

THE MILWAUKEE EMPLOYEES' MAGAZINE



Gearless Type Electric Locomotive

FEBRUARY, 1923

\$100 Brings 9^{FT}x12^{FT} Congoleum Rug and 3 Small Rugs to Match—

All Four
only
\$15⁹⁵
Less than the
Price of One

The price of the famous Congoleum Gold Seal Art Rug is just as well known, absolutely as standard, as sugar, salt or flour used to be.

Go anywhere, look everywhere, in stores, catalogs, magazines and newspapers—and once more refresh your memory of the actual universal standard price of a full size Gold Seal Congoleum Art Rug.

Here we bring you not one rug alone, but four—and all four for less than the regular price of one. A full room size, 9 foot x 12 foot, Congoleum Rug and three small companion Congoleum Rugs to match, each small rug 18 x 36 inches.

And that's not all! No matter who you are, or where you live—regardless of your circumstances—we'll send all four rugs immediately, without waiting, red tape or bother, for just a dollar pinned to coupon.

30 Days Free Trial. We'll send all four rugs on trial for 30 days. We want you and urge you to put them down on the floor and use them for a whole month—free of expense and, without promise or obligation of any kind.

Loss work. Congoleum floors mean less worry and no back breaking drudgery. Dirt, ashes, grit, dust or mud cannot "grind into" Congoleum Rugs, because the surface is hard and does not absorb. A damp rug keeps a Congoleum Art Rug clean and doesn't hurt it.

Waterproof. These rugs are guaranteed absolutely waterproof. There is no burlap in Congoleum Art Rugs for water to rot. The surface is hard and smooth and wear resisting.

The Most Famous of All Congoleum Patterns

This stunning pattern is a superb tile design that looks exactly like the finest mosaic tile that you have ever seen, in lovely robin's egg blue and stone gray colorings. Such a rug in your kitchen will change the appearance of the whole room. In the dining room it gives an effect impossibly beautiful to describe. For a bedroom it is the most appropriate pattern imaginable. For the bathroom it is absolutely ideal.

Let us loan you these rugs for 30 days' Free so you may see for yourself the indescribable beauty of this wonderful design—the greatest favorite and the most popular Congoleum Rug ever produced.

This Offer Ends in 30 Days Send Your Dollar NOW

There never has been a bargain in any kind of merchandise to equal this offer we are making you. Prove this to your own satisfaction by just looking up the price of Congoleum Rugs anywhere. But we cannot hold this offer open long. We make it for quick action to prove to our ability to sell you similar bargains in all kinds of house furnishings from cellar to garret, on the same wonderful terms.

To take advantage of this offer, clip the coupon below, pin a dollar to it and if you send your order within 30 days, we will give you absolutely free the three small companion rugs, identically the same pattern, and Gold Seal quality, to match the big rug.



We absolutely guarantee that if you would rather return the rugs after making this kind of a trial, just say so and send them back. We will refund to you every solitary penny of transportation charges, both going and coming. We'll refund your dollar and we'll make this complete refund in cash without asking you for any sort of an explanation.

Pay Little by Little Take a Full Year

Still there's another advantage—an advantage that ought to place these Congoleum Rugs in every American home. In spite of the lowest price in existence—in spite of giving three small rugs to match absolutely free—we bring you the opportunity to clinch this *proven* bargain without a tiny bit of worry.

One dollar with the coupon brings all four rugs immediately. And we'll wait a year for the balance of the money. If you keep your rugs after making a 30 day's trial, you can pay little by little, almost as you please, taking a full year. That's the way we sell everything.

We Want to Place a Congoleum Rug in Every American Home

Congoleum Gold Seal Art Rugs are rapidly becoming the national floor covering—universally used in the kitchen, bathroom and dining room in good homes. People of taste and judgment are glad to use Congoleum Rugs in their best rooms. It is the rug with a hundred superior points.

They lay flat from the very first moment without any fastening. They never curl or kink up at the edges or corners. There is no need to tack or fasten them down. Dirt cannot accumulate underneath. They follow perfectly any unevenness of the floor.

No. D4C408 9 ft. x 12 ft. Genuine Congoleum Gold Seal Art Rug and **\$15.95** three companion rugs to match, each 18 x 36 inches. Mosaic Tile Pattern in Robins' Egg Blue and Stone Grey. All four rugs on 30 Days Trial.

Pin One Dollar to Coupon and Mail

Spiegel, May, Stern Co., 1540 Thirty-Fifth St., Chicago, Illinois
Enclosed find \$1.00, for which send me on 30 day's Free Trial your special offer of one 9 foot by 12 foot genuine Congoleum Gold Seal Art Rug and three companion rugs to match, each small rug 18 x 36 inches, exactly as described in this advertisement.
If I keep the rugs, I will pay you \$1.25 monthly. I have 30 days to make up my mind. If I decide to return the rugs within 30 days, you are to refund my dollar deposit and all carrying charges, both ways. The price of all four rugs is \$15.95, which is guaranteed to be less than the regular price of the 9x12 foot rug alone.

Name _____
Street, R. F. D. _____
or Box No. _____
Shipping Point _____
Post Office _____ State _____
Also, send me your Free Book of Ten Thousand other furniture bargains



FREE

Mail Postcard for Book of 10,000 Bargains

This Congoleum Rug bargain is just a sample of the ten thousand other bargains in our great big furniture book. A postcard will bring it to you free for the asking. It shows *everything* for the home. It is probably the largest book of the kind published. A great many things are shown in their actual colors. You may furnish your home from it completely and at saving prices, on long credit, from cellar to garret.

ALWAYS A YEAR TO PAY

When we mail you our free bargain book, we open your credit account in advance. You never need to ask for credit. It's the way we sell everything. And we always loan articles free for a whole month before you need to decide.

So, no matter where you buy furniture and house furnishings now, we would like you to have our book for comparison anyway. Look everywhere else first, if you please, but also give us the opportunity to show you our wonderful display.

A FEW DEPARTMENTS

- | | | | |
|-----------|------------|------------|-------------|
| Wood Beds | Clocks | Curtains | Bedding and |
| Furniture | Steel Beds | Sewing | Pillows |
| Linens | Floor | Machines | Lamps |
| Cooking | Coverings | Brass Beds | Musical |
| Utensils | Silverware | Dishes | Instruments |

Rugs and carpets in all weaves and patterns and colors. All sorts of odds and ends like wringers, irons, drapes, tools, fixtures, trunks and bags. And great big department of diamonds, watches and jewelry.

Ask for it now. A plain letter or postcard will do.

Spiegel, May, Stern Co.

1540 Thirty-Fifth Street - Chicago, Illinois

A Dollar will put Yourself in Her Place

MOST women find a lot of fun in window shopping and looking at beautiful styles in catalogs and magazines. But for most of us such fun usually ends in heart aches and even bitterness, because it all seems so far beyond our reach.

No matter who you are or where you live; no matter what your circumstances may be or how little or how much you spend on clothes, I think I can make it all a little pleasanter, easier and more satisfactory in the future. Whatever dreams of stylish clothes you may have, here is an opportunity to make your dream come true. However much you have ever admired some woman of your acquaintance for the clothes she wears, here is an opportunity for you without trouble or bother or extra expense to put yourself in her place.

It seems more like a fairy tale than anything else you can imagine. It may seem almost too good to be true, but I have been doing this for years. Hundreds of thousands of women all over America return to me season after season for all their clothes needs. I never go back on a promise. I guarantee every statement I make.

One Example Among Thousands

On this page I show you a perfectly lovely little model in one of the season's newest fashions, exquisitely tailored in all wool Poiret Twill. It is a gem of a style. And as you examine it on the fashion figure you may wonder how you would look in her place. I'd love to actually put you in her place without promise or obligation, without expense or risk of any sort to you.

It would give me no end of pleasure to send you this charming dress to try on, to examine and compare just as much as you please. My bargains are my pride. I am especially proud of this value. The matter of style has always been second nature to me, and I am glad to submit this model as an example of the thousands shown in my latest and most beautiful style book.

Pin a Dollar to the Coupon

For just one dollar with your request, I'll send you this dress, postage pre-

paid, in your proper size, to examine as carefully as you please, to try on to your heart's content. The dollar that you send me brings the dress delivered to your home without one further penny's outlay, without the bother of any C. O. D., without even a thought of money until you decide you want it and to keep it.

Take All Spring And Summer to Pay

If you find you would rather return it, do so without question. I'll refund your dollar at once. I'll also pay the return express. Money is the last thing you really need to worry about, because if you are delighted you can pay balance of my bargain price almost as you please. I want you to spread the cost over all this Spring and Summer, taking a full six months, paying a little by little in small sums, evenly divided, coming a month apart.

My whole business is conducted in exactly the same manner as this one example.

A Post Card Brings My Free Style Book

This advertisement is intended simply as an example of my styles, my prices, my credit and my terms. My newest Style Book shows thousands of beautiful fashions, wonderfully complete departments in all lines of women's wear, as well as for the boys, little girls, misses and infants. It is by far the finest and biggest book I have ever issued. It is nearly double the size of former seasons.

All Selections Sent Prepaid on Approval

With it, for a dollar or two you can make every dress dream come true. Everything will be sent you postage prepaid on approval. There will never be any embarrassment or red tape. I always allow a full half year to pay.

This being my greatest book, I anticipate a much larger demand than ever before, so please ask for your copy early. A plain letter or a postcard is enough.

Here Are a Few Departments:

- | | | | |
|------------|---------|------------|-----------|
| Aprons | Wraps/ | Hair | Shoes |
| Baby Needs | Coats | Goods | Skirts |
| Bathrobes | Corsets | Kimonas | Suits |
| Bloomers | Dresses | Lingerie | Sweaters |
| Children's | Furs | Millinery | Underwear |
| and Boys' | Gloves | Raincoats | Waists |
| Wear | Hosiery | Fetticoats | |

All Wool Poiret Twill Dress

I show directly below an exquisite little fashion that I'd like to send you for just a dollar deposit, postage prepaid. The fabric is guaranteed to be all wool Poiret Twill exceptionally tailored. It is effectively set off with an all around Bertha collar of dainty lace. Elbow length bell sleeves have attractive knife pleated cuffs. A distinctive all around narrow self material belt, falling in streamers in front, is ornamented with fancy cut metal buttons. Side panels, pleated to match cuffs, drop loosely from the belt at sides to below the hem of skirt. Yoke underlining of good grade satin finish cotton that wears excellently. Dress closes at sides with snap fasteners. Color: Navy blue only. Sizes: Misses' 14, 16, 18, 20 years and Women's 34 to 44 bust measure.

No. E5C10 \$1.00 with coupon \$2.00 monthly Price \$13.85



MARTHA LANE ADAMS CO.
3927 Mosprat Street, CHICAGO, ILL.

Martha Lane Adams Co.
3927 Mosprat Street, CHICAGO, ILL.

I enclose \$1. Send me on approval postage prepaid All Wool Poiret Twill Dress No. E5C10. Size..... If I am not delighted with the dress, I can return it and get my \$1 back. Otherwise I will pay easy terms, \$2.00 monthly until total price, \$13.85, is paid.

Name.....
Address.....
City..... State.....
Also Send Me Your Latest Free Style Book

Our Business Friends

Read their advertisements in this number

Air Reduction Sales Co.
 American Car and Foundry Co.
 Atwill-Makemson Coke & Coal Co.
 American Electrical Association
 Baldwin Locomotive Works
 Binkley Coal Co.
 Binney & Galvin Printing Co.
 Bird-Archer Co.
 Boss Nut Co.
 Brooks Appliance
 Burdett Oxygen & Hydrogen Co.
 Carpenter, Geo. B. Co.
 Castle, A. M. Co.
 Central Trust Co. of Illinois
 Coleman, W. E.
 Collins, J. J. Sons
 Commercial Nat'l Bank, Miles City
 Continental Bolt & Iron Works
 Continental & Commercial Banks
 Continental Casualty Co.
 Dearborn Chemical Co.
 Deckert, W. L. Co.
 Falk Corporation
 First Nat'l Bank of Miles City
 First Nat'l Bank, Minneapolis
 Flannery Bolt Co.
 Fleischmann Yeast Co.
 Franklin Mfg. Co.
 Galena Signal Oil Co.
 Gas Tank Recharging Co.
 General Electric Co.
 Globe Steel Tubes Co.
 Hardy, F. A. Co.
 "Harry"
 Hillison & Effen Co.
 Illinois Western Coal Co.
 Import Paper Co.
 Joliet Railway Supply Co.
 Keogh Edward Printing Co.
 Locomotive Engineers
 Larabe Bros., Bankers
 McBee Binder Co.
 Madison Shirt Co.
 Magnus Co.
 Martha Lane Adams Co.
 Massachusetts Bonding & Insurance Co.
 Mason Supply House
 Merchants Loan & Trust Co.
 Merchants National Bank
 Miles City Nat'l Bank
 Morrison Hotel
 Moss Tie Co.
 National Bank of Commerce, Seattle
 National Surety Company
 Nathan Mfg. Co.
 New York Belting & Packing Co.
 Northwestern Printing Co.
 Omaha Printing Co.
 People Coal & Ice Co.
 Plapao
 P. & M. Co.
 Pautasote Co.
 Phillipsborne
 Prime Mfg. Co.
 Press Steel Car Co.
 Pyle National Co.
 Railroad Supply Co.
 Sentinel Bindery Co.
 Spiegel May Stern Co.
 Spokane & Eastern Trust Co.
 Stifel, J. L. & Sons
 Typewriter Emporium
 Union Draft Gear Co.
 Union Spring & Mfg. Co.
 Westinghouse Electric Co.
 Wood, Gullford S.

CONTENTS

	Author—	Page
Railroad Valuation	H. E. Byram.....	5
Running Engines "Through".....	R. W. Anderson.....	6
The Frost Castle.....	E. W. Dutcher	7
Some M. C. B. Hunters.....	"Lee"	7
The Omaha-Council Bluffs Terminal.....		8
The Quality of Service.....		10
Automobile Truck Competition.....		10
"1923 The Banner Year—It Can Be Done".....	Geo. M. Reisch.....	11
Reclamation		11
A Smile Or Two.....		11
Bowling News		13
Current News Of The Railroad.....		15
Claim Prevention		16
At Home	Hazel M. Merrill.....	18
The Bureau Of Safety.....		21
On The Steel Trail.....		24

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



Ford Sedan Given

YOU CAN WIN THIS
IDEAL ALL-YEAR CAR

Can you solve this puzzle? Try it and send your answer today. Surely you want this fine new latest model Ford Sedan.

We have given away nearly 50 Autos in the past. Now we will give a new latest model Ford Sedan complete with electric lights and starter, sliding plate glass windows, large tires, demountable rims, freight and tax paid. This is the ideal car for both summer and winter use. Own a car of your own.

Can you make out the two words spelled by the numbers in the picture to the right? The alphabet is numbered—A is 1, B is 2, etc. What are the two words? Can you work it out? Send no money with your answer, just the two words and your name and address.

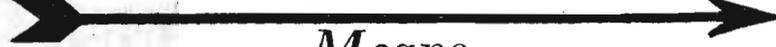
Send Answer Today Besides Sedan we will give away Talking Machines, Bicycles, Watches, Silverware and hundreds of dollars in cash. Everyone who answers can share in cash and prizes. Nothing difficult to do. **Everybody Wins!** Someone gets a Sedan, it can be you! **Send Answer Today** and try for this Sedan.

FORD WILLSON, Mar. 141 W. Ohio St., Dept 2820 Chicago, Ill.



A school girl of 14 recently won Auto

The Stamp of Character



Means

MTC

Cross Ties *Plus*—

Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS

What is Compressed Acetylene?



225 cubic foot cylinder

Home Office

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

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

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

More about acetylene containers in the next issue.

GAS TANK RECHARGING CO.

"Makers of Quality Acetylene"

Milwaukee, Wisconsin

**Freight and
Passenger**

CARS

**Of Every
Description**

Cars Repaired

Repair Parts

Castings

Bolsters

Forgings

Brake Beams

Cast Iron Wheels

PRESSED STEEL CAR CO.

New York

Pittsburgh

Chicago

St. Paul

Railroad Valuation

It has been suggested that many of the employees of this Company would like to have more detailed information concerning matters affecting the Railroads which are being discussed rather freely in the press and in certain periodicals.

One of the most important of these is VALUATION.

Many years ago the cry about "Watered Stock" was being raised as political propaganda, as it is now, and finally resulted in the act of March 1, 1913 providing for valuation of railroad property by the Government.

For more than eight years this valuation has been in progress and up to a year ago had cost the Government about \$21,600,000 and the carriers about \$58,800,000, or a total of \$80,400,000, with completion not yet at hand.

The process of valuation is very thorough and painstaking.

Engineering parties organized by the Railroads and the Government traveled from point to point making exhaustive examination of records old and new; listing station and other buildings, bridges and other structures, rail and ties in track at that time and formerly, plotting and estimating value of real estate in consultation with local authorities.

Every piece of machinery in shops and elsewhere and every tool no matter how small was counted and listed. Every locomotive and passenger car was inspected as to condition, every freight car accounted for, and depreciation figured.

A cross section of the roadbed was made every hundred feet to indicate the amount of grading and filling performed in construction and amount of ballast that had been applied.

Bales of maps and prints and tabulations were accumulated with voluminous files of correspondence relating thereto.

While the Commission, at the time of the rate hearing in July 1920, had not completed the final valuation of any large road, it stated "the work has progressed so far that the results are of value and information in reaching the determination" of \$18,900,000,000, which they set at that hearing.

Naturally, the value named by the Commission was not satisfactory to those who hoped it would be a much smaller figure, and these men, some of whom were largely responsible for the costly undertaking, are now attempting to discredit the findings of the Commission.

In their desire to create adverse sentiment these politicians and others have made many thumb-nail valuations of their own on various bases and have arrived at as many different results more in accord with their prejudices.

Under the Esch-Cummins Act the Interstate Commerce Commission shall establish or adjust rates so that carriers as a whole or by groups will, under honest, efficient and economical management, earn an aggregate annual net operating income equal as nearly as may be to $5\frac{1}{2}$ per cent on the value of their property, to which may be added $\frac{1}{2}$ of 1 per cent to cover improvements, betterments or equipment.

(This 6 percent was reduced to $5\frac{3}{4}$ per cent effective March 1, 1922, although the roads had not earned anything near that amount.)

Note particularly that this "fair return" is in no sense guaranteed; is an average for the country as a whole or for the groups established, and is to be determined on the **VALUE OF THE PROPERTY** as determined by the Interstate Commerce Commission in the manner described. It is, therefore, plain that the question of the amount of stock and bonds of any company and whether they be "watered" or not, is not involved.

If the carriers as a whole or in any group should earn the $5\frac{3}{4}$ per cent under this act, even though this average were due to some earning 8 or 10 per cent, some 3 per cent, some 1 per cent and some nothing, the provisions of the Transportation Act would be satisfied; but here is an interesting feature:

Every individual road fortunate enough to earn the "fair return" would have to turn over to the Government one-half of the excess to be used as a contingent fund, out of which loans may be made to other carriers, on good security, for certain purposes only, and at 6 per cent.

The remaining half of the excess cannot be used at once by the carrier earning it, but must be set aside as a reserve fund for future less profitable years.

Reports indicate that only a few railroads earned any excess over 6 per cent on their tentative valuation in 1921. The majority of the hundreds of roads in this country earned so much less than the "fair return" that the average net income of all carriers was only slightly more than 3 per cent, out of which must come bond interest and the financing of capital expenditures.

It must also be understood that the Government cannot call for its half of any excess earned by any road until it has completed final valuation of that individual road, and, so far, this has been accomplished in the case of no Class One carrier or other road of importance.

The foregoing shows pretty clearly that the Government has not set an "inflated value" on railroad property and "guaranteed" a return that permits the carriers to pay "dividends on watered stock". The valuation we believe to be conservative; there is no guaranty, and only a small number of roads are earning dividends.

H. E. Bram

President.

Running Engines "Through"

By R. W. Anderson, S. M. P.

In the *Employes Magazine* for November, certain types of locomotives used on the Milwaukee are described. Until I read this little article it had never occurred to me that many Milwaukee employes might not be familiar with the types of locomotives which are used in handling the railroad's traffic, but after thinking about the matter further, it does not appear unnatural that even this simple phase of mechanical department affairs may be strange to those who earn their living in other departmental activities.

