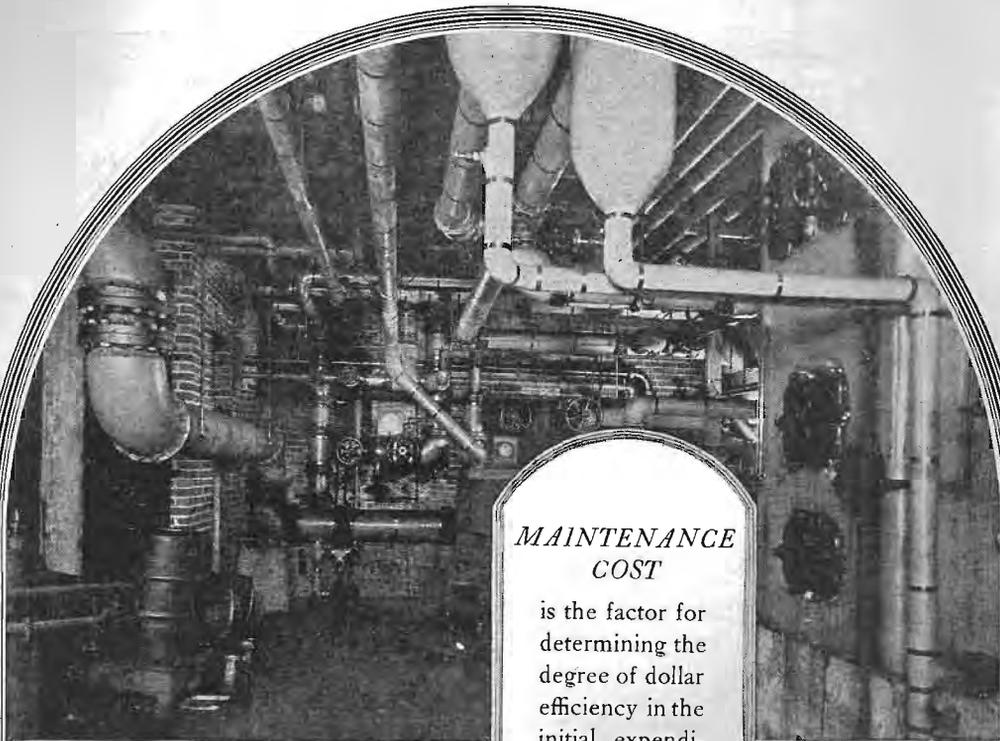
*Garments sold by Dealers Everywhere  
—We are Makers of the Cloth only.*

**J. L. STIFEL & SONS**  
**Indigo Dyers and Printers**  
Wheeling, W. Va.  
New York                      Baltimore



# Stifel's Indigo Cloth

Standard for over 75 years



*MAINTENANCE  
COST*

is the factor for determining the degree of dollar efficiency in the initial expenditure.

# CRANE Power Plant Equipment

is constructed of material that is reliable because of its strength and correct design; and when properly installed makes a system having long life and low maintenance cost.

We are manufacturers of about 20,000 articles, including valves, pipe fittings and steam specialties, made of brass, iron, ferrosteel, cast steel and forged steel, in all sizes, for all pressures and all purposes, and are distributed through the trade, of pipe, heating and plumbing materials.

1855

**CRANE CO.**

1922

836 South Michigan Avenue, Chicago

Branches in 70 leading cities

Works—Chicago and Bridgeport