Owing to the fact that we, in the mechanical department, furnish and maintain the power and equipment which moves the traffic of the railroad, we are somewhat prone, perhaps, to forget, in the realization of our own importance, that the railroad would not need this power and equipment, if it did not have many more men than there are in the mechanical department, who are concerned continuously with duties and thoughts and problems entirely foreign to our work.

Nevertheless, it seems to me to be an important thing, in the development of a railroad organization, that those who are not in physical contact with mechanical department problems, should at least have a working knowledge of them. Since they cannot obtain this working knowledge by experience, it is necessary that they obtain it in another way, and I know of no better way of passing out this information, where it will do the most good, than through the columns of our own magazine, and if this information be made available in our own magazine, I know of no better way for us to instruct ourselves than by taking advantage of it.

More Mileage Out of Our Power

One of the mechanical department problems which has come into prominence recently is the necessity for getting more mileage out of our motive power, thus reducing the power investment per train mile. Doubtless a great many of our people have wondered why a competent mechanical department should have been unable, all of these years, to turn out an engine which would haul a train five or six hundred miles, without time out of service, in engine terminals.

We are all creatures of habit, and there is always exhibition of inertia whenever and wherever marked changes in operating principles may be introduced, and it must be admitted that this fact has had some effect on the question of running engines "through."

Years ago, when railroads were being built through open country, over mountains, and across prairies, it was considered important that engines and engine crews be assigned to each other. In the

early days the engineer and fireman were held responsible, to a great extent, for the condition of their engines, and incidentally they did a great deal of work on these engines, between runs, without thought of extra remuneration. Their engine was their pride.

It was logical, therefore, to base the figures for the separation of the railroad into divisions upon reasonable trip length for the engine crew. Since the engines were assigned, therefore, the terminals were placed at intervals from ninety to one hundred and fifty miles, the location of the terminals being fixed in joint consideration of trip length for engine crews and local conditions, such as distance between large cities, etc.

Later on, when trains grew heavy, it was found necessary to consider another feature, in that the topographical variations in character of the line called for different classes of power to haul the same trains over different distances, in both passenger and freight service.

Pooling of Engines

Still later, certain restrictions in the expected duties of engine crews added somewhat to the problem, and changed the situation in a most marked manner. When agreements began to be made, with engineers and firemen, limiting their activities to actual hauling of trains, and relieving them of all duties incident to the care of their engines, it was no longer of any particular advantage to assign engines to engine crews, and in order to get more service out of the power available, the pooling system was inaugurated.

When the pooling of power became general the division terminals had already been permanently located throughout the country. Therefore, while under the pooling system the terminals would probably have been located differently, still their previous locations, based upon considerations which no longer exist, became a physical obstacle to the operation of engines for the greater distance, in that if they were run through one terminal, it would, of course, be necessary to run them over two divisions, since it was not possible, in most cases, to rearrange the distance between terminals.

This brings us down to a very recent period in railroad operation. Within the past 10 years, however, there have been many marked improvements in the design of locomotives, until we have been forced to acknowledge that to get the best out of all of this expensive equipment, we must operate the locomotives more miles in a given period than the fixed practice of the past age have permitted. We must still design power for mountain service dif-

ferent in character from that used on prairie territory, and we must still design engines differently for fast passenger service than we could use advantageously for local work. But our railroad has many adjoining divisions on which the physical condition of both the line and the traffic are in great resemblance.

We used to be compelled to clean fires frequently, and we still are, with some classes of coal, but we have installed steam grate shakers and stokers which have changed this problem advantageously. We used to be compelled to stop the engines, after short runs, to wash the boilers, but by improvements in water supplies and the treatment of these water supplies by chemical compounds and chemical treating plants, we have obviated some of that problem.

These improvements, and many others like them, are the result of the expenditures of large sums of money, making it all the more important that an engine costing from \$50,000 to \$80,000 should be expected to make more than three or four thousand miles a month.

Installation of Electric Motive Power

To illustrate how important in these considerations are the matters of precedent and habit, we may point to the inauguration of electric service in Montana and Idaho. There, we did double the mileage of the power by running the electric engines from Harlowton to Deer Lodge, and from Deer Lodge to Avery, eliminating terminal changes at Three Forks and Alberton, but it has been proven, by the service now being obtained from these same electric engines, that they could just as well have been, in passenger service, at least, operated from Harlowton all the way to Avery and they are now being so operated. The engine crews, of course, are changed at the old terminals, just as with steam operations.

Engine Runs Extended

We of the mechanical department, having interested ourselves in the advantages to the railroad, as a whole, in this problem, have now been able to establish the practicability of extending engine runs in the districts operated by steam. During the past summer passenger engines were operated through from Milwaukee to Minneapolis, formerly being changed out at North La Crosse; between Nahant and Kansas City, where they were formerly changed at Ottumwa, and between Savannah and Council Bluffs instead of changing at Perry, as was the former practice, and while there might still be some doubt as to the advantages of longer engine runs which are necessarily pooled, as against the advantages of short runs, as operated

in the old days with assigned crews, and with the assistance of these assigned crews in the care of their engines, there can be no difference of opinion as to the advantages of longer pooled runs as against the short runs with pooled engines, and I have already pointed out why it became necessary to pool engines, even on short runs.

Any railroad which through unusual efforts in the behalf of its men, enjoys unusual loyalty from them, suffers to a marked extent by the short-comings of other railroads in that direction, for the reason that working agreements must be, in their major features, at least somewhere near nationally uniform. Were it not for this fact, many problems, such as those pointed out above, might have carried vastly different aspects on the Milwaukee, which does enjoy unusual loyalty on the part of the men who operate its trains.

Face Financial Problems

Financial problems are too frequently looked upon by us in the mechanical department as matters too deep for our understanding, but this is not necessarily so, and therefore, the feeling should not exist. We must face the fact, which becomes common knowledge to any man of reasonable thinking ability, that in order to carry on, we must operate our railroad at a figure showing a ratio between expenses and income, considerably greater than that of some of our neighboring railroads, in order to carry the bonded indebtedness, incident to the development of this remarkable property. This means facing the cold fact that we must expect even more of our mechanical equipment and of the men which operate it than some of these other properties do, although there is some satisfaction in knowing that we are far more prosperous than many other trunk lines.

In this question, therefore, of extending the trip mileage of our power, we expect, and must have, the co-operation of those whose responsibilities directly and indirectly touch upon the problem. In considering the design of new engines, and the reconstruction of old, we are bending every effort to see that each feature of the design shall assist us in getting the most out of the engine. A great deal of this money can be wasted, however, unless we have the sympathetic and whole-hearted co-operation of the men who operate the engines so designed. Naturally, we do not expect that this money will be wasted, and the conclusion is obvious.

Firemen are called upon to give greater care to the conditions of their fires upon turning their engines over to the next crew. They must use greater care in firing either by hand or by stoker, to prevent flue leaks.

Engineers are called upon to watch more closely for running defects, to prevent them as far as possible by taking here and there a stitch in time.

Coaling station, and water service men, are called upon to watch their duties so closely that failures to properly coal and water on the line may not develop.

Further details in these remarks could be continued indefinitely, but if we will all remember that our problems are not departmental, and that individual sins of omission and commission have mass effect which make efforts towards improvement in service, failures or success; there will be few failures.

THE FROST CASTLE

To Carpenter Kendall

E. W. Dutcher.

In the forest of the frost
With awe and wonder I am lost
When wintry winds begin to blow,
Tossing in glee the new born snow,
Till drifts are piled along the edge
Of window casement's narrow ledge,
And thru the shrunken weather-boards
The winged messengers, like hordes
Of flying scouts from leaden skies
Skulk here and there in quaint disguise.
I love to sit within the gleam
Of cheerful firelight and dream
Of fancies weird or fairy tales,
Blown hither by December gales.
Sheltered behind the window screen
I stand in silence and unseen,—
Watching the fairy palace grow,—
Its crystal beams, above, below;
Its arching alcoves and recess,—
With timbers from the wilderness
Of frosty forests, carved with grace,
Each etching artist fits in place.
A gateway to the castle leads
For armed knights on prancing steeds;
The doors and windows overrun
With frost-vines, swinging in the sun,
Give to the scene a beauteous charm,
Like quecnly bride's bejeweled arm—
Mosaic gables, lined grotesque,
And silvery carvings, arabesque,
Bewildering they who chance to see
This touch of nature's mystery!
Down-swooping branches, pine and fir,
With winter's northern breath astir,—
About the cornices and eaves
Are hanging festoons, sprays and leaves
In silver boughs that over-reach,
All interlacing, each with each.
A turret on the castle rears;
Each graceful pinnacle appears;
The moat about the castle ground
With crystal drawbridge there is found;
Each point and angle, bough and stem
Is set with winter's diadem.
Within an arbor overlaid,
Crouch armed knights in ambushade,
Watching with shield and leveled spear
The treacherous foeman lurking near.
There rides a captain clad in steel,
A silver spur on either heel;
A bugler here with silver horn,
To wake the knights at early morn,
And myriad hosts in armor dwell,
To guard this fairy citadel.

Charles Fell Off the Wagon

The Iowa division employes have had a lot of fun at Conductor Charles Craig's expense since December 6th. Charles is a snare drummer and when the Rude Auto Company arranged for their annual "Ford Day" affair, he was asked to play in the band. Just before the big parade started, a sleet and rain storm visited Perry and the pavement became very slippery. Charles was riding on the band wagon, improvised on a Ford truck and when the truck rounded the corner and skidded, Charles did likewise and skidded off the platform and onto the pavement. No one knows just how many somersaults he turned before he struck the pavement but the drum which he was holding in his lap was under his head when he lit. A lot of railroad men have been known to fall off the water wagon "B V D" but this is the first case reported where one fell off the band wagon.



Scaring Them Up

Some M. C. B. Hunters

"Lee"

Once upon a time three men went hunting and thereby hangs a tale. The scene was laid at Spring Lake, near Moberge, S. D., where they found mud, mud, and more mud, and a collapsible boat. Before daylight two of our friends, in this collapsible boat struggled fiercely in this mud, to get to the water of the lake. At last they reached the water and then they heard a noise, but before they could say "Uncle" they followed "McInty's" tactics and went to the bottom of the sea, boat and all. One grabbed his gun, and his companion, his flashlight which was swimming in the water with the light lit, then dragging the boat behind them, they woefully waded ashore, consigning Spring Lake with its mud and ducks to a warmer locality.

Then the third of our friends joined the party, and all went to Sand Lake, in, or rather on, a greatly overloaded Ford, for I am told they loaded it to a height of twelve feet. At Sand Lake they used war-time tactics, and while two hid behind a trench of prairie hay, the third shot into the air with a new .44 revolver to scare up the ducks, so the two hidden hunters could have ducks to shoot. 'Tis no wonder with the quack, quack of the ducks, the firing of the new .44 revolver, and the popping up and down of the hunters behind the hay stacks, that the very elements shook with mirth, for by night the wind was just roaring, and their tent just swayed till it threatened to leave them without further ceremony. Most of the night was spent in holding down the tent which the wind tried to carry away in spite of the hay piled all around it for ballast. To top it all, the rain came down in torrents, and as the tent wasn't built for a flood, our friends did not keep dry.

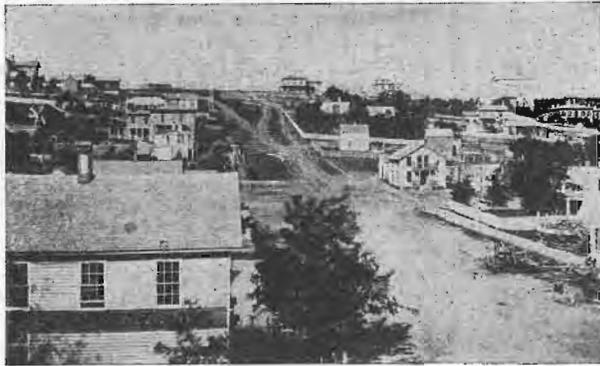
You don't believe this is a true story? Well just ask Capt. Murphy, Mr. Brautigam, and Fred Williamson if what I say "aint" true.



The End Of A Perfect Day

The Omaha-Council Bluffs Terminal

On July 22nd of the year 1804, a little flotilla pulling hard against a rushing current, rounded the bending Missouri River and came to anchor in the lee of "a high and shaded plain," breaking the silences primeval with the clanking of chain and the splash of many oars. It was an epochal day and the event was the entering wedge of civilization on the western frontier, for this flotilla consisting of three boats,—one a pretentious little affair, decked, and having sails and twenty-two oars; the other two,—"periogues" as they were termed with six and seven oars



An Omaha Street in 1874

respectively—was manned by the famous Lewis and Clark Explorers, and this was the "Expedition" to the headwaters of the Missouri, and beyond to the Columbia and the Pacific Ocean. Their camping place on that July day nearly one hundred and nineteen years ago, was the spot,—that "high and shaded plain"—on which now stands the city of Omaha, Nebraska. Across the Missouri, opposite to their camps, were high hills whereon were accustomed to blaze signal fires that called the Indians from east and west and north and south, to council, to the War-Bonnet or the Calumet. And on those hills that sharply approach the river, is now the city of Council Bluffs, Iowa,—these sister cities together making one of the most important railroad terminals in the world.

Lewis and Clarke after a few days' stay in the shade of the wooded hills went on to blaze the trail to westward and still to westward, and the hills of "latitude 41°, 3' 11" sank back to their summer slumber. But the lateen sail and the periogue had driven the wedge and the opening widened and widened as the white settlers following the lure of the setting sun, straggled across the Iowa prairies in their white-hooded "schooners," or came up the river on flat boats, scows and other homemade craft. In 1825, the Government established there an Indian post, and twenty years later, the "Forty-niners" were commencing to trek by; they came the Mormons, fleeing from the vengeance of an Illinois populace, settling in what they termed "Winter Quarters" in the immediate vicinity of the government post. Winter Quarters grew into villages on both sides of the river, aggregating a population of 12,000. But, Mormonism did not linger long on the Missouri shores, Brigham Young transplanting

his doctrines and faith with his people to the Salt Lake Valley.

The city of Omaha, named for the Omaha Indians, was platted in 1854 and first chartered as a city in 1857; but its aspect of railroad terminal was not impressive until 1863, when the Union Pacific Railroad broke ground for the first railroad across the Rocky Mountains to the Pacific Coast. Omaha's destiny was, on that day, written large in the Book of Fate. Across the Missouri, some railroads from the east were heading toward Council Bluffs, and when the two places were connected, in 1869, by a big railroad

bridge, and Union Pacific trains were rolling over it onto Iowa soil, the steel trail was ready for a transcontinental traffic that immediately centered here. When the building of the bridge link was under consideration, Omaha's hope came near to untimely collapse, for the railroad company had found what they considered a better and cheaper location for the bridge, some miles farther south. It was right then that Omaha showed its metal,—it, a city of

14,000 people took up the battle and carried it on to the tune of subscribing \$250,000, which sum was needed to equalize the difference in cost between the two locations.

Omaha got the bridge and was on its way forthwith. Some figures in the following will serve to indicate what interest that \$250,000 has paid; and what the brave deed of that dauntless 14,000 meant to the young city on the banks of Missouri water.

In 1880, the Milwaukee railroad commenced the construction of its Council Bluffs line. Mr. A. J. Earling, as superintendent, was in charge of construction, and to him and his able corps of assistants is due the credit of the entire construction, the Council Bluffs Division having been built almost entirely under the direction of the railway company without outside contracts of any importance. When the line was opened, Mr. F. A. Nash was put in charge of the traffic office in Omaha, with the title of General Agent, and he remained with the road in that capacity until his death in 1915.

While our railroad proper, terminates

at Council Bluffs, the extent to which our operation is carried on across the river is of more than passing interest. By contract with the Union Pacific Railroad, we operate our trains, passenger and freight, over the tracks of that road, to Omaha, freight trains going to South Omaha, and passenger trains into the Omaha Union Depot. The distance to South Omaha is about ten miles, to the Union Depot something less than 500 feet from the west end of the bridge. The bridge is 1,750 feet long.

The entrance into South Omaha gives the Milwaukee access directly, to the Union Stock Yards and Railroad Company, on whose tracks are situated the stock yards and four of the large packing houses, as well as various other industries. All business originating or destined to those industries on the Stock Yards tracks is handled after reaching South Omaha, by the Joint Agency, which acts for all of the railroads, the expense of which being borne by all lines on a wheelage basis. Business originating at and destined to team tracks and industries on the Union Pacific tracks at South Omaha is handled by that company's agent, and the expense of such handling under our contract is paid by the Union Pacific Company.

At Omaha proper, also under our contract, the Union Pacific Railroad acts as agent for the C. M. & St. P., and the facilities include the use of the freight house, team tracks and all other station facilities. Our contract is for the use of the main tracks only, and the bridge,



The Same Street in 1922

the Union Pacific doing all the switching and handling of both carload and LCL business in Omaha.



The Omaha Skyline

Briefly, the foregoing outlines the handling of a traffic that attains a volume reaching the millions of tons, for this great terminal and the city that has kept pace with it, is the gateway to the four points for a ceaseless tide of traffic. Omaha now has a population of nearly 200,000, quite a respectable growth, since its 14,000 plucky citizens saved the day and won the bridge, fifty-three years ago. It claims and establishes the claim, to be the fourth railroad center of the United States—the greatest agricultural city in the world and the second live stock market in the United States.

The Live Stock Industry

The first stock yards company was formed in 1884, and its first live stock shipment was received from Medicine Bow, Wyoming, on August 13th of that year. There are now fourteen packing house plants giving employment to over 15,000 workers. The stockyards have over 1,000 employes and handle over 7,000,000 head of stock in a year. The fourteen packing houses use sixty percent of the animals received at the yards.

Grain

The Omaha Grain Exchange operates more than a score of terminal elevators with a total capacity of 10,600,000 bushels. Its milling plants turn out 4,500 barrels of flour daily, and it has the largest corn meal and corn flour mill west of the Mississippi River. The Omaha mills buy northern and southern wheat, the Omaha millers buying grains from the immense tributary territory and from the more distant points as well, mill it in Omaha and ship it to excellent advantage all over the world.

Manufacturing

Within the last twenty-five years, manufacturing in Omaha has more than doubled in volume and importance, its statistics showing that

it now produces more manufactured goods in proportion to its population than any other large city in America. It ranks first in butter and is third in packing house products.

Retailing and Jobbing

As a retail center, Omaha has become the most important point between Chicago and Denver, with a total annual business of \$115,000,000.

Its Jobbing interests enjoy quite as much importance as its retailing, for figures show that Omaha sells more goods at wholesale than any other city of its size in the United States. The jobbing business doubled between 1900 and 1910, increasing from \$62,564,864 to \$132,262,000; and during the ten years last past, it has more than trebled, the 1920 figures reaching a total of \$458,721,105. There are over 400 jobbing houses.

Center of Wealth

The development of Omaha's railroads has made the city the focal point of ten trunk and twenty-two branch lines, four of these being trans-continental railroads, Omaha's "Trade Empire" now being the richest in the world, including Nebraska, Wyoming, western Iowa and northern Colorado.

Omaha, The City

No one familiar with Omaha today, and who has known the city during the last quarter of a century will quarrel with the assertion that it is way up in the front line in respect to progress in every direction. Its natural beauties have been taken advantage of—that "high and shaded plain" which caught the eye and fancy of the Explorers has grown into beautiful avenues and boulevards, lined with handsome homes; splendid churches, art galleries, universities, libraries and "the best public schools in the world".

It has 23 public parks, connected by 35 miles of boulevard. Most of the parks are natural woodland, and it has recently acquired 400 acres of Forest Reserve, estimated value of which is \$7,000,000; and there are plans under way for the construction of a new 15 mile river drive on its water frontage. Other items of metropolitan importance are 242 miles of paved streets, 590 miles of permanent sidewalks, and 402 miles of main and storm sewers.

Its Churches and Universities

Omaha is the See city of Catholic, Methodist and Episcopal Dioceses and its did types of ecclesiastical architecture. The Catholics have a large and complete University under the direction of the Jesuit Society, which is one of the noted seats of learning in the West. The erection and equipment of this University was made possible by endowment and gift from one of Omaha's old and wealthy families, one member of which a number of years ago, received knighthood at the hands of the reigning pope, an honor accorded to but few Americans, although not uncommon in European countries.

Council Bluffs

Council Bluffs began life about simultaneously with its neighbor
(Concluded on Page 12)



The Union Pacific Bridge

THE MILWAUKEE EMPLOYES 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.

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The Quality of Service

A Passenger Department representative of this railroad, in discussing the different and varying quality of service rendered to the public by employes whose duties bring them in contact with the public, once said to me: "I believe it is wasted energy to secure business only to have it lost because of the poor judgment or discourtesy of some employe who is unwilling to render service to the traveling public. It will be found in many cases, employes fail to realize the importance of a satisfied patron. Many have no idea of the continued and strenuous efforts that are put forth by the Traffic Department to secure business."

That little speech set me wondering how many of the big army of railroad employes, who come in contact with the traveling public, carry with them all through their work an adequate realization of their responsibility as business holders, after the Traffic solicitors have secured it.

It is an easy matter to secure the further patronage of passengers who have already used any certain railroad and have found the service satisfactory; and it is not so very difficult to secure new business if the line soliciting, has an established reputation for a high quality of service; but it is quite another matter to counteract a bad impression gained by a patron who has been discourteously or carelessly treated by any employe with whom he has come in contact either on his journey or during his preparations for such journey. The carelessness or indifference of an employe in a ticket office; the scant attention of a baggage checker; the lack of courtesy in a train employe, from the conductor, through the entire personnel, including sleeping-car conductor and porters, dining-car attendants, brakemen, etc., on one trip can do more toward turning business away than a whole corps of business-getters can do to secure the patronage.

The Traffic Department of this railroad has from time to time, made grateful acknowledgement for information given to it by employes in all classes of work, relative to prospective passenger movement; and for personal solicitation of such business, and the slogan,—"Every Employe a Business Getter"—has been productive of splendid results. Everyone had one thought in mind,—**GET THE BUSINESS**,—but how

many carried that other thought in mind,—**HOLD THE BUSINESS**,—after it had been secured? And the way to hold passenger business, and through it, to influence freight patronage, as well, is to make the people who travel feel that they have been given the best of service by people whose entire effort has been to render that kind of service, and who have done it cheerfully, pleasantly and efficiently.

Train service employes are the hosts of the traveling public, to them the officials have turned over their fine trains and expensive equipment expecting them to see that patrons experience agreeable and comfortable conditions of travel; and unless the sense of this responsibility is assumed and appreciated at its full value and carried into every detail of duty, the patronage that has been secured at such expense of effort and outlay of money is very liable to seek other channels of transportation; and a dissatisfied patron is apt not only to take himself off to another railroad, but frequently induces many others to go with him. **THE IMPORTANCE OF A SATISFIED PATRON** cannot be overestimated.

We are preparing for a record passenger business on this railroad, the coming season of travel, and we hope to score 100% in every respect. Here is a slogan that has been offered in line with the thought that has inspired the foregoing sermonette.

**COURTEOUS, THOUGHTFUL
SERVICE BY ALL EMPLOYES TO
ALL PATRONS WILL GET MORE
BUSINESS AND HOLD ALL WE
GET.**

Automobile Truck Competition

Here we have a letter addressed to the business men of the town of Tulare, South Dakota, by the agent and other employes of the railroad in that town that is a step toward meeting a serious situation, in a manner quite well worth following in other places where automobile trucks are making inroads on the business of the railroad company.

The open letter states the situation and conditions fairly and squarely and indicates what will be the consequences of a continued patronage of trucks in discrimination against the railroad. The idea and the action are recommended for study and similar effort wherever truck competition threatens the interests of the railroad as well as of the employes whose pay checks and patronage provide such a large part of the business of the communities where our employes reside. It is interesting to know that the efforts of this agent and his co-workers were productive of the desired results.

Tulare, So. Dak.,

Oct. 2nd, 1922.

Business Men of Tulare,

Tulare, South Dakota.

Gentlemen:—

Do you realize that the railroad men of this little village spend no less than \$850.00 in this town every month? Think of it. I have included the drayman as he depends mostly on the railroad for his salary. There is no other industry in this town that gives anywhere near this amount. It would be an awful detriment to the town if this money were spent elsewhere, wouldn't it?

This letter is meant to bring some facts before you business men that are patronizing trucking individuals or concerns. You people probably have not given this much of a thought, only that you might be saving a few cents on your freighting at the present time. However there are several things that might be taken into consideration in regard to whether you will be saving anything in the long run, I will cite a few.

1. If the trucks will continue to haul most of the freight so that the railroad company cannot handle the balance at a reasonable profit or make expenses in handling less than carload freight they will be obliged to discontinue handling it and the law will not compel the railroad to handle less than carload freight at a loss, then what would you do when the trucks could not run?
2. The parties operating trucks are not compelled by law, as the railroads are, "as common carriers to pay for Loss, Damage or Theft." Suppose a whole truck load of freight for you should burn on the road, worth several hundred dollars, what would you do? You would be the loser.
3. The drayman does not like it that you are having your freight trucked, because that is where he gets his bread and butter and next winter when the trucks cannot run and he hauls your freight he will be inclined to make up in dollars and cents what he lost on account of the trucks hauling your freight.
4. The trucks do not run as regular as our way freights do, they leave Aberdeen in the morning and get here at night, if everything goes all right and it doesn't rain. They have probably had fair luck this summer in getting through due to the dry weather. Our way freights leave Aberdeen in the morning and very seldom get here later than 11:30 A. M., so you can have your supplies fresher and for the afternoon business.

This ought to show you that the railroad is by far the most dependable, reliable and the cheapest in the long run.

We, the railroad men, are very much interested in the business done by this station. If you people allow the railroad to haul your freight, the receipts at this station will show up better and will be a benefit to us in many different ways.

The railroad furnishes a wayfreight each way every day, and if you people allow the trucks to haul your freight they surely will be obliged to discontinue some of these freights, which will make it much more disagreeable to you at a time when you will have to depend on them.

We are here to give you good service. As good as can be had anywhere. If there is something in the line of service that you think you should get, which you have not been getting in the past, let me know and you will get it if it is humanly possible for me to render it.

As I have said before, we spend no less than \$850.00 per month in this town, while the truckers I am sure spend very little for the benefit of this town.

Those who have signed this letter, including myself, have signified their intentions to buy our supplies elsewhere—that is, entirely outside of Tulare—unless you people will allow the railroad to haul your freight instead of the trucks.

Please let me hear from you, let me know what your intentions are. Thanking you for any business that you will route over the railroad instead of the trucks, I am

Yours for service,

JOHN DANGEL,
Agent, C. M. & St. P. Ry. Co.

Original Signed—

F. U. Fleming, Operator,
O. E. Haag, Drayman,
F. J. Forster, Sec. Laborer,
S. K. Boyd, Sec. Laborer,
A. Kline, Sec. Laborer,
John Davis, Sec. Foreman,
H. Ernster, Coal Shed Foreman.

"1923 The Banner Year—It Can Be Done"

George M. Reisch, agent at Braymer, Mo., makes the above suggestion for a 1923 slogan, and its merit proclaims itself immediately.

Commenting upon Mr. Reisch's resolution, President Byram writes: "I am sure if the 49,999 other employes of the C. M. & St. P., or even a reasonable number of them, make the same resolution you have,—'Let's make 1923 the Banner Year for the C. M. & St. P., it can be done'—there will be no doubt about it."

Mr. Reisch, furthermore, issued holiday greetings to his friends and associates that were distinctly "different" and the idea is well worth passing along: One contained Elbert Hubbard's famous "If you work for a man be loyal to him," and while it has been repeatedly in print, yet is never old. The other was the equally well known "Not His Job," and both concluded with wishing the compliments of the season. Both quotations follow:

"If you work for a man, in Heaven's name, work for him. If he pays wages that supply your bread and butter, work for him, speak well of him, think well of him, stand by him and stand by the institution he represents.

I think if I worked for a man, I would work for him. I would not work for him a part of the time, but all of the time.

I would give an individual service or none. If put to a pinch, an ounce of loyalty is worth a pound of cleverness.

If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content.

But I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that,—but when you disparage the concern of which you are a part, you disparage yourself.

And don't forget—"I forgot"—won't do in business."—*Elbert Hubbard.*

Not His Job

"That's not my job and it's not my care,
When an extra task he chanced to see;
That's not my job and it's not my care,

So I'll pass it by and leave it there.
And the boss who gave him his weekly pay
Lost more than his wages on him that day.

I'm not supposed to do that, he said;

That duty belongs to Jim or Fred.

So a little task that was in his way

That he could have handled without delay

Was left unfinished; the way was paved
For a heavy loss that he could have saved.

And time went on and he kept his place

But he never altered his easy pace.

And folks remarked on how well he knew

The line of tasks he was hired to do;

For never once was he known to turn

His hand to things not of his concern.

But there in his foolish rut he stayed

And for all he did he was fairly paid,

But he never was worth a dollar more

Than he got for his toil when the week

was o'er;

For he knew too well when his work was through

And he did all he was hired to do.

If you want to grow in this world, young man,

You must do every day, all the work you can;

If you find a task, though it's not your bit,

And it should be done, take care of it.

And you'll never conquer or rise, if you

Do only the things you're supposed

to do."

—*Author Unknown.*

RECLAMATION

Cutting Out the Waste

Are you sure you are doing all that can be reasonably expected of you in the matter of saving material? Or to put it another way, are you cutting out needless waste? Are you trying to educate the men under your charge along these lines? Too often cases have come to the notice of Reclamation Inspectors of waste on the part of men whose reason for doing as they did was that they had never been instructed otherwise. Recently as an Inspector stood talking to a Foreman he noticed a carpenter go to a lumber pile and cut with a saw a piece about 3 feet long off a 10 foot oak timber. A shorter piece of the same dimension stuff, which would have answered the purpose, was lying nearby, but this was ignored by the carpenter as well as three other short pieces. The Foreman watched the performance but raised no objection. His attention was called to it by the Inspector and he attempted to clear himself by "jacking up" the man. Certainly the man was to blame, but not to the extent that the Foreman was. The presumption is that this particular Foreman was equally negligent in other matters where a saving could be made.

Mr. Foreman, are you in the class with the Foreman cited above or are you trying to save?

RECLAMATION COMMITTEE.

A Smile or Two

BE A BOOSTER—like a rooster—always crowing loud and long; keep a yelling what you're selling—put some Pepper in your song. If you're tired go get fired—hunt a job you think will suit you. BE A GETTER—times are better for the man that packs a smile; take your licking or quit kicking—dig right in and make your pile. THE WAR IS OVER and there's clover in the pastures all around; it's not waiting or debating but making hay out of the ground. Watch it growing—always showing lots of blossoms—it's ALIVE. If you're a dead one go use a lead gun—drones ain't wanted in this hive. BE A DOING—quit your stewing—get a move on, grab some kale; don't let your head get feeling dead yet—SWEAT AND SMILE AND YOU CAN'T FAIL.
—*Saturday Evening Post.*

Father Breaks the News

"That young man of yours," said father as daughter came down to breakfast, "should be in a museum for living curiosities."

"Why, father!" exclaimed the young lady in tones of indignation, "what do you mean?"

"I noticed when I passed through the hall late last night," answered the parent,

"that he had two heads upon his shoulders."—*The Soldier-Worker (Butte).*

How Old Was She?

A candidate for the position of the world's meanest man has appeared in the person of the editor of a small Missouri newspaper, who published the following item in his "Social Gossip" column:

"Miss—, a young lady of 20 summers, is now on a visit to her twin brother, age 30."—*Selected.*

Wise Precaution

An Irishman who was signing articles on board a ship began to write his name with his right hand, then, changing the pen to his left hand, finished it.

"So you can write with either hand, Pat?" asked the officer.

"Yis, sor," replied Pat. "Whin I was a boy me father (rist his soul) always said to me, 'Pat, learn to cut yer finger nails wid your left hand, for some day ye might lose your right'."—*Harper's Magazine.*

Down on the Farm

"O," exclaimed the fair boarder as a couple of calves scampered across the meadow. "What pretty little cowlets!"

"Yew air mistaken, ma'am," said the old farmer. "Them's bullets."

His Vocation

Lazy Mike—"I have a new position with the railroad company."

Weary Rhodes—"What ja gona do?"

Lazy Mike—"You know the fellow that goes alongside the train and taps the axles to see if everything's all right? Well, I help him listen."—*Dry Goods Economist.*

Good Ruler Wanted

Mr. Blimp—"Remember, the hand that rocks the cradle rules the world. Don't forget that, dear."

Mrs. Blimp—"Then you come right in and rule the world a while. I'm tired."—*Good Hardware.*

Verse for the Motorist

Railroad crossing signs remind us,

If we'll do just as they say;

Look ahead and look behind us,

We'll not muss the right of way.

—*Southern Pacific Bulletin.*

Not for Men

The minister was trying to teach the significance of white to a Sunday school class.

"Why," said he, "does a bride invariably desire to be clothed in white at her marriage?"

As no one answered he explained.

"White," he said, "stands for joy, and the wedding day is the most joyous occasion of a woman's life."

A small boy queried.

"Why do the men wear black?"

—*Partners.*

Me-ow

"I want to tell you," said one of our little brides the other morning, "what a fright I got on my wedding day."

"You needn't," said the envious girl, "I saw him on the street with you yesterday."

—*Selected.*

cathedrals and church buildings are splendid types of ecclesiastical architecture. The Catholics have a large and complete University under the direction of the Jesuit Society, which is one of the noted seats of learning in the West. The erection and equipment of this University was made possible by endowment and gift from one of Omaha's old and wealthy families; one member of which a number of years ago, received knighthood at the hands of the reigning pope, an honor accorded to but few Americans, although not uncommon in European countries.

Council Bluffs

Council Bluffs began life about simultaneously with its neighbor across the river. When Lewis and Clarke made camp on Omaha's site, it was not altogether due to the beauties of the situation, but to some extent because they wished to hold council with the Indians of the locality, and find out what the chances might be of encountering hostility from the tribes living or roaming the banks up-stream. The council hills were the regular gathering place of the Sioux and their related bands, and when the beacon fires blazed up from those hill-tops, the braves set out accoutered for peace or war. And here on these hills the Explorers held their meet with the Natives since which time the place has been connected with the life and work of many members of the Milwaukee family.

Council Bluffs has grown to be a city of 40,000 population, and its great and important industry may truly be said to be "railroading." It is the western terminus for many of the trunk lines and the eastern terminus of the Union Pacific; and its great area of trackage stretches for many miles along the river bank and back into the prairies, while the volume of its business passes into the many cipher class. In the early days, the Union Pacific ran its passenger trains across to "Council Bluffs Transfer" where passengers changed into trains of the various roads running east.

The Milwaukee personnel in Omaha includes Mr. Eugene Duval, General Agent, who succeeded to the position upon the death of Mr. F. A. Nash. Mr. Duval is a veteran in the service, having worked with Mr. Nash for many years before succeeding to the general agency. Mr. W. E. Bock is general agent of the Passenger Department, with headquarters in the City Ticket Office.

All passenger trains from the east enter Omaha over Union Pacific tracks which begin at the Union Pacific Transfer Station. These trains pass over the Union Pacific Bridge across the Missouri River. In the early days the Union Pacific Transfer Station was the most important Transfer Station in the West; and is still maintained as the eastern terminus of the Union Pacific Railroad; but is now used chiefly as a mail Transfer Station, and all transfer of passengers is made at Omaha.

There are three passenger stations in Omaha,—the Union Station, Burlington Station and Webster Street Station. The most important of these is the Union Passenger Station located at 10th and Marcy Streets, which is owned and operated by the Union Pacific Railroad, and tenanted by the Union Pacific, Chicago Milwaukee and St. Paul, Chicago Northwestern, Rock Island Lines, Chicago Great Western, Wabash, Missouri Pacific and Illinois Central. There are 96 passenger trains running in and out of this station per day, six of which are operated by the Chicago, Milwaukee

and St. Paul Railway, viz., three in and three out.

Our ticket business in Omaha is handled at the Union Station and at our City Ticket Office located at 306 South 16th Street. During the period of federal control and two years thereafter, our City Ticket Business was handled by the Consolidated Offices in Omaha; but on March 1st, 1922, we established our own individual City Ticket Office in the most prominent location in Omaha—on the ground floor of the First National Bank Building, at 16th and Farnam Streets. This move has proved a success, and, together with the rapidly increasing popularity of the "OMAHA-CHICAGO LIMITED"—one of the finest trains operated between Omaha and Chicago—has established the Milwaukee as one of the leading passenger lines between these two cities.

The personnel of our Passenger Department in Omaha is as follows:

W. E. Bock, General Agent Passenger Department, who has been with the road since 1897, relieving Eugene Duval as operator under F. A. Nash, then Gen-



The Omaha City Ticket Office.



The Omaha Wholesale District

eral Western Agent; M. A. Oberg, Traveling Passenger Agent, formerly Chief Clerk to Mr. Haynes; W. F. Critchfield, City Passenger Agent, a Nebraska product, formerly Ticket Agent at Grand Island and other points on the Union Pacific Railroad; F. A. Kennedy, City Ticket Agent, who has been with the Company for seven years; and his assistant, Charles F. Brady; and last but not least, Courtland S. Carrier, 5193 Milwaukee Magazine 8 os ant 13½ commonly known by the boys as "Cappy," a veteran of forty years service with the Company, and the first Ticket Agent of the Chicago Milwaukee and St. Paul in Omaha; who now terms himself a "pinch hitter," and helps the boys behind the counter to make a home-run when the bases are full. A happier, snappier bunch of fire-eatin' sons-o'-guns was never gotten together in any ticket office, and the coincidence of it all is that after this aggregation was assembled, it was found that the first letter of Brady, Oberg, Critchfield and Kennedy, spelled Bock.

Seriously speaking, the success of the passenger department of the Milwaukee Railway in Omaha, or any other city, depends on the class of service rendered to the public, and Omaha has recognized in a substantial manner the earnest efforts of the Chicago, Milwaukee and St. Paul Railway,—its officials and employes to render the best service possible to its patrons. A satisfied customer is our best advertisement, and if he likes our passenger service he will more than likely ship his freight the same way.

And now with but fifty odd years between the noble picture that is the Omaha terminal of today, and the one of the little city of 14,000 people digging deep into its strong box to "buy" a railroad bridge so that it might have a place in the sun, doesn't the faith and the self-denial which that devotion must have entailed, seem to be more than justified; and haven't those far-seeing pioneers earned the gratitude of a splendid community and the far-flung empire which pays it tribute?

Master Car Builder's Bowling Club News

The M. C. B. Bowling Club is progressing rapidly and all members are increasing their averages weekly.

Clarence Siegman is holding first place with high game 218, and Frank Emmerich with second high game of 211.

Cap Murphy would make a champion bowler if it wasn't for the rebound of the smoke from his pipe.

H. S. Brautigan dropped in his average, but a little practice will help wonderfully.

C. G. Juneau bowled three games with our Club, rolling an average of 152. Where is your old time form, Mr. Juneau?

Alfred Koch is picking up remarkably in bowling, being the first season on the alleys.

Steve Brodi (Filut) throws what he calls an invisible curve, which produces an awful mixture with the pins and pin boys.

J. A. Deppe bowls—but doesn't talk to the pins enough to make them fall.

Frank Sokla bowls and also entertains on the electric piano.

Clarence Filtes of the Coal Cars is considered the hard luck bowler—he puts them in the pocket but the pins won't fall.

Carl Jaeger and E. Poenisch were on the sick list last week.

SECOND ANNUAL AMERICAN RAILWAY BOWLING ASSOCIATION TOURNAMENT TO BE HELD AT BENSINGERS WABASH ALLEYS CHICAGO, ILL. 235 SO. WABASH AVE.

Entries Close March 20, 1923—Tournament Starts April 7, 1923.
 Events—Five Men, Doubles, Singles.
 Eligibility—All railroad and express employes.
 Prizes—Estimated. \$3,000.00 and Medals for each event.
 Entry Fee—\$1.00 for each event.

For Entry Blanks Apply to

- E. Hampton, Sec'y, care Chgo. Burlington & Quincy R. R., 547 West Jackson Blvd., Chicago, Ill.
- E. H. Braun, Vice Pres., C. M. & St. P. Representative, Milwaukee Shops, Wisconsin.

SECOND ANNUAL MILWAUKEE EMPLOYES' BOWLING TOURNAMENT TO BE HELD IN MILWAUKEE, WIS.

The Milwaukee Road Bowlers Second Annual Tournament for the year 1923 will take place at the Parkway Bowling Alleys, Milwaukee, Wis., April 14th to the 22nd inclusive.

Entry Blanks with complete rules and regulations are now in circulation, and if you have not received one, drop a line to the Secretary at once to get you on his mailing list. Don't be backward in requesting more than one copy, for the Tournament wants an attendance of not less than 100 teams or even 150 teams, if at all possible. Two Sundays are given to out-of-town Bowlers and all events will be run off on these dates for the visitors.

Get back of the Officers of the Tournament—and BOOST like you never did before.

- E. H. BRAUN, President, Milwaukee Shops, Wis.
- A. J. Van Eppes, Vice President, Milw. Shops, Wis.
- H. C. Youngs—Secretary, Milwaukee Shops or 396 6th Ave., Milwaukee, Wis.

Standing of League, Week Ending January 9

Teams	Won	Lost	High Game	Average
Railway Exchange	38	13	1010	883
Car Accountant	33	18	974	878
Ticket Auditor	32	19	1034	904
Freight Auditor	29	19	1036	874
Freight Claim	25	26	997	869
Auditor of Expenditure	23	28	966	870
Auditor Station Accounts	14	37	937	812
Assistant Comptroller	7	41	952	783

Individual Average

1 Pollack	195-14
2 Krumrei	190-6
3 Goetz	188-16
4 Dale, F.	187-5
5 Gavin	186-27
6 Dale, J.	186-18
7 Foreman	186-3
8 Faus	185-35
9 Specht	182-9
10 Earle	182-7

Team standing and the first ten high averaged men January 8th, are as follows:

	Won	Lost	Average
Cashiers	35	13	842
Store Dept.	30	18	851
Muskego Yards	30	18	818
Telegraphers	29	19	822
Rates	22	26	820
Ticket Agents	20	28	801
Car Dept.	19	29	804
Signals	19	29	777
Chestnut Street	18	30	757
Terminals	18	30	726

Johnson, Games 15, Average 194; Horlivy, 36, 191; Schwab, 36, 182; Witt, 42, 181; Derfus, 39, 180; Shannon, 42, 180; Schiebel, 18, 179; Klug, 48, 178; Oman, 45, 178; Epp, 43, 176.

The standing of M. C. B. teams is as follows:

	Won	Lost
Coal Cars	7	2
Box Cars	7	2
Stock Cars	2	7
Flat Cars	2	7

	Games	Averages
C. Siegman	9	181.7
G. Voth	20	169.12
A. Neuman	21	161.18
C. Filtes	18	153.4
N. Fuller	6	154.5

Mechanical Engineers Two-Man League

	Team Standing		
	Games Won	Games Lost	Total Pins
Cox—Koester	6	0	1716
Williamson—Tellefsen	4	2	1794
Plant—Petrie	3	3	1734
Sanhuber—Kuntz	2	4	1653
Hampel—Haag	2	4	1613
Guschl—Johnson	1	5	1734

Averages—6 High Men

Sanhuber	163.2
Williamson	156.3
Petrie	154
Guschl	160.8
Cox	145.5
Haag	143.3

Williamson's average would be about 25 points higher if he were more consistent.

Koester says someone is cheating when marking score. Get Dally down there as official score marker, Gus.

Plant is sure a consistent bowler—138, 124, 113. Better let Edna take your place, George.

Hampel is the Champion Gutter Ball Bowler. Two or three in one night seems nothing to him.

Guschl is going to install alleys between Wright and Clark Streets on 16th Street so he can practice every night. At that he may turn out to be a first class bowler with his round house hook.

Cox and Johnson had better cut out sneaking up on the pins. Good foot-work, Bill.

Better bring your wife down, Art, look what Tony did—a 201 game.

Supt. of Motive Power Office Bowl Match Game

A match game between two teams from

the S.M.P. office took place at the Parkway Alleys on January 6th. Due to the poor weather conditions, the scores were very low, as Joe Macht's and Marty Krueger's corns hurt in the damp weather.

Walter Hanneman, otherwise known as Bruno Schmidt, contributed the grand total of 428 on games of 110-167-151. Yes—he learned to play marbles when only a boy.

Chas. Reiff bought a new pair of those Harold Lloyd spectacles so that he could see the head pin better. Correct! He saw it after every shot and cracked out 126. Not so bad for the champ of the S.M.P. office.

The sooner Lusty comes clean with some cigars, the sooner he will be able to bowl with the married men's team.

A match game between the Accounting Department and the S.M.P. office will take place on January 12th. The S.M.P. lineup will be Macht, Krueger, Hanneman, Peters and Reiff. Watch our smoke in the Employee's Tournament. Even money—we shoot more than 2200.

THE SCORES

Name	1st Game	2nd Game	3rd Game	Totals
J. Macht	152	149	126	427
W. Hanneman	110	167	151	428
J. McMahon	128	141	188	457
O. Peters	166	151	131	448
F. Peters	189	163	141	493
<hr/>				
	745	771	737	2253
H. Trevillian	138	138	145	421
J. Multerer	112	157	152	421
M. Krueger	155	167	139	461
R. Peters	151	143	150	444
C. Reiff	126	149	177	452
<hr/>				
	682	754	763	2199

Rumblings From the Chicago League

E. F. Hoy rolled a pretty game December 26th, gathering in a total of 83 pins. We do not like to ask questions, but we wonder where you were Xmas day.

Wanted: A taxi-cab to seat eight by the Railway Exchange Team for 5:20 P. M. every Tuesday night. Let Goetz get it.

The first half is over, and taking it all around, the league has been a great success, and by the looks of things, the second half will be bigger and better than ever. By the way, boys, how did you like the new maples? If we recall it right, a few of you mentioned railroads.

F. D. Dale kicked 'em over for 253, making a three-cornered tie for first high individual game with Conrad and Peters on two of the corners. F. Dale also shot a wonderful series Jan. 2nd, knocking 'em dead for 226, 235 and 212, or a total of 673, which is high individual series to date. However, Dale's ball is now sour; his

last series, only 473, sticks.

The Ticket Auditors got revenge for a 1-pin defeat by the Freight Auditors some time ago, when they turned the trick January 9th by winning 905 to 903.

Since our last write-up, the Ass't. Comptrollers have won three games. Come on, boys, don't give up the ship.

We would like to see write-ups from towns in addition to Milwaukee, especially Madison and Seattle.

Do not forget that there is to be a Milwaukee Bowlers' Tournament this year and every employe is invited. What say, pin smashers, are you going to be one to help your favorite sport along? *Get behind it and boost.*

Harry Earle has come back to life, by piling up series of 618 and 613 in two successive nights.

Note: Ticket Auditors average 904. Position, third place. Reason: Ask Harry Krumrei.

After defeating the Railway Exchange

four out of six, the first half of the season, the Freight Claim slipped and had to be satisfied with one, January 9th.

WANTED—By Auditor of Expenditures' team. A little luck and enough pins to win a game. A Captain who knows what the pins are set up for. Gutters are dusted regularly by Alley Keeper and balls should get the wood and not the dust.

WANTED—Detective to find Goetz's ball—118. Got to do better than that or else mortgage all.

Auditor of Station Accounts have strengthened their team, and are toppling the wood for around 2500 lately. Breen says, "Look out, boys, strange things may happen."

We almost forgot to mention anything about the Car Accounts. Really, we did not mean to miss you, but as the standings tell the story of your team, guess honorable mention is not necessary.

Lost one week and found the next by E. J. Knoll—how to make spares.

Felix Specht—who looked you in the eye—only 470.

Faus washed his ball last week—552. Before that it sure was sour. His hook kept backing up.

Rau—410. Nuff said.

Our amiable Auditor of Station Accounts, F. H. Jeffrey, is looking for a doctor. Some undertaker embalmed his ball when he was out of town.

WANTED: Non-removable glasses for Big Bill Kruckstein.

Assistant Comptrollers' new motto—"Why win league games when you can beat all comers in match games?" For details ask Conrad and Heuel.

High Team Average, Three Games: Freight Auditor, 2881, Ticket Auditor, 2852, Ry. Ex., 2850.

High Single Game: Freight Auditor, 1036, Ticket Auditor, 1034, Ry. Ex., 1010.

High Individual Average, Three Games: F. D. Dale, 224 1-3, Foreman, 222 1-3.

High Single game: Conrad, F. Dale, Peters, 253, Hamm, 248.

C. M. & St. P. League—Milwaukee

On January 8th, after a two week's lay-off due to the Christmas and New Year holidays, bowlers of the CM&StP. League of Milwaukee again took to the drives at the Parkway Alleys, many bowlers displaying a fine assortment of new shirts and ties which evidently were left them by a generous Santa. None of the boys, however, displayed any new bowling balls, but H. Youngs came around with a brand new pair of bowling shoes. Herbie Franzen was in hopes that he would receive a new pair in place of his old ones, but Herb was somewhat disappointed. A little white shoe polish will fix them up like a new pair, Herb.

While the Christmas "Spirits" apparently had a lingering effect on some of the boys, it seemed to rejuvenate the Terminals, Chestnut Street, Car Department and Cashiers; most noteworthy the Cashiers. By taking three from the Rates the Cashiers took a firmer hold on first place; they also put into discard previous records for high single and high three, five-men games. Totals of 979 and 2795 respectively, being registered for the record games.

COME EARLY AND AVOID THE RUSH. First entrants into the S. O. D. (Society of Dubs) for the year 1923 were as follows: Radke, Paulus, Toll, Hodgins, Cary, Ritter, Hallada, Williams, Henke and Wiersum.

Current News of the Railroads

Ford at St. Paul

The Ford Motor Company has purchased land and completed negotiations looking toward the immediate construction of a great manufacturing plant to be located on a quarter section of the Mississippi River at St. Paul. If Mr. Ford is successful in his application to the Federal Power Commission for power rights at the high dam, it is his intention to build a ten-million-dollar plant which, when completed, will employ fifteen thousand men with an annual payroll of approximately twenty-seven million dollars. If the hydraulic grant is not awarded to him he will rely for his power on a steam plant, in which case the production will be somewhat less, but in any event it will be up to the usual Ford standard.

The present assembling plant at Minneapolis will be transferred to the new layout and will be the first unit to get into production, but automobiles, tractors, and light farm machinery will be manufactured as soon as the building and equipment can be constructed.

The Milwaukee Railroad is particularly and peculiarly interested in this undertaking because of its selection as the sole railroad facility to serve the industry.

Senatorial Buncombe

Some men newly elected to the United States Senate have in public speeches given voice to such serious misstatements regarding the railroads as to call for reply. Consider the cases of Senator-elect Henrik Shipstead of Minnesota and Senator S. W. Brookhart of Iowa, open letters to both of whom have been addressed through the Public Press by the Western Railway Presidents' Committee on Public Relations.

Mr. Shipstead in an address before the City Club of Washington, D. C., said:

"Farmers ship sheep to market and then get bills for the balance of freight charges due. What they get for the sheep will not even cover the cost of shipping."

As a matter of fact on the very day of his speech, the rate from certain representative points in Minnesota to the South St. Paul and Chicago markets was only from 2½% to 10½% of the price for which the sheep actually sold in those markets. How in view of such incontrovertible facts could any man of intelligence and honor make such an untrue statement.

Senator Brookhart in his first speech as a member of the United States Senate on December 18th made perhaps more baseless and reckless misstatements regarding railroad matters than any other man in high public office ever made. He said, for example:

"Largely owing to inability to pay the freight rates, the apple growers of the State of Washington will this year be forced to dump 10,000 carloads of apples into the Columbia River."

Answer wire to inquiry of the Wenatchee Valley Association, composed of growers in the apple district of Washington, showed shipments interfered with by shortage of transportation, not by freight rates. The Senator knows, or could easily ascertain if he did not and cared to know, that the present shortage of transportation facilities is due mainly to the policy of restrictive regulation, which has been followed for years. Certainly nothing could be better adapted to protract and increase it than the adoption of the policy of confiscating a large part of the value of the railroads which he advocates.

Referring to the results of Government operation, he said,

"I do not question the integrity of the Director General of Railroads. He was both able and loyal to his country, but down below him, perhaps below his possible touch, were managing officers who were neither loyal to him nor to the Government of the United States. They wanted to discredit Government operation so that the railroads would be turned back. They were traitors as truly as was Benedict Arnold."

This charge is of course, base and absolutely unsupported calumny, as witness the testimony of the two Fed-

to President Wilson said:

"The full and sympathetic co-operation of the various regional directors, federal managers, operating officers, and

employes has proved most effective in meeting the enormous problems facing the railroads, and their work has assisted enormously in keeping the transportation system of the country in a healthy condition."

When he retired as Director General, he issued a statement to the public from which, with reference to his successor, the following is quoted:

"I can ask nothing better for him than that they (railroad officers and employes) shall give him and the country the same loyal and efficient service they rendered during my term as director-general."

His successor, Mr. Walker D. Hines, on February 28, 1920, in rendering his final report as Director General said:

"A final word of appreciation is due to the loyal and steady support of the officers and the great bulk of the employes and their organizations. The times have been exceedingly difficult for officers and employes and these difficulties have been faced and dealt with in admirable spirit and temper."

Brookhart was not during Government control and has not since, been in any position to form or express an opinion upon this matter, his utterances, on the other hand directly contradicting statements of the very men who are in the best possible position to speak authoritatively.

A sound solution of the railroad problems depends upon an intelligent and fair public opinion. Such an opinion can be based only upon knowledge and understanding by the public of the facts regarding railway affairs. Such speeches have a direct tendency, and are apparently made with the deliberate purpose, to mislead the public and thereby to prevent a solution of the railway problem under private ownership which will be fair to the railroads, and which, at the same time, will promote the welfare of the public. A determined effort is being made by the enemies of private ownership, through false and malicious propaganda, to destroy public confidence in private management, and Senator Brookhart's past advocacy of Government ownership doubtless indicates the real object of such speeches as that with which he began his career in the Senate.

The Railway Dollar

The Bureau of Railway News and Statistics reporting for all railways is authority for the following analysis of "where the railway dollar went," during the years 1916 and 1921:

	1916	1921
Labor	40.60	50.58
Material and supplies	15.77	19.62
Fuel and locomotive supplies	7.45	10.34
Loss and damage	1.67	2.27
Rents	3.96	2.99
Taxes	4.46	5.09
Interest on Debt	12.48	9.11
Dividends and supplies	11.78	.00
Betterments	1.83	.00

MR. BOWLER, ATTENTION

The American Railway Bowling Association held a meeting Sunday, January 14th and has set the dates for the second Annual Tournament for April 7th to April 25th to be held at Chicago, Ill., on the Wabash Bensinger Alleys.

All bonafide Railway and Express Employes are eligible to bowl. As a representative of the organization, I want to make an appeal to you, Mr. Bowler, to get behind the move and boost. Last year 131 teams were represented from all over the country, and I want the Chicago, Milwaukee & St. Paul Railway represented with at least fifty teams if possible. This is a tournament well worth attending. All out of town teams will be given Saturday and Sunday dates and be given preference in accordance with receipt of entries.

The entry fee is \$1.00 for each event, entries to close March 20th. I want every bowler on the system to take an active part to make the tournament a big success, remember it's open to any employe of any road in the United States and Canada.

For further particulars, address Mr. E. Hampton, Secretary, American Railway Bowling Association, Burlington Bldg., Chicago, Ill.

CLAIM PREVENTION

Wire or Steel Strapping of Freight Containers Reduced Theft and Damage

Your General Committee on Freight Claim Prevention has been urging the wider use of freight package strapping with either wire or steel straps both as a reinforcement to prevent damage and as a security against pilferage.

The Committee assumes that every employe actually handling freight has long since recognized the effectiveness of wire binding or steel band strapping in freight claim prevention and it now entertains the hope that every member of all our Committees, Station, Divisional and District, will lend a willing hand to secure the broadest possible use of this method of freight protection. Agents, and their receiving and delivery clerks particularly, will find it easy to inform receivers and shippers of freight of the advantages all concerned will derive from the packages securely bound with wire or steel bands. All other employes and officers can help materially in this work by simply taking advantage of the opportunities which so frequently arise to point out these advantages to the public.

It is especially important that all shippers of wearing apparel, clothing, underwear, shirts, hosiery, shoes, hats, etc., dry goods, tobacco, cigarettes and other merchandise of exceptional value and attractiveness to thieves, be interviewed. The claim figures for last year will show that approximately 90% of all claims on clothing, shoes, dry goods, tobacco and cigarettes was for loss (stolen).

It is the judgment of those who have studied the question that if all freight were well packed and proper containers were adequately secured against pilferage and damage for the repeated handling all less carload shipments must receive, the claim bill of the railroads would be reduced by millions of dollars annually and better satisfaction given all around. An inspection of the contents of almost any freight station where merchandise is handled will bear this out.

The Committee on Freight Claim Prevention and the Freight Container Bureau of the American Railway Association concluded, after close investigation, that a great deal of this waste and loss of merchandise in transit could be eliminated by extending the use of steel strap or wire binding where the frequency of loss and damage indicates the need of package reinforcement. Exhaustive tests by the Forest Products Laboratory of the United States Department of Agriculture prove that this remedy does not always mean additional expense to the shipper, but on the contrary that by the scientific redesigning of containers to take advantage of steel binding reinforcement it is frequently possible to produce a less expensive and yet more serviceable container. Many present day containers unquestionably are inefficient and too fragile, but could be materially strengthened and made efficient by the addition of a strap or two.

Steel or wire binder reinforcement for shipping containers is advocated in a recent circular issued jointly by the Committee on Freight Claim Prevention and the Freight Container Bureau of the American Railway Association. Some of the advantages claimed for it are that the extra security afforded by

A good start has been made with our claims this year. At this writing, the claims being received in January are running considerably under those received the same period in December. However, it will be a real job to keep up this gait in the months to come.

All the claim figures for the entire year of 1922 are not yet available but will be published in full in the next issue of the Magazine.

Responsibility placed on certain individuals for correct performance of certain things promotes correct practices.

The receiving clerk is the only man who can really correct the double mark evil. Make them erase old marks.

Poor marking exceeds all other package deficiencies and double marks are the greatest evil. You can stop such shipments at receiving door. Watch the second-hand packages.

If you see a driver or Trucker using tags as handles, when picking up bundles, tell him about it. When tags come off, we have them "OVER" without marks.

Most shippers use tape which is too narrow to securely hold flaps of paper cartons, but most of them will change if told about it.

Talk a great deal to shippers about the importance of showing street address on freight for large cities.

wire or steel strap greatly diminishes the risk of loss or damage and that in many instances a box which gives fair service without reinforcement, can be replaced with one made of thinner material, hence less expensive if adequately bound with wire or steel strapping, without any loss in efficiency.

The circular states that a number of shippers who were asked to give their experience with strapping variously estimated the reduction in the number of claims and bad order complaints received from their customers, after putting wire or strap binding on their packages, at from 25% to 75%. One of the best known dry goods houses in the country actually reduced complaints from its customers in this way 42% during a period in which there was an increase in its business.

The receiver of a shipment which arrives damaged or part missing suffers disappointment, inconvenience or additional expense because:

First: The goods may have to be reboxed or recovered before stored or reshipped.

Second: The material for which there is an immediate demand must often be reordered.

Third: Frequently sales and regular customers are lost because the dealer is unable to fill orders.

Fourth: Finally, but not always the least burdensome feature, expense is incurred in collecting and preparing evidence for a claim against the railroad.

The circular asserts that "The average buyer will give preference to the house whose shipments arrive regularly in good condition instead of to the competitor whose shipments are insecurely packed and often arrive pilfered or damaged."

Most users of steel or wire binding find that this trade preference—that impression of house efficiency created by good uniform arrival of merchandise—is more than worth the cost. They also believe that there are accounts on their books which would have otherwise drifted away through unsatisfactory service, and that because of its effect on good will alone the strapping cost is a wise investment.

Not only does steel or wire binding effectively protect a package against ordinary damage such as that due to contact with other freight in cars but it is especially effective in preventing pilferage, concerning which the circular above referred to says "A case reinforced with steel binding is protected against pilferage not only while in carriers' possession, but also in shippers' premises with teamsters, in public warehouses, and in consignees receiving department. Thieves show marked preference for unprotected packages. As a rule they have to work quickly. They cannot rapidly remove steel binding with tools ordinarily at hand, nor easily reunite a cut wire or strap. A mutilated band is notice that the package has been tampered with. Thieves realize that they cannot so readily cover their tracks and prevent an immediate investigation when they open banded packages. A teamster knows that the bands must be intact to obtain a clear receipt from the railroad. At destination he knows that having signed for a strapped package in good order he will be suspected in case of shortage if the straps are not intact when he delivers package to the consignee.

How a Yardmaster of Experience Views His Responsibility for Claim Prevention

My several years of experience have taught me that a yardmaster has more to do with the handling of equipment which would cause damage to same and contents, than any other man on the railroad and his success depends largely on the organization of his men; more so with his engine foremen than with the helpers. I figure that loss and damage in the yard is controlled by the engine foreman.

I have no regular time to visit my engines when they are working and happen along when not expected or at any other time when I think I can be of any good in the prevention of rough handling of equipment; this more necessarily at night than at any other time as all the new men get night jobs first.

If I see a crew handling cars too fast, rough, or in any other manner that would cause damage, I stop the crew at once and get them together for a few minutes lecture, which I try to make sufficiently impressive so that I will not have to stop the crew again soon.

I give a lot of my time watching house and mill engines where invisible damage is usually done and try to keep my best foreman on these jobs.

I figure it necessary to have the help and assistance of my foremen at all times to keep down damage and always keep my engine foremen of the longest experience on jobs where merchandise and mill stuff is handled.

Illegible Waybills

Our attention is being continually called to illegible waybills due mainly to excessive number of notations, transfer stamps, etc. Following extracts from a circular issued by Secretary of Railway Accounting Officers Association contain some timely suggestions:

"1. More care should be exercised in placing notations on the face of the waybills, in order that the notations at all times will be legible and will not obscure any other information. Illegible or abbreviated notations constitute a serious difficulty in handling claims.

"2. Junction stamps, in excess of four, and all yard stamps should invariably be placed on the back of the waybills.

"3. No stamps placed on the face of the waybill should exceed $1 \times 1\frac{1}{2}$ inches; round stamps not to exceed $1\frac{1}{2}$ inches in diameter. It is recommended that accounting officers take steps to prevent agents from having in their possession any stamps for use on waybills that exceed these dimensions. This is desirable to assure the proper placing of stamps on waybills, and to enable the stamp impression to be contained in the space allowed for it.

"4. Space is provided on R. A. O. A. Standard Forms Nos. 98 and 99. Freight Waybill, for the transfer information to be written in, which should eliminate the use of transfer stamps.

"5. Waybills shall be prepared by the use of a typewriter, pen and ink, or indelible pencil. If indelible pencil is used, the writing should be set by the use of a wet cloth.

The underlying reason for this circular is the number of waybills not prepared in accordance with the foregoing and, therefore, reaching destination carrier in an undecipherable condition and presenting almost insurmountable obstacles in the correct reporting of the revenue involved."

Company freight has no dispensation for not being required to comply with marking and packing rules.

Try to know what the Classification provides. Study it according to commodity—it is easy to remember that way. Take those commodities of which you see the most.

You help the checker when you show the total number of articles receipted for.

This stuff will apply to a "Caller" as well as Receiving Clerk.

House clerks interested in their work will keep well informed on classification rules by reading some of them daily.

Have you ever thought much of developing a hook that could be used without damage?

Check up the use of hooks. Much complaint is made about hook damage to baled goods, furniture, etc.

The warehouse foreman will do well to supervise the handling of shippers orders of freight held on the floor over night.

"Over, On hand, Refused freight" should be segregated and protected—longing eyes watch the packages resting too long in one spot.

A complete check of the warehouse should be made at regular intervals.

Watch for oily car floors. Clean floors prevent claims.

Do not apply any new seals before removing the old seals hanging to the door fastener. Protect your receiving stamp.

Precautions to Prevent Fires in Cars Containing Heaters

Heaters must be securely fastened by nailing strips (similar to building lath) over flange of heater to car floor; also stretching side chains on heater tightly, securing same to car floor at an angle of 45 degrees. If chains on heaters are fastened to the wall in the body of the car heaters should be placed at least two feet from the wall. Extreme care should also be exercised in loading and stowing freight to prevent shifting against heaters. Freight should not be placed nearer than two feet to heaters, so as to prevent fire and overheating.

Fire should be started in the heaters on the ground in open air before placing in the tanks or body of car. To extinguish fire in heaters shove in cut-off slide. The cover of magazine must be kept closed absolutely tight while fire is burning. This is essential to prevent draft of air from the fire-pot up through the magazine.

Do not use oil when lighting heaters.

There is less fire danger when heaters are carried in the ice bunkers than when placed in body of car.

"Minimizing the Losses by Freezing"

"If shipments are received at destination in a frozen condition the following treatment, if observed, will draw out the frost and in many cases enable you to deliver the freight to consignee in a sound and merchantable condition. In such cases follow up the shipments after delivery and see that consignee handles them to the best advantage, ascertaining the amount of actual loss and damage account freezing:

CELERY: To draw frost from celery so it will not be tough and stringy, immerse it in ice water for about an hour, after which the water should be poured off and celery left in a moderately cool room for another hour. At the end of the second hour, the celery will recover its crisp fresh appearance and can be disposed of without loss.

POTATOES: Frozen potatoes should be kept in a temperature of about 35 degrees and the frost will draw out gradually. If put in a warm room the frost will draw out too quickly and the potatoes will become soft and wet. Also in receiving potatoes for shipment in very cold weather, it is a good idea to place a few of them close to the stove for about ten minutes and by cutting into the potatoes, if any frost, it will show up in a circle around the edge. The potatoes will also contain water. Another test is to peel one, chew up a mouth full, and if frozen it will taste bitter.

APPLES: Should be kept in a place where the temperature is almost freezing so that the frost will draw out gradually. The most important point in thawing apples is to handle the fruit just as little as possible while it is frozen. Every bruise on an apple while frozen results in a soft discolored spot that will extend deep beneath the skin.

ORANGES: Should be kept in a very cool place, slightly above freezing point and frost will draw out gradually so it cannot be noticed.

CABBAGE: The best suggestion for handling frozen cabbage is to keep it at about the freezing point so that the frost will gradually draw out, then tear off a couple of the outside leaves and the cabbage will be in better condition than before it was frozen, because if handled properly, treatment makes it very tender.

At Home

Hazel M. Merrill, Editor



Gladys, Daughter of Northern Division Conductor W. F. Schultz

Fashion Notes

"From all early indications, Dame Fashion says, there will be many printed-silks worn this season." Milady has grown somewhat weary of all black and dark blues, and welcomes the promise of brighter colors for early spring, in crepes de chine, georgettes, crinkled crepes, foulards, and Pussywillow and Cinderella taffetas. The printed silks are mostly of crepe de chine; some rather conservative and some in gorgeous Paisleys and Persian colorings and designs. There are many people and many printed silks, and you must choose just the right one for you, giving it more thought and attention than it requires to buy just a good quality navy-blue or black faille. There are prints with plain backgrounds and small, widely-spaced motifs of black and white, cerise, and orange; some of soft green, rose, and tan; Pompeian red and black on beige background; in fact, most anything one desires providing it is altogether becoming and fitting to one's peculiar style of beauty—as it were.

These dresses are of simple colonial design; waist of basque effect; full, gathered skirt, rather long; very short, tight sleeves with four or five-inch pleated frill; two-inch ribbon girde around the waist, tied directly in front, with two long streamers.

Clothes for 'sports' wear, with the coming of early spring and golf, may be either a suit or dress, and there are many charming two-piece suits of two-toned woven mixtures—quite mannish. With these suits are worn tailored blouses of crepe de chine or linen (incidentally these blouses should be monogrammed, on the sleeve, below the elbow, below the vent in the front of the waist, or at the left-side where you might expect to find a pocket.)

Footwear should also be tailored and the hat knitted. Machine-knit fabrics seem to be in high favor and promise to take a prominent part in spring and summer sports costumes, and there are

coat-suits, one-piece dresses, short separate coats, and hats in fascinating weaves.

The Valentine Party

For your Valentine party—HEARTS is the order of the day. A Hearts of lettuce grab bag may be used for table decoration; desserts, cakes, cookies, and sandwiches in heart-shape. There are many novel ways in which children's costumes may be decorated with hearts; then play games which keep the party lively and full of "pep," and the Valentine party will be an assured success, especially so if it is a masquerade.



Hayden C., Son of Foreman A. C. Weber, Othello, Wash.

Good Things To Eat

Roasted Oysters. Put oysters in a saucepan without water; shake the pan slightly to keep from burning. When the edges curl and the oysters look plump instead of flat, they are cooked. Season salt, pepper and butter. Serve on toast.

Smothered Oysters. Put one tablespoon of butter in a covered saucepan with pepper and salt. When hot add one pint of oysters. Cover closely and shake pan to keep from burning or sticking. Cook two or three minutes, or until plump. Serve on toasted crackers.

Creamed Oysters. Season one cup of thick cream sauce with salt, black and cayenne pepper and celery salt. Parboil one pint of oysters until plump; skim and add to the sauce. Serve on toast or in patty shells.

Fricasseeed Oysters. Cook one pint of oysters in hot butter until plump. Drain and keep oysters hot. Add sufficient cream to the oyster liquor to make a cupful. Cook one tablespoon of flour in one tablespoon of butter, add slowly the cream and oyster liquor, season with pepper and salt to taste, add the hot oysters and serve on toast or in patty shells.

Pigs in Blankets. Wrap large oysters in slices of bacon and fasten with a wooden toothpick. Put in hot omelet pan and cook just long enough to crisp the bacon. Serve on thin slices of toast.

Apricot Cake. One quarter pound butter; one pound brown sugar; three quarters pound dried apricots soaked overnight. Melt butter in iron or aluminum skillet; add the sugar and mix thoroughly. Place the apricots, skin side down in this mixture, keep warm but do not cook. Beat three eggs separately, add one and one-half cups sugar, one half cup of water; two cups of flour sifted twice; two teaspoons baking powder. Pour this batter over

the apricots and bake in the skillet fifty minutes in a very moderate oven. Turn out immediately, bottom side up on plate and serve hot or cold with whipped cream.

Household Helps

The use of a woolen pressing cloth, or partly wool at least, will ward off the shiny look when pressing wool dresses or men's suits.

The cork may be readily removed from a bottle by holding the neck of bottle under hot water faucet, or placing the bottle neck down, in some warm water.

You may keep satin slippers clean and free from spots by pouring non-inflammable cleaning fluid on one end of a clean, stiff-bristled brush and rubbing slippers thoroughly.

Tie a child's magnet to your sewing machine, and if you drop your needle, swing the magnet and it will pick up the needle.

To reheat doughnuts, lay them on several thicknesses of brown paper. The paper absorbs the grease.

To break-up lumpy powdered sugar, place in a large strong paper bag, place bag on side on table and roll with rolling pin. This keeps the sugar clean, also table and rolling pin.

Rub the inside of a chicken with lemon when preparing it. It will whiten the flesh and make it tender.

THE PATTERNS

4254. Girls' Dress. Cut in 4 Sizes: 8, 10, 12, and 14 years. A 10 year size requires 2 1/4 yards of 34 inch material. Price 10c.

4266. Ladies' Dress. Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 5 1/4 yards of 36 inch material. The width at the foot is 2 1/4 yards. Price 10c.

4293. Boys' Suit. Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 10 year size requires 1 1/2 yard for the blouse and 1 3/4 yard for the knickerbockers, of 36 inch material. Price 10c.

4251. Girls' Dress. Cut in 4 Sizes: 6, 8, 10, and 12 years. A 10 year size requires 7 7/8 yards of 36 inch material. Price 10c.

4262. Ladies' Dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5 1/2 yards of 36 inch material. The width of the skirt at the foot is 3 3/4 yards. Price 10c.

4241. Child's Dress. Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 2 year size requires 2 1/2 yards of 32 inch material. Without the bertha 3/4 yard less will be required, of 40 inch material. Price 10c.

4271. Misses' Dress. Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 5 1/2 yards of 40 inch material. The width of the skirt at the foot is 2 3/4 yards. Price 10 cents.

4296. Girls' Dress. Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4 yards of 32 inch material. Price 10c.

4258. Ladies' House Dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5 yards of 32 inch material. The width at the foot is 2 1/2 yards. Price 10c.

4263. Ladies' Apron. Cut in One Size—Medium. It requires 1 3/4 yard of 32 inch material. Price 10c.

4247. Ladies' Corset Cover. Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 1 1/2 yard of 36 inch material. Price 10 cents.

4242. Child's Play Suit. Cut in 5 Sizes: 2, 3, 4, 5 and 6 years. A 4 year size requires 2 1/2 yards of 36 inch material. Price 10c.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1923 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Pat-

terns, a **CONCISE** and **COMPREHENSIVE ARTICLE ON DRESS-MAKING, ALSO SOME POINTS FOR THE NEEDLE** (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

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

**S. M. East
I. McCarthy**

Engineer Walter Smith and wife and Engineer Anderson and wife left for sunny California in December. Engineer and Mrs. Anderson will join Engineer Ryel who left earlier in the season to spend the winter with his family.

The reason Engineer Mathews had to get a new cap was that his hat was too small. He is grandpa now.

Robert McCoy has accepted a position as bill clerk in the freight office, relieving Edward Usem, who resigned to accept other work.

Blake went to Harmony fishing just before Christmas. Result—Lutefisk enough to supply the freight office and then some.

Latest—Taking a taxi to Ramsey to catch No. 22. Those S. M. trains go right on time whether you're ready or not. How about it H. B. W.?

John Mortenson, formerly of the superintendent's office, and wife of Minneapolis, spent New Year's at the home of Dispatcher Johnson.

J. Gadwa of the store department, took a trip west and spent a short time with his parents in Seattle, Washington.

A daughter was born to Fireman and Mrs. Ray Best the latter part of December.

Wanted, an assistant, preferably a man—Nellie.

Operator Hamilton of Albert Lea, spent a few days with relatives in Iowa.

Baggageman John D. Williams enjoyed a few days in Chicago. His worthy assistant, Dwight Kneeskern, took his place.

We all enjoyed the candy some of the boys sent to the office before Christmas the result of which should be that we say sweeter things about you in the future.

Fireman John McCarthy is taking a vacation and is with his father who underwent an operation in the LaCrosse Hospital the fore part of January.

Mrs. Homer Ryan, former comptometer operator in the superintendent's office, called on the office bunch during the holidays.

Prairie du Chien and Main Pt. Divisions

Operator John Dahnke, who has been doing relief work on the material desk in superintendent's office for past three months, has gone back to Middleton on his old trick.

The locomotives handling trains 21, 6, 7 and 8 between Milwaukee and Mineral Point, have now been equipped with new type of generators so that trains are electric lighted. We hope the good work continues and that the rest of our trains will be so lighted in the near future.

Chester Webb and his sharpshooters from Shullsburg, attended

the trap shoot at Gratiot Dec. 29th, and Chester copped nearly all the big prizes, and later had a big feed at Shullsburg.

Farmer Gille our freight handler at Gratiot's hobby on the side is trapping during his spare time. The Shullsburg crew noticed in one of his traps the other day along side of the track a fine large skunk which he feels proud of. The crew knew he had caught one long before they came in sight of it.

"Tarp," trainmen's timekeeper, superintendent's office, reports that he heard "The Messiah," put on by Milton College. He reproduced "The Hallelujah Chorus" with variations, for the benefit of the office force next day. "Tarp's" musical ability increases every day, and his friends predict that e're long he will become a star of first magnitude.

Gus Abendroth, veteran carman, Janes-

ville, celebrated his golden wedding anniversary Jan. 9th, surrounded by twenty-seven relatives and friends and was presented with a Victrola and a gold piece. He is 74 years of age and still in active service. Has been in service 45 years.

H. R. Fish, third trick operator, Janesville, was married Dec. 24th, to Miss Edna Kilmer, of Janesville.

Agent F. W. Zimmerman, Janesville, has been confined to his home for a week with the grippe.

A baby girl was born to Mr. and Mrs. W. E. Murphy, section foreman, Monticello, Sunday, Jan. 7th.

A number of agents and other employes from the Mineral Point division attended the claim prevention and get-together meeting at Janesville recently. These meetings are not only proving a helpful source in correcting and eliminating claims, but



are bringing about an acquaintance and social feature which is beneficial and far reaching.

J. N. Gyles, section foreman, Mineral Point, made his monthly trip down the line. Some say Jim is looking for a wife but think he is hard to please; others say he eats too many onions.

Miss Shirley Goelz, clerk, Mineral Point, mysteriously disappeared recently on a shopping expedition and from all indications everything is lovely. I think the eventful month of June will tell the story.

John M. Sikhart, wife and daughter Susan, Mineral Point, visited relatives at Dubuque during the holidays.

Geo. Ryan, roundhouse foreman, Janesville, bought a new Nash Six.

We understand that William Glave injured his wrist cranking one of Ford's "Baby Lincoln" cars for a lady from Edgerton who was paralyzed in her right arm.

When Harry Lauder was here, "Fergie" took the afternoon off to attend the matinee and was also at the evening performance to replenish his depleted stock of jokes. Those he has told since generally refer to "Scotch," heather or "Hieland" lassies.

James Martin Fox fell down and broke his bottle. We don't know what was in it, but he is evidently getting enough nourishment for he looks younger and handsomer than ever.

Frank Tarpley, trainmen timekeeper, sprung a new one recently. "If an apple a day keeps the doctor away, will an onion a day keep everybody away?" We note he eats several apples daily in the office and probably has the onions when he gets home.

Our operator, John B. Meyer, was passing candy around recently. We are not quite sure of the reason, but indications are that it was either an "announcement" or "coming out party."

Our genial and obliging clerk in chief dispatcher's office, Miss Qualman, spent the Christmas and New Year holidays in Milwaukee, her home town. She reports having a fine time, especially at a Sylvester Eve Party. She said that the decorations were lovely. Think she is referring to the mistletoe.

Platteville Line

Thos Heagney on the Platteville branch, is the proud father of a ten pound boy, born the early part of December. Tom says the boy has nothing on him for teeth, Tom having lost all his teeth.

A seven pound boy was born to Mr. and Mrs. Henry A. Mende, section foreman at Platteville on Dec. 3rd.

Platteville ice house is being filled at the present time with 14 inch ice.

Conductor Mooney spent New Years at his home in Brodhead.

Conductor "Trucky" Prideaux is talking of taking his horse, "Spark Plug" to Brodhead. He says he can't stand to be away from him so long.

Brakeman Hinkins, on the Platteville line, is laying off attending the Mound City Poultry Show. He cleaned up the show on his White Rocks. Why not! He is one of the directors of the association.

Fireman Higgins also is showing his Single Comb Rhode Island Reds, also known as "Bonfires of the Red Alley." Engineer Kuelling is showing his Partridge Wyandottes and Fireman James some of the best fighting games at this show or any other.

Fireman Price James and Miss Charlotte List, both of Platteville, were married in Chicago early in December.

Conductor Corson visited his mother in Janesville over Sunday on Jan. 7th.

E. J. McCauley attended the Hod-Carrier's meeting at Madison on Dec. 15th.

Tacoma Tide Flats

R. R. R.

Did everyone get their supply of handkerchiefs, ties and hose this year?

A. L. Pentecost is again with us here at the shops, and also the "Monkey" Al. brought back from the east. We are glad to have Mr. Pentecost with us again and take pleasure in his new pet, the monkey, which has been the most talked of subject since its arrival.

The usual holiday spirit did more than prevail here about the shops for a few days before and after Christmas, however the new year found the full crew at work.

Many of the employes and their families took advantage of the holidays to visit throughout the state. The eastern part, and south, also Oregon claimed a few. Glad to say as far as is known Van Couver, B. C., had none of our travelers.

W. E. Smith, of Puyallup, has joined the ranks of the married folks, having taken a charming Puyallup miss for his wife. This happy pair spent their wedding trip in Portland, and are receiving congratulations from the bunch, here and in Puyallup where they are making their home.

Owing to the advancement in the car department we have Miss Ann Howland's sister Miss Gladys Howland, with us here, and are hoping she will like it and remain with us for some time.

Two new diamonds made their appearance here, one in the store department, on Miss Betty's left hand, and one in the car department, Miss Campbell being the happy person. Congratulations and best wishes are being extended to the happy girls.

Miss Ann Howland of the car department, is spending a vacation in Chicago, where she is being entertained by relatives and friends, and reports are that Miss Ann is having a lovely time.

Mrs. P. R. Horr spent a few weeks visiting her mother Mrs. Peter Simn, in Idaho and friends in Salt Lake, where she enjoyed pleasant visits.

C. E. Hewart is at work again after having been sick for a few weeks. We sincerely hope Mr. Hewart will continue to improve.

G. Gookstetter, of Bellingham, visited the shops over a day or two. We were all glad to see "Gook" and hope he will visit us more often.

For the benefit of those who may forget, will you all who have some news or other notes of interest or otherwise kindly send them to the shop accountant office so we will have a better showing in the Magazine. Thanks.

C. J. Turner to roundhouse clerk. What did you use 500 ft. of lineal rail for?

"News From the Connecting Link"

Elizabeth Koelsch

The New Year for the C. M. & G. commenced with a bang. We have never seen so many cars of coal in all our lives.

We have hired eight new brakemen and we have three new operators in the Tower at Manhattan.

A transfer engine has been put on at Momench which is doing some very good work for this line.

Division Storekeeper Lake visited the C. M. & G. January 11th. We are quite sure that Mr. Lake knows that he was welcome.

We have been informed that Conductor Smith is improving considerably in playing pool. Keep up the good work, Mr. Smith.

Poor old Cookie is to be pitied. He has a Swede's eyebrow under his nose and the only excuse he has to offer is that he is out of safety razor blades. Some mustache I say. Mr. Cook is not the only one suffering from this affliction. The other gentlemen concerned have not had the courage to offer an excuse.

A Safety First meeting was held Friday, January 12th, in the Association of Commerce building. As the previous meeting proved to be very interesting we cancelled all engagements so as to be able to attend this meeting. Mr. Mohr made a speech and due to this fact Mr. St. Clair decided to honor us with his presence.

Mr. Swanson's clerk, Connie, went home New Year's. Yes, we are quite sure that Connie went home, but judging from the last trip he took we are unable to say whether he traveled alone or not.

It has been rumored that the C. M. & G. sold the 4 miles of track between Momench and Delmar to Conductor Richardson. Conductor Richardson has found it necessary to have a private secretary. His secretary's name is Agnes; he also has the title of engineer. Well we always knew that Conductor Richardson liked the ladies.

I wish to inform all of the readers of "News From the Connecting Link" to watch for next month's items. Conductor Mitchell, I am not sure whether you know him or not, but he is one of our exceedingly handsome conductors, will contribute two or three very interesting items; and I am sure that you do not want to miss them.

Playing Train

Charles finally persuaded his aunt to play train with him. The chairs were arranged in line and he issued orders.

"Now you be the engineer and I will be the conductor."

"Lend me your watch and get into the cab."

Then he hurried down the platform, time-piece in hand.

"Pull out there, you red-headed, pop-eyed boob," he shouted.

"Why, Charles," his aunt exclaimed in amazement.

"That's right, chew the rag," he retorted. "We are five minutes late already. Get the—out of here."

Now Charles' parents forbid him playing down by the freight house.—The Tiger's Eye.

Nuts to Crack

1. What nut is used to describe Oriental eyes?
2. What nut is found in a dairy?
3. What nut is found in every home?
4. What nut suggests a popular beverage?
5. What nut bears a girl's name?
6. What nut forms a part of the human body?
7. What nut is found at the seashore?
8. What nut is a country in South America?
9. What nut might be expected to grunt?
10. After what nut was a United States President nicknamed?
11. What nut is found in a vegetable garden?

From the Bureau of Safety

The following chart is an exact statement of the deaths occurring on the Chicago, Milwaukee and St. Paul Railroad for the years 1913 to 1922 inclusive. This is just another reflection of the sincere co-operation given by employees of this great Railroad, and although one hundred and forty-nine (149) deaths is too many for one Railroad, still there is a great deal of pleasure in the satisfaction of knowing that there has been a gradual decrease from year to year, in the number killed; and the Bureau of Safety wants the employees to realize that their efforts are appreciated, not only by this Department and Railroad, but by their families.

Reduction in Fatalities 1913 to 1922

Does This Safety Movement Deserve Your Personal Support?		
Percent		
Total Number Killed	Decrease Under 1913 Basis	Year Ended
423		June 30, 1913
368	13.00	June 30, 1914
331	21.75	June 30, 1915
323	23.64	June 30, 1916
296	30.02	Dec. 31, 1917
Percent		
Total Number Killed	Decrease Under 1913 Basis	Year Ended
210	50.35	Dec. 31, 1918
167	60.52	Dec. 31, 1919
166	60.75	Dec. 31, 1920
153	63.83	Dec. 31, 1921
149	64.77	Dec. 31, 1922

A Safety First Invention

The Santa Fe Magazine has an idea for an invention which should attract the best efforts of railroad men the world over. Here it is:

"Automotive talent is being directed to the perfection of a device that may be attached to the speedometer of an automobile and register in this manner: "At 20 miles an hour a green light flashes.

"At 30, a yellow light flashes.

"At 40, a red light flashes.

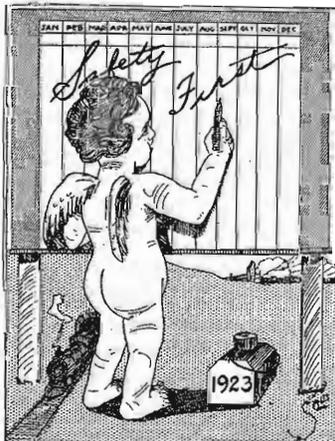
"At 50, a gong rings and a phonograph starts playing, 'Nearer My God, to Thee'."

Get the Safety Habit Early

Guy E. Sampson

A few years ago our railroads, on account of the great loss of life from accidents, started a drive to reduce accidents. The idea was named a "Safety First Move." In the few years that the move has been in operation, the loss of lives from accidents has decreased wonderfully. No one can say aught against the move but personally we are of the opinion that there is a lot of truth in the old saying that "It is hard to teach old dogs new tricks." For this reason the writer brought out the thought, at a Safety First meeting in Chicago last year, that we start a move toward educating the children to cultivate habits that would tend to keep them from accidents, such as our daily press is reporting every day. We were also of the opinion that the best place to meet and talk to the children was at their schools.

Having a school located near the Milwaukee tracks, where about 500 scholars attended and where the pastime of many of the scholars was flipping passing trains, we were asked if we would care to try out our plan there. The only way to prove the merit of an idea is to try it out. This we did and the officials of the Chicago Terminals have conceded that there has been a noticeable change in the conduct of the scholars at this particular school. The success of the movement now depends on whether or not we are able to help these same boys and girls to form the habit of "Being Careful." Once they have acquired this habit it will continue to grow with them and when they have reached manhood and womanhood the uppermost thought in their minds, as they go about their work or pleasure, will be "Take no chances," but always stop, look and listen, before proceeding. In almost, if not every report of some one being injured, we do not have to read the re-



Illinois Central Magazine

port but once to see where the carelessness of some one was responsible for the accident. If the party injured had acquired the habit of being careful at all times the accident would never have happened.

But we are not content to let the matter drop at trying it out on this one school as every boy and girl in Chicago needs to acquire this same habit if we are to make a success of it in our big city. For that reason it is our desire to see some member of the Safety First Committees of our various railroads visit every school in Chicago and carry this message "How to save the life and limbs of future generations." And not Chicago alone, for what is good for us, is also good for the boys and girls all over the world. The accident prevention idea is getting to such a point that employers today, measure their employees' efficiency to a certain extent, by their habits of being careful. A careless employe is not wanted therefore it behooves all of us to cultivate those habits that will insure us, and those with whom we work daily, against meeting with accidents through carelessness. Government reports show that in the last 28 years 37,714 boys and girls have been crippled or killed flipping trains or walking on tracks. Add to this the number that have been injured flipping autos and

sleighs and the number should be enough to make all of us willing to begin, today, to get into the habit of "Being Careful At All Times." How many of us have seen the boy with an empty sleeve wistfully watching the other boys play ball or the boy with an empty trousers leg looking likewise at a bunch of his playmates skating? Is it not a sight that fills our heart with sadness. Then comes the thought, whose carelessness caused this boy's misfortune? Yes, you say, the above is all true but how are we going at this matter to get the best and most prompt results? I will tell you my ideas on the subject. In the first place the only way to form a habit is by keeping at it continuously. Think about it, talk about it and practice it at all times. I say without fear of contradiction, that there is not a school board in this grand old U. S. A. that has not the future of our coming men in mind. And that none of them would object to the teachers and scholars devoting a few minutes each day to the subject of accident prevention. Each teacher can use his or her own way to make the period interesting. Short accident reports read from the press and the scholars given the privilege of telling in their own words how the accident could have been averted. Let each room have a committee to tabulate the little accidents that may occur to the members of their room and each room in the school try to keep their accidents below that of the other rooms. At the end of each month these committees can meet and decide which room or grade has the best record. Our schools have always made a success of contests in studies, in attendance, in athletics and various other things, why not make a success of a contest in "Safety Habit Cultivation?" We believe it can be done and also believe that when it is done we will have done much toward accident prevention in the future. We have always taken a great interest in the children, always considered them as our playmates and "Pals" and it is our great interest in them that has caused us to give the subject much thought and study and we have come to the conclusion that no matter what we say or do we can accomplish little until we get the children to think and act for themselves. We believe good will be the outcome of the above plan if put into operation in our public schools. To the grown ups we would say this: If we desire to see the children form and cultivate careful habits let us each and everyone keep from doing the things that we do not want them to do for the reason that children often do the same dangerous things that they have seen older ones doing. Let us set the right example before them and in this way assist them to cultivate these same "Careful Habits."

The destruction of the Ferguson elevator by fire December 18th caused a lot of damage to telephone and telegraph wires making it necessary for the local linemen to get out in the severest spell of weather the Iowa division has experienced. The fire also destroyed a car of grain which had been loaded at the elevator and was awaiting train movement.

R. & S. W. Division

Lillian L.

Master Mechanic W. J. Hughes is going around these days with a very large smile—there's a reason. Gordon Phillip Hughes came to town December 14th. W. J. said they wanted Gordon to fire No. 90 the other day, but it seems the caller could not locate him. Investigation developed that he was out in front of the hospital snowballing. The firemen on the Division better look to their jobs, for no doubt some one of them will be bumped before long.

Tommy Crage is grinning all over his face for the same reason—not about Gordon Phillip, you understand, but about Thomas Earle, Jr., who arrived on the Stork Special December 11th.

H. P. Funk spent Christmas at his home in Crookston, Minn. Heine says they will have to go some if they come up to the kaffee kuchen that mother makes.

It is with regret we learn of the death of Miss Frances Cummisford, daughter of Engineer and Mrs. Thos. R. Cummisford, who passed away at her home in Milwaukee December 23rd, after an illness of several months. Our sympathy is extended to the bereaved parents and to the sister and brothers. Miss Cummisford was a sister of Engineer Harry Cummisford.

They say some people are even afraid to blink for fear something will happen while their eyes are closed. That must be the reason why Beryl had to have a cinder taken out of her eye on two or three different occasions.

The high cost of living evidently has no terrors for Jesse Phillips, yard clerk at Beloit, for he recently took unto himself a wife, the happy bride being Miss Flo Behling, formerly employed at the Beloit freight office. They honeymooned in Boston. Some class.

What do you think about a fellow that will bring you in an item for the magazine and the next day or two get cold feet and tell you not to publish it?

Guess most everybody around these parts went some place for Christmas. Miss Jane McBride and Miss Reta Westrick went to Milton to make marry. We hated to think of them alone and unprotected in the great city and warned them of the dangers that would beset their path, but our warnings seemed to have no weight with them. They did not return together, and yet they did not come back alone. Do you blame us for being worried?

Harry Hill has been appointed assistant agent and yardmaster at Rockford.

Our sympathy is extended to Miss Mary McDonald in the loss of her mother, who passed away January 2nd. Miss McDonald is employed in the superintendent's office at Beloit.

The girls at Beloit gave a Christmas party December 19th. The decorations were in the Christmas colors, a Christmas tree forming the centerpiece of the table. Names were drawn in advance for the exchange of gifts, and everyone received an extra gift from a grab bag—an article which someone else wished to get rid of. A dark and mysterious Seeress predicted the future of each one present, which caused much merriment. They were all real polite and told the committee they spent a very pleasant evening.

There's quite some rivalry among the sportsmen on the R. & S. W. Divn. as to skill in the hunting and trapping of wild game.

Irwin can boast of one of the live sportsmen on his car, Ben Preston, who with two

of his duck hunting buddies, went from Milwaukee to Jefferson and spent the week end and got two rabbits.

John Webber wins the marbles. He took a trip from Milwaukee to Whitewater and invaded the woods and managed to get lost. There were numerous calls to the farmers in the vicinity to help try and locate him, and the farmers upon retiring for the night each left a lamp burning in the window to serve as a beacon, and through this medium he was finally saved from a terrible fate.

Ted Carrier can boast of the best providers of the necessities of life, as Hixon and Dunlap, while getting coal at Rockton, managed to run down one rabbit, and at Springfield while waiting for the milk, managed to run down five more in a nearby cornfield, and they did not get lost nor weary.

Somebody tell the Illinois Divn. correspondent that "Saint" has been known to stay out even later than "Three O'clock in the Morning."

J. E. Haley, formerly roadmaster on this Division, passed away at the home of his sister in Minneapolis, January 10th.

Important events have been taking place around Freeport. It has finally leaked out! Pearl Winthrop, ticket clerk, has been Mrs. A. A. Grant since August 29th, 1922. The announcement of her marriage, which was made Christmas Day, was a surprise to us all. She resigned her position January 4th to take up her numerous household duties. We all extend our best wishes, and we wish to say "He has gained a Pearl."

Roscoe Askey, our indefatigable clerk, has taken the position of ticket clerk. The feminine travelers are visibly increasing. Don't rush girls—Don't rush—One at a time!

Sioux City & Dakota Division

H. B. Olsen.

The large size magazine has made a hit with every one and it is most welcome.

On December 19th, 1922, Sioux Falls went on record as having one of the best "Safety First" meetings on the division for some years. E. F. Rummel, supt. and chairman presided over the meeting assisted by E. B. Coacher of Chicago.

Fifty two employes were present and with the various subjects brought up one could readily see every one held a deep interest. George Francis, coal heaver, arrived early and secured one of the foremost seats, when the meeting was open to discussion George arose, addressing the chair in the proper manner, he made plain the fact that a light was absolutely necessary in his department and Mr. Rummel agreed that such was a fact and just to prove that fact, an electric light has been placed at the coal chute much to the delight of George. But, watch us grow, the next meeting at Sioux Falls the number will be doubled—don't crowd, don't push.

Roundhouse Foreman, Peter Fosburg, Sioux Falls met with a painful accident last week, when doing some work on an engine a large piece of casting struck him on the face and badly injured his nose and face.

A very delightful dance was given by railway employes in the coliseum at Sioux Falls on Jan. 3rd. there being about four hundred present, one of the best orchestras in the city provided excellent music and delightful refreshments were served at the mid-night hour. We were more than pleased to see so many "Milwaukee" employes present. Ethel, Hildred, Christine, Laura

and Marie were there too. Ray and Al. did their part in the old time square dance.

Christmas was saddened in the hearts of Roadmaster Jerry Murphy and family when on that night, Brakeman Francis Murphy while assisting in station switching, train No. 75 at Akron received injuries which caused his death. Francis had been in the service three years and his cheerful disposition, strict attention to his work, and the faculty of always being ready to help, won for him legions of friends and admirers. We all extend our deepest sympathy to the family.

Operator Ray Goodsell Mapleton has been doing considerable shopping in Sioux City the past two weeks—there is of course a reason which Ray will explain later.

Operator R. T. Stivers received 3rd trick at Vermillion on bulletin and is now permanently located in the college city.

Freighthouse Trucker, Ben Jansa, Sioux Falls who was compelled to take his wife to New Mexico for her health, writes Agent Griffith that Mrs. Jansa's health has not been benefitted by the change and they expect to return to Sioux Falls if she can stand the trip.

Joe Barger, while working with S. E. Hanson's B. & B. gang in the removal of the old wind-mill at Tripp, had the misfortune to break his arm—late reports tell us he is doing as well as can be expected.

Opr. Floyd Nellis, Scotland has received the Kaylor Agency on bulletin and has taken charge of that station—luck to you Floyd.

Operator Munech, Elk Point can be seen spending his leisure time riding in his newly appointed coupe.

Conductor Pete Smith took a weeks vacation that he might be with his family who reside at Yankton, during the holidays. Pete plans on moving to Running Water in the spring, his runs on 407 and 408 terminate at Running Water.

Conductor W. B. Anderson and family are spending ninety days in Southern California. Conductor Billy Rands is relieving on Walt's run.

Operator J. L. Ressigue, 2nd Elk Point has received 3rd trick at Mapleton on bulletin and has moved his family to that point. Operator G. Harley, Nance extra, is filling the vacancy of 2nd trick at Elk Point pending bulletin.

George Francis, coal heaver, Sioux Falls, has gone to Kilgore, Neb., where he will spend two weeks with relatives. This is George's first vacation in years and he feels he will enjoy the recreation.

The question is, "How are you going to sit still and go slow?"

Chicago Terminals

Guy E. Sampson.

The NEW MAGAZINE, (Jan. issue of our Employes Magazine) has arrived just as we were told that it would, and as Al Ringling said every spring about the Ringling Bros. circus, "It's Bigger and Better Than Ever." The front cover page showing a street scene near the summer home of A. J. Earling, the New Year Resolve of H. E. Byram, an unusual amount of good advertising and a good column of spicy news from all divisions, in fact every page contains something of interest to all. Personally our only objection to the improved magazine is that we are in possession of one copy of every Employes Magazine from No. 1 to the present issue which we are to have bound in book form and now we will have to have a different size book after the 1922 issue

but we are thankful it is larger, showing we are growing instead of going backwards.

They say that Al Gardner is a great lover of music and has fallen in love with the melodious pipe organ at the Tiffin Theatre on North Avenue, hence his frequent visits to that play house.

Train Master E. E. Johnson spent his annual vacation at Excelsior Springs and Jas. O'Keefe filled his place during his absence.

Death visited our midst since our last report and called Switchman John Edelman to the Great Beyond.

Francis Riley little daughter of Mr. and Mrs. Ferd Riley was suddenly called by death on Christmas Day.

Mr. Landmeier, father of Mrs. Bishop was also called after a lingering illness.

Mrs. Neumer mother of Emer and Nic Neumer two Terminal employes also passed away after a short illness.

The sympathy of all employes is extended to all the bereaved ones.

Jan. 10th the Stork visited the home of Ed Stock and wife and left a fine daughter. As the young lady showed no signs of leaving, "Missouri," as Ed is known among the boys, decided to purchase the needed wearing apparel and invited her to stay. May the young lady never have cause to regret that she came to the home of so lovable a couple as Mr. and Mrs. Stock are known to be.

Clark Gruner and Earl Hendricks recently took a few days off and visited their relatives. Earl going to Minneapolis and Clark stopped off at Portage.

Harry Miller of the car department spent a part of the Holiday week with his family at Wauzeka, Wis.

John McGowan who has been absent from the Y. M. job for several months has returned and taken charge of the west end receiving yard at Bensenville days. During his absence from the strenuous duties of a Y. M. John had charge of a transfer crew. All glad to see you back John.

Road Master Larson has exchanged positions with Mr. Barbee of Milwaukee for a like position in the famous Schlitz City.

Machinist Wm. Peck, Bensenville, has accepted a position as night foreman at Savanna.

Albert Shaw was taken ill and George Cooper is taking his place.

Emma Weber spent Christmas in her old home town, Denver.

Wm. Schuld has taken the place of Caller John Tipping. Mr. Tipping is spending the winter in Florida. Lucky man.

We offer our sympathy to John Weber, Bensenville, in the recent loss of his wife.

At this writing we have just received word that Switchman Winters was injured causing the loss of one leg and the other badly lacerated. His condition is very serious but we hope that we will pull through.

Bob was absent one day and Emma had a peaceful day.

Drippings From the Ice Bunkers

Spud Bar

From the way apple shipments are being delivered to the Milwaukee at Spokane from the Great Northern for haul east, it would seem practical to change the name from Spokane to "Apple Exchange."

If the business keeps on coming the way it has for the past three weeks Inspector Kamm will have to borrow Miss Caro's

Kitty Kar, to keep up with the job.

Inspector Petersen of Avery has had so many nicknames that it would hardly be possible to find any more of them, but his difficulty in removing ice plugs from the bunkers of the new refrigerator cars helps us to create a new one. Any man who is powerful enough to tear out rings from ice plugs is certainly entitled to the name of "Ring Puller". Cancel the others.

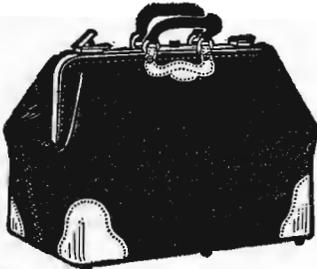
Add to those you have heard about, Olin Torrence and John Troup, newly appointed perishable freight inspectors at Malden and Seattle, Washington.

A fellow told me the other day that he saw Slim, and the Gasyville police were after him. Imagine he was at Miles City and saw Inspector Cookson doing a double quick when an apple train was in.

B. C. Root from the sandy vicinity of Othello was at Spokane recently doing a little shopping. You know Ben and his side kick Brochie do a little batching and from all reports Ben can burn pancakes better than anyone else.

Arthur DeGarmo and Jack Early, inspectors from Mr. Steven's office, were checking Spokane station recently. We of the refrigerator department are benevolent and all of that, but the next time they come around we hope that they will supply themselves with sufficient amount of matches and cigarettes or else give us advance notice so we can arrange to have a good supply on hand to meet their requirements.

Well, the assistant scribe fell down on the job again, not a word from headquarters. Want to say through this column that we will not be able to overlook a recurrence and our advice is, something terrible will happen if it does.



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Signal Department Radiograms— Lines East

"Gene"

East is West. No sooner does our esteemed correspondent H. G. Wood, "Suds" manufacturer of Signal Department Bubbles for the past few years, get a glimpse of Wig-Wags in the December issue than he too decides to follow the footsteps of "Slim" and cast aside the burdens of a department correspondent. The matter of a successor was, therefore, referred to a committee, and after due deliberation, it was decided that Eugene Oscar Forster, better known as Gene, Ockie and one of the Gold Dust Twins, being the best comedian available, be intrusted to release the serious and solemn news from the Signal Department Lines East.

"Radiograms"—that's the new heading signal department news will appear under, for without "Suds" there can be no bubbles, and in view of the many "Radio Bugs" in this department we think "Radiograms" a very appropriate heading.

Signal department activities for the past month have been centering around Pacific Junction, where the Million Dollar Crew, headed by Assistant Signal Engineer L. B. Porter, together with Foreman Bassett's and Hammes' crew and every available man that could be spared from his section, were engaged in rebuilding the interlocking plant. After being out of service for about two weeks the plant again went into full service Friday at 10 o'clock, December 22nd.

Foreman Hammes has now moved his outfit to Council Bluffs where he will install a few switch protection signals. Foreman Bassett is cleaning up the ruins at Pacific Junction, and will shortly move to Bardwell. Foreman Dunn's crew has been temporarily laid off.

Reports from Iowa City have it that J. A. Munkhoff, signal maintainer, has been happily married. We have not learned the name of the happy bride, but after Joe gets back from honeymooning on the Pacific Coast we expect he will drop in and tell us all about it. Mr. Munkhoff has been on a leave of absence the past six months due to illness and we expect all ills have now been healed.

Cartherine Bartel, of Signal Supervisor Gerhart's office at Western Ave., is confined to a hospital at her home in Beaver Dam. Miss Bartel went home to enjoy the holidays and while there was taken ill. We hope she will soon be well and that all the joy and happiness she missed will be afforded her at some future time.

E. J. Muckerheide paid a friendly visit to his former co-workers during the holidays. Elmer almost had a fish story to narrate but the ice on Lake Winnebago was too thin.

Otto Jensen has been assigned the new draftsman position in this department. Otto, sometime before the war, was signal maintainer at Hartland, Wis.

"Lyons, Indiana, S. O. S. Please send transportation for myself and wife from Chicago to Milwaukee." The above re-

ceived from Mr. Gillan, who, with his wife, spent the holidays at Lyons. Mr. Gillan will furnish further details.

Minneapolis Shop Happenings James Nellins

There seemed to be some extraordinary good and interesting reading in the December issue of this magazine. The veterans being especially taken up with the write up of the old "Sherherd Crew," the men who worked on the Minnesota Central and McGregor Western Rys., and the writer, Sumner S. Johnston, gave us some good reading. The bulk of those grizzled workers live in this neighborhood and who can fail to recognise Chas M. Jones, Winn. Bracket, Peter J. Baker, Joseph Scallen, Elliff Nelson, Charles Howard, Elial Hoxsie, David Burke and Joseph Trussonne, the later since having died.

It is interesting reading for all.

The many comments written up concerning the faithful service of Dan Healy makes interesting reading and well worthy remarks regarding this grand man. Brother Griggs says there is always room at the top. Well, if we ever reach the top round of the ladder we will follow Dan Healy and jump into the sky.

Edward Sommers of the fuel department made a recent business call at these shops and it seemed good to note his hearty appearance and lively way of doing business and it seemed good to have a friendly hand shake with him.

It is a fine sight to see the large attendance at the noon day services each Thursday in the car shop and the machine shop. The attendance at those meetings is increasing right along which should be encouraging to the men whose duties it is to arrange for the gatherings. The services of Dec. 21st and again on Dec. 28th were particularly interesting and instructive.

Cabinetmaker Tom Lavers, has been added to the committee and he with Machinist Chas. Ingold and Mr. Booth of the Y. M. C. A. will give you some good services right along. It is surely something different from the regular grind of shop work.

Minnesota generally known as a cold place slips it over on California this season. Right here in mid-January shop men outside playing volley ball and tossing horse shoes.

The scores of shop friends of Machinist Charles Peters are extending their sympathy to Mr. Peters on account of the death of his wife, the sad event occurring January 1st. This is a particularly sad bereavement as this woman leaves two children, one four years of age and a baby of four months old and while Mr. Peters feels his great loss very keenly, he can feel that the entire shop force are extending their sincere condolence in his sorrow.

Another sad announcement to make is the death of the wife of veteran Machinist Michael Fitzgerald, this sad event occurring on January 4th, and this veteran and friend of all shopmen can take such

comfort as due him in knowing that he has the sympathy of the entire shop, all of whom consider this quiet veteran as their friend.

No one should fail to read the leaflet accompanying the December issue of the magazine entitled "The Problem of Efficient Railroads". It is instructive as well as interesting and if you have not read it, pick up your magazine for December and read this article over a number of times and you will not regret it.

Business is sure good in the machine and boiler shops, a good sized force and full time being worked which makes the men pick up their ears and hustle.

Charles Ross, engineer, Hastings and Dakota Division, is absent on sick leave and reports were that his sickness was assuming a serious stage, much pleasure is expressed by his friends that he has had a change for the better and is now on the road to recovery. He being a most agreeable fellow worker and it will seem nice to see him back on the job again.

Old sport Edlund, boiler shop, has returned from work from the Baldwin Locomotive Works, where he has been putting in some time on business for this company and now we will look for an awakening of sports and pastimes that have been permitted to become somewhat sluggish during his absence.

Dubuque Shops Jingles

"Oosie"

Much obliged to meet you—

Miss nineteen-twenty-three,
We hope you'll smile upon us all
Just be-yoo-tif-ully.

Shop Accountant J. H. Prior has been transferred to Terre Haute and Chas. Bamberger comes to us from Lines West to succeed Mr. Prior. We're glad of J. H.'s promotion, but we miss him so we do—and one little girl especially, is feelin' mighty blue. Mr. Bamberger, you sure are welcome to join our Dubuque shops bunch, that everyone will like you, I've got a great big hunch.

A simple church wedding, a beautiful bride, a fine day in winter, and there by her side, that one that was vamp-proof for many long years, O. W. Ohde, and his friends with their cheers. (Mr. Ohde was married on Dec. 12th to Miss Katherine Royce, at Dubuque, Iowa.)

"Take it home to Annie"—tell Jimmie about it now, it used to be a byword, but now it means his frau.

New Year resolutions seem to be in order, so here goes: We'll start with Peggy (she's good natured), and she states that '23 will find a love-proof Peggy, but to that we can't agree.

Olive's going to get married (she swears she will this year) we'll believe it when in the court house, in *black ink* it does appear!

Fred O. will blend with the 400, he's in line for it right now, and then watch out for Fredrick for you'll get a chilly bow.

Lilian is going to file her voice down, to make it soft and sweet so that as she

Railway Electrification in 1922

BY JOHN LISTON, General Electric Company

During the past year there was evidence of a renewed interest in steam road electrification throughout the world but actual electrification work was more marked in other parts of the world than in the United States. This was due to a certain extent to the much higher price of coal and other fuel in these countries than in the United States.

On the European Continent, decided progress was made by France, Switzerland and Italy. The French Government initiated a program of electrification on the main lines of the Paris-Orleans, the Midi and the Paris-Lyons-Mediterranean systems, aggregating 5200 miles of track to be completed within 20 years. Contracts were placed in the United States and Europe for more than \$15,000,000.

The state owned lines of Italy are being electrified as rapidly as possible. The electrification of the southern lines in Italy is pending.

The success of the Butte, Anaconda & Pacific, and the Chicago, Milwaukee & St. Paul Railways convinced the officials of the Mexican Railway of the advantages of electrifying their severe grade line between Mexico City and Vera Cruz. The equipment will include 150 ton locomotives and complete overhead distribution system. Energy will be purchased from the local power company and the entire 30 miles will be supplied from one substation.

An interesting feature of this electrification will be the replacement of a novel type of steam locomotive, which was designed for operation in either direction and carries all weight on the driving axles. The grades on the Mexican Railway include a maximum of 4½% and regenerative electric braking will be employed on the new locomotives.

In the United States one of the most active prospective electrifications at present is that of the Illinois Central Railroad. An engineering commission was appointed some time ago and after giving the subject the most careful consideration over a period of many months decided to adopt the 1500 volt direct current system with overhead trolley.

In order to take care of increased traffic, the Baltimore & Ohio Railroad has recently ordered two 120 ton locomotives similar in most respects to those which they now have in operation.

The Imperial Government Railways

of Japan laid out an extensive program of electrification and considerable equipment is already under construction. Two sample locomotives were shipped for trial on the 1200 volt lines between Tokio and Yokohama. All new electrifications will be at 1500 volts and all of the equipment will be capable of operating at this voltage.

The most extensive electrification initiated during the year was that of the South African Government Railways, totalling 174 miles of route.

Light Weight Double Truck Cars

In the city and interurban electric railway field an outstanding activity was the continued purchase of light-weight safety cars and light-weight double truck cars. The trend toward light weight has extended from the interurban lines to the city roads as is evidenced by the number of these cars completed or under construction at the close of the year for service in large cities.

Double truck light weight cars

Boston Elevated Railway.....	100
United Electric Railway, Providence	150
Detroit Street Railways.....	200
Chicago Surface Lines.....	45
City Railway Co. of Dayton.....	30

These cars are all equipped with light weight motors.

A partial list of completed or under construction light weight safety cars is as follows:

Illinois Traction System.....	95
Virginia Railway & Power.....	50
Louisville Railways.....	51
Stone & Webster Properties.....	81
Buffalo & Lake Erie Traction Co.....	25

The trackless trolley bus which has been operated with considerable success in New York City on Staten Island gave sufficiently good results to warrant the opening during the month of November of 10 miles of additional line with a new fleet of trackless trolley buses.

High Speed Circuit Breakers

The high speed circuit breaker, which was originally developed for the Chicago, Milwaukee & St. Paul Railway gave such creditable operating results that new designs of a high speed circuit breaker were perfected for other than 3000 volts and a large number of installations were made on 600 volt railways. These circuit breakers are being used not only for the protection of stations and individual machines, but also for feeder protection.

An accessory device, which was de-

veloped is the electrically locked and unlocked turnstile and farebox which is being installed in the stations of the New York Subways. An initial lot of about 450 equipments are being manufactured.

Automatic Railway Substations

The electric railways continued to be the principal users of the automatic substation. The intermittent and widely varying load to which railway substations are subjected makes the automatic control with the standard load limiting equipment particularly suitable for this service.

During the year work on some exceptionally large installations was begun not only in the United States but in foreign countries, the most notable example foreign, being that of the South African Railways. In this country the Oregon Electric Railway will shortly place in service two stations of 1000 KW and five of 500 KW each on the 1200 volt lines operating out of Portland, Oregon. When this equipment is installed all of the substations on this system will be automatic, with the exception of one in Portland. Another important group comprises five 750 KW automatic control equipments for the substations on the Wilkesbarre & Hazelton Railway and what is probably the largest order, in terms of total capacity, was placed by the United Railways of St. Louis for four 1000 KW and two 2000 KW control units. The Chicago, Aurora & Elgin Railroad will install two 1000 KW units as the result of a number of years trial service of a 500 KW station at Warrensville. These stations will use the new supervisory control.

A 2000 KW station is being installed by the Northwestern Elevated Railroad in Chicago. This is the first application of the automatic substation to Metropolitan Elevated and Subway service. Other interesting construction of automatic railway substations included the following:

Toronto Hydroelectric Commission..	3-1000 KW
Pacific Electric Railway.....	1-1500 KW
Public Service Co. of New Jersey..	1- 500 KW
and.....	1-1500 KW
Cincinnati, Georgetown & Portsmouth	
St. Railway	4- 300 KW

In addition to these, the New York Central Railroad has recently started the installation of an automatic substation which will supply power to operate the electrified section through New York City. The substation will be located beneath the elevated tracks at 110th Street and Park Avenue; the equipment consisting of one 2000 KW motor generator set operated directly from the 11,000 volt A. C. transmission lines. This set will supply D. C. power at 666 volts to the third rail system of the railroad.

hollers "Yah" all day, to the rest 'twill be a treat.

Kenneth will buy an airplane, by heck, and speed'er-up for sure, he can't be bothered with anything slow, since taking the wake-up-cure.

"Dutch" will no longer put his hair up in curlers, it's ruining the pretty shade—he's going to leave it straight—the way it 'riginally was made.

Mattie will put up a sign "no cats for tramps" for one especially whom she often lamps.

Adam will take no more girls out riding, it's too rough on the car—besides he's taken them often and they live so doggone far.

John with his brand new watch will build, a little house 'round it, so that upon the window sill the watch can nicely sit.

Arthur B. will build a picture gallery for the R. H. gang alone, he'll have it nicely colored and walls of granite stone.

Ye scribe resolves she will write down your name, if you will just kindly contribute the same.

Heard Above the Air-Hammer's Rat-a-Tat-Tat at Bedford Shops

"Red"

You've heard that old expression, "scarce as hen's teeth" haven't you? Well that's how news is with us this time and really scarcer if there is such a word.

Harrison Boling in the power plant and Big Bill Tisdale, boilermaker helper, are two more old-timers whom we are glad to welcome back.

Floyd Ewing, whom we reported last month as having sustained a broken finger, is able to work again.

The carpenter gang has at last repaired the boiler shop roof which was destroyed when the Salem mill burned last summer and now the boilermakers can't tell

whether it is raining or not unless they go outside.

Once not so very long ago, Miss Josephine Dunlavey, stenographer in the car department office, was the proud possessor of a very beautiful and very friendly pocketbook. Miss Dunlavey has also a sad, sad habit of laying things down and then neglecting to pick them up again. Recently she laid the purse down and when she did go back after awhile to pick it up it had disappeared. Now we hate to think that any of the men would pick up Miss Dunlavey's purse and keep it as anyone would know it was hers so we are advancing the idea that inasmuch as the missing purse was known to be of a very gentle and friendly disposition, some one passed where she had laid it down, whistling, as the fellows have the whistleitis in its worst form around here and the little pocketbook, hearing the sweet, sweet music, just naturally got up and followed the fellow out into the car yards like the rats followed the Pied Piper that time, and we are satisfied that after reading this, everyone will be constantly on the lookout for the lost purse and that eventually some bird will find it and return it to the arms of its broken-hearted owner. And we've never taken a "detectative" course in any correspondence school either.

Oxwelder Dale Gould says they were a day late in delivering his Xmas present but that it's better late than never. Yeh, it's a boy.

The employes here observed, what to them is the same as a national event, namely the co-operative buying and presenting of Uncle Jetty Mitchell's Xmas present. Jetty is one of the oldest employes at this point, being employed as a sweeper and it has become an annual custom to collect a fund at Xmas tide for his present. And needless to say the boys give freely

and enjoy the giving as much as Jetty does the present.

Harry Bridwell is threatening to bring suit against us for misrepresentation (gee, what a word) because we erroneously (another'n) reported that he had spent his vacation in Cincinnati and Indianapolis in last month's issue of the magazine. Seems Harry told his wife each afternoon when he left home he was only going down to the city library and after she read our item she didn't know which one of us had told the truth.

Beautiful snow has been a scarce article with us so far this winter and a certain young lady of our acquaintance says "she hopes there won't be nary 'nother one of them slippery slets fall either, this winter."

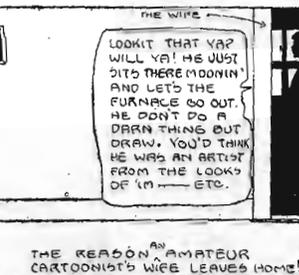
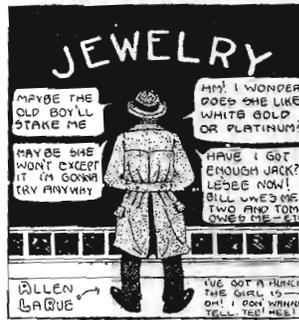
And another thing we are wondering about: Did Niman get his pen?

Jack Wilson says friends sure are nice things to own. Jack received a fine traveling bag from his friends in Miles City as a Xmas remembrance.

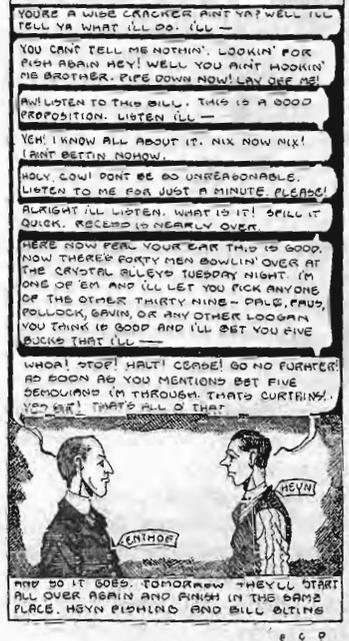
ONCE
Upon a Time,
A guy
Named E. C. Turner
Of Bedford, Ind.
Wished to Obtain
The JULY
And AUGUST Numbers
OF
THE RAILWAY EMPLOYEES'
MAGAZINE.
SO
He just
CASUALLY mentioned
The FACT
AND
In a Few Days
A Fellow Worker
At
Another point

THE FREIGHT CLAM SCANDAL

DON'T SAY I TOLD YOU BUT -



EVERY RECESS



Ray O. Remers

WHO had
Extra COPIES
SENT THEM
To HIM,
AND
THE guy THANKED HIM
And so
I
THANK YOU.

I & D Radiograms

H. S. F.

John L. Burns, side table operator in the dispatcher's office at Mason City, recently underwent a serious operation at one of the local hospitals. We are glad to report that Jack will soon be back at his old tricks.

Passenger Conductor Kinney attended the Shriners' Pow-wow at Sioux City. Conductor W. C. Buirge took his run on Nos. 1 and 8.

Yard Clerk Roy D. Lyman and family spent several days visiting friends and relatives in the Twin Cities.

The Brotherhood of Railway Trainmen held a large banquet in the Mason City High School Auditorium, Dec. 7th, which resulted in the organizing of a Ladies Auxiliary to the B. of R. T. W. P. Kennedy, general chairman of the B. of R. T., was one of the principal speakers. All reports indicate that a fine time was had.

Paul Hurley and wife spent Christmas at Storm Lake, Ia., with Mrs. Hurley's folks.

Chris Kirsch, boilermaker at Mason City shops, spent several days visiting relatives in Minneapolis. Mr. Kirsch was accompanied by his wife.

Mr. Mittinger, engine inspector from Milwaukee spent several days in Mason City. He reports the engines at this point are in very fine shape.

Miss Ruby Potter, chief clerk in the master mechanic's office, spent several days visiting friends in Kansas City.

As per schedule, Miss Stella Glennon spent the week end in Austin.

Can anyone tell what the K. K. K. Club stands for? We understand that the eight girls in the superintendent's office meet every now and then, supposedly to sew, (We know they eat), but what is the name of the club? We never see any robes or masks, but have heard of some good deeds to their credit. We are sorry the membership drive has been closed but they may be persuaded to invite us boys in some night for an oyster stew. How about it?

"To the Employes at Marquette and the I. & D. Division:

"I am taking this way of assuring you of my deep gratitude and thankfulness for your generous help, both financially and with flowers. Also many other acts of kindness during my serious illness and operation at the Mercy Hospital. My dearest wish is that the time may come when I may be able to repay these many kindnesses and noble deeds.

"Signed: J. L. BURNS,
"Operator I. & D."

Northern Montana Division

A. B. Taylor

Assistant Engineer F. D. Swenson, "Alias Sept. 13th", was transferred to Butte, Montana, the first of the year. Assistant Engineer W. E. Ring, formerly of Butte, is now located at Lewiston.

Charlie Koch, a brother of Cola, was remembered by the office force on Xmas

and presented him with four victrola records, of various sounds and tunes, to which he is playing the music from time to time, Et Encore.

What was that famous remark that Mr. Bailey of the freight house asked the newlywed Anna B. the morning of the 2nd?

If the weather that we have been having was climate, instead of weather, we wouldn't have to go to California. All the banana trees are budded out on account of the warm weather, and the grape fruit tree in the dispatcher's office has a lemon on it. Wonder whom it's for?

Signs of an Early Spring

Mr. Cornwell has a new suit.

Frank Wharton is talking about the garden that he is going to have this year.

Fisher went fishing.

Koch has taken off his Ma's stocking.

Lindsley has cleaned up his incubator.

Lupton has been seen pricing B. V. D's.

Edsil has left her handkerchief at home.

Frank E. Wright, baggage man at the Milwaukee, who has been confined to his home for several days with a bad cold, was able to resume his duties again.

E. H. Barrett, assistant to the general manager of the Milwaukee railroad, accompanied by E. B. Cornwell, chief dispatcher, and J. C. Kidneigh, roadmaster, spent a day at Winnett on business connected with the company.

Mrs. Walter P. McDonald arrived in Lewistown from Three Forks to spend some time visiting here before she leaves for her home at Great Falls, Mont.

Theodore Bowen, stenographer at the Lewiston freight office spent Xmas at Miles City with his folks.

A. M. Maxeiner, agent at Lewiston, was called to Minneapolis, Minn., on business.
Taylor-Goff

A very pretty marriage was solemnized at the Methodist parsonage New Year's afternoon at 3 o'clock when Anna B. Goff and Chas. E. Taylor were united in marriage, the Rev. R. H. Stone performing the ceremony. The bride wore a beautiful black gown and carried a bouquet of roses.

Miss Sophia Rosene, a sister of the bride, was bridesmaid, while Barney L. Wilson was best man.

Mr. Taylor is proprietor of the Palace barber shop, while the bride is connected with the Milwaukee railway in this city. Mr. and Mrs. Taylor will be at home at the Myers apartments.

News From the River Division

M. M.

Life's miseries are myriad. They are found on every side. They're as numerous as the sands down where the ocean billows ride. But the worst of torments in the railroad game is avoiding delays.

Engineer Geo. Vore and wife are hibernating in California. George will have a lot of interesting stories to relate when he returns.

There have been quite a number of Menonite specials over the division within the past month.

Train Dispatcher Fred E. Brunner is the proud father of a baby girl, born December 16th. Says he and his wife are having a hard time to agree on a name and I thought perhaps some of the readers of the magazine might be able to make some good suggestions.

Ed Wheeler, former conductor on the C. V. & Wabasha divisions, was renewing acquaintances at Wabasha between trains, the fore part of the month.

Norfolk & Western to Add Four More Electric Giants to Its Force

The Norfolk and Western Railroad will very shortly increase its electric motive power by the addition of four new electric locomotives, the order for these locomotives already having been placed with the Westinghouse Electric & Manufacturing Company, which company built the twelve double-cab locomotives now in service on this road. The new locomotives will be of the same general type as those now in service. They will be double-cab, side-rod locomotives of the 2-8-2 + 2-8-2 type and will weigh approximately 380 tons complete.

Each cab will contain two main motors rated at 1,000 horsepower each, giving a total of 4,000 horsepower for the locomotive. The motors will be single armature motors instead of twin motors as on the present locomotives, and will be mounted directly over and geared to the jackshafts. The jackshafts will be located between the driving wheels and the pony truck wheels. The rod from the jackshaft will be connected to the second pair of drivers and the first and second pairs of drivers will be connected by a side rod.

These locomotives will be capable of exerting a starting tractive effort of 168,000 lbs. and will have a continuous tractive effort of 90,000 lbs. at a speed of 14 miles per hour. This is about 30% greater capacity than the present locomotives.

The service in which these engines are to be used will require them to consistently keep up an average of better than 100 miles a day. At present the twelve locomotives average a higher mileage than this.

It has been stated by the railroad company that electric operation has doubled the track capacity—as compared to steam operation. This is an extremely important point in view of the fact that the Elkhorn Tunnel, through which this road runs, is 3,000 ft. long and contains only a single track.

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

Saving by Mail

THE 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.

The 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

THRIFT

"Thrift may have become a hackneyed word, weary with the work that has been given it. But it is the best word to give easy expression to the whole idea of care in managing, wisdom in spending and diligence in saving. Thrift is not parsimony. It is generosity wisely applied. It means self-denial, not deprivation, and orderly thinking as well as orderly living. Spending money is a greater art than saving it but wise spending is impossible without effective saving."

The necessity for saving is born of environment. It may be cultivated but it will not grow and thrive unless necessity compels.

No preacher nor banker can make you save. You must do that for yourself. The banker can help you.

What each man owes to himself is a study of his own situation—his income, his obligations to his family, and what the future holds for him. The definition of "thrift," given above is a scheme of philosophy and a rule of conduct. Anyone can lay down rules but each man must do his own planning and saving.—*The Continental Commercial Banks, Chicago.*

Keep Your Balance

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

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

CENTRAL TRUST COMPANY OF ILLINOIS

125 West Monroe Street
CHICAGO

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$380,000.00

Special Attention Given to Savings Depositors

The First Bill Paid

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



FIRST NATIONAL BANK
MILES CITY MONTANA



Over Half a Century

Supplementing a thoroughly modern organization is the acumen of years of banking experience—the great and long standing business friendships—the valuable prestige of being a pioneer banking institution in this territory. All these are combined in a complete banking service.

"For Saint Paul and the Great Northwest"

THE MERCHANTS NATIONAL BANK

Robert at Fourth Saint Paul

Established in 1872

LARABIE BROTHERS BANKERS

INCORPORATED

DEER LODGE, MONTANA

Capital and Surplus \$200,000.00

The Oldest Bank in Montana
1869—1923

Old in years but young in spirit.
We invite you to use our Banking Service.

DEPARTMENTS

Commercial Savings Trust
Foreign Exchange Safe Deposit

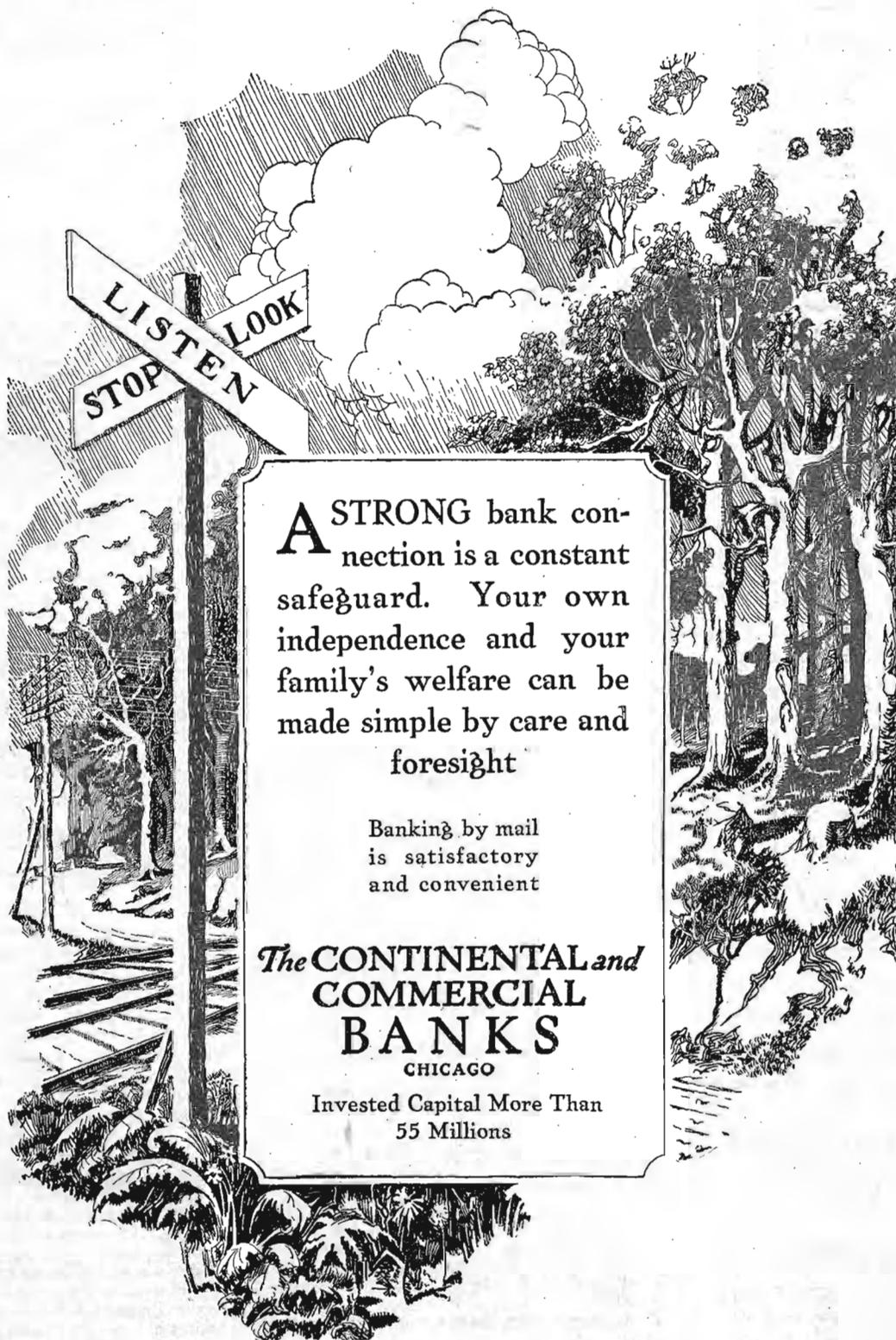
Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

The Banking Home of Railroad Employes

Checking and Savings Accounts
Deposits may be made by mail.



A STRONG bank connection is a constant safeguard. Your own independence and your family's welfare can be made simple by care and foresight

Banking by mail is satisfactory and convenient

The **CONTINENTAL and COMMERCIAL BANKS**
CHICAGO

Invested Capital More Than 55 Millions

TRANS-MISSOURI AND
MUSSELSHELL DIVISIONS

Bank by Mail

4% Interest on Savings Accounts.
5% Interest on Time Certificates
of Deposit.

MILES CITY NATIONAL BANK

Miles City, Montana

Member Federal Reserve System
United States Depository

Where Savings are Safe



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

Deposit

AND WITHDRAW YOUR MONEY

By Mail

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

WRITE FOR INFORMATION

First National Bank
Minneapolis

A. F. Alexander, signal supervisor, and H. J. Thomas, assistant signal supervisor, were at Wabasha last week looking after some underground cables.

Charles G. Clark, aged 87, veteran retired engineer, who had been employed for the Company since 1883, passed away Friday, January 12th, at 1013 Gilmore avenue, Winona, where he had been making his home with his daughter since the death of his wife on Oct. 27th last. Death followed an illness of about a week. Mr. Clark retired from active railroading work about four years ago, after having served the Company for thirty-five years in charge of the switch engine at Winona. Charles G. Clark was born July 15, 1835, at Newburn, Vermont. He began his railway career serving as fireman on the old Concord and Boston Railway. He entered the service of the Chicago, Milwaukee and St. Paul Railway as an engineer between Mason City and Sanborn, Minn. On Sept. 20, 1883, he was transferred to the River Division and shortly after became switch engineer at Winona. He leaves one son, W. H. Clark of Baraboo, Wis., and one daughter, Miss Caroline Clark. Funeral services for Mr. Clark were held Sunday, Jan. 14th, and the remains were taken to Baraboo, Wis., for interment. The railroad employes wish to extend to the surviving members their sympathy.

An outstanding social event of the season was an old time dance given by the Men's Club where a good number of our employes were seen indulging in all the old time dances. It is reported that one of our engineers, (John Hilger by name) had a delightful time and was right in clover when they had that Virginia reel.

A Freight Claim Prevention meeting was held at Hastings, December 28th. The meeting was very interesting and many good suggestions were offered.

The employes at Wabasha did a little good this year at Christmas time towards making happy some children who lived near the station and who would have otherwise been deprived of a visit from Santa. One of the children had written to Santa Claus and had made known their needs. A fund was raised among the employes sufficient to take care of their needs as told in the letter. On Christmas eve a number of the employes formed a party and in company with Santa made a visit to the children. The children went into raptures of ecstasy. But the members of the party were also extremely happy. The spirit that prompted this little project is surely to be commended.

Section Foreman Nels Nelson chaperoned a party of people from Wabasha to Minneapolis as the members of the party were not very well acquainted in Minneapolis. Rather think this must have been a pleasant trip judging from the many places of interest he showed them and Nels is especially adapted as a guide.

The past week we have seen two very agreeable engineers and they are feeling very happy for each one of them have a new engine. Maurice Wheeler is in charge of the C. V. freight with a nice new engine while Fred Koch is in charge of the C. V. passenger with another new engine, just out of shop.

Supt. D. E. Rossiter was making a tour of inspection over the C. V. and River divisions the fore part of the month. Everyone is always pleased to have Mr. Rossiter call for he has the heartiest co-operation of every employe on the division. Surely supervision such as Mr. Rossiter demonstrates

will accomplish only the best of results.

The Chicago, Milwaukee & St. Paul Bowling League at Madison, Wis., began a ninety game schedule Sept. 27, 1922, and bowl every Wednesday evening at seven o'clock at the Park Bowling alleys. Officers elected for the season were, Frank Lyne, President; Robert Slightam, Vice President; Allan Johnson, Treasurer, and S. H. Johnson, Secretary. Members of the six teams as follows:

<i>Cartoads.</i>	<i>Mikados</i>
Capt. A. A. Johnson	Capt. R. Slightam
A. B. Batty	J. F. Coleman
John Potts	Wm. Murphy
Roy Delabarre	Herman Haugan
J. F. Conlin	Frank Dempsey
<i>Pinlifters</i>	<i>Rotarys</i>
Capt. S. McGrath	Capt. Spencer
Dochterman	W. J. Fagg
Pete Zeimet	Jas. Blazek
Mike O'Neil	E. Joseph
Ben Olson	Patsy Neu
<i>Moguls</i>	<i>Shamrocks</i>
Capt. J. Dempsey	Capt. T. Crimmins
E. Herling	R. H. Cavanaugh
Wm. Kleiner	J. B. Meyer
S. H. Johnson	Jimmy Fox
Frank Lyne	John Murphy

The Madison will be well represented at the second annual employes Bowling Tournament at Milwaukee this spring.

Fellow employes with Ben Olson, signal maintainer at Madison, are seriously concerned as to the danger of his losing his mental equilibrium. He installed a radio of his own geniusness, and all the reports he can get is crossing bells ringing, and the squeaking of signals. He spends days and nights trying to locate the troubles, and has not eaten anything but pocket lunch for two weeks, and lost sleep entirely. Friends are requested not to comment as to his haggard appearance, for fear of serious consequences.

Two hungry tramps dropped in to ask the operator at Monona Tower if he could give them a part of his lunch. The operator said he was sorry as he just had eaten his lunch a few minutes ago. The tramps on leaving, asked the operator if he reported everything that passed by the tower. Operator said that he did. The tramps said, "Report two empties going east."

Dubuque Division
J. J. Rellihan

Business is good. It's a sure sign when the student brakeman makes his appearance again. Long time since we saw one.

The clerks in the Dubuque freight house have the "bowling fever" and will challenge any Milwaukee bowling team. Address all communications to F. M. Duffy.

Two trains of Mennonites on their way to the "promised land" over the Dubuque division so far this month.

Fred Schrader, agent at Marquette, is taking a month's well earned vacation. Vic Drum, the old veteran first track operator at the passenger station, is filling Mr. Schrader's position in order that he may work off some of the surplus weight.

Section Foreman J. Leighton of Caledonia is taking a leave of absence on account of poor health. G. Brennan has been appointed foreman during his absence.

"It's a boy," "It's a fine 8 lb. boy," and we named it Thomas Stanley Canavan, was the answer from Brakeman W. S. Canavan when questioned as to why he was wearing the broad smile Monday, January 8th. Thomas being the first arrival ex-

plains why "Buck's" face was lit up like a dial on a radium clock in the dark.

A helper was put on at Caledonia for a period of two months effective Jan. 1st, much to the pleasure of Agent Ferris who has been the busiest agent on the system for the past 6 months or more.

Quite a few changes in station forces lately. George Crotty agent at Spring Grove bid in Harmony, lately vacated by L. E. Webb. Manley Thompson of the Dubuque train dispatcher's office has been assigned to Spring Grove, and the side table job at Dubuque is now on bulletin.

Dr. J. H. Thornton, who had been Company physician at Lansing for the past 30 years, died on Jan. 1st after a short illness. Dr. Bassler, also Company physician at Harpers Ferry, has removed to Dubuque.



Conductor "Scotty" Muir and Telegrapher Joe Gerkey on Engine No. 1 Assigned

L. Lannigan has been appointed section foreman on the branch at Waukon Jct. on account of the death of Foreman John Markwardt.

Realizing that two can live cheaper than one, Clyde Bothmer operator at Clayton started the new year right by taking unto himself on Jan. 1st a wife, the young lady being Miss Gladys Sokolik. Good luck and happiness is the wish of the many Dubuque Div. employes.

The trains on the Waukon branch can now be classed with the Pioneer Limited. With the installment of electric lighting equipment all complaints with oil lamps will be eliminated as soon as the proper connections have been received and installed.

Bud Doran advises that from present indications there will soon be a vacancy in one of the Dubuque offices, the "steno" considering very strongly on accepting a more responsible position cooking ham and for a young druggist in the Key City.

Sadness filled the home of Section Foreman John Markwardt on Christmas on account of the lamentable accident on Dec. 23rd which caused Mr. Markwardt's death that evening. John had charge of the Waukon line section at Waukon Jct., and resided at Harpers Ferry, making the trip to and from work by motor car. On this morning they were delayed at Harpers on account of No. 63 and arrived at Waukon Jct. at just the time No. 332 was due in on the branch. The car was put on the branch track and was being run to the car house, and it must have been that either John or his man Frank LaTronch, who was running the car, did not realize what time it was, for just after passing the coal shed they met the train. Markwardt told LaTronch to get off which he did after shutting off the gas and setting the brake, but Mr. Markwardt never made a move until the car was hit, resulting in his head being badly crushed. He was immediately taken to McGregor hospital, but there was no

hope for him from the start and at no time did he regain consciousness. The funeral was held at Harpers on Christmas eve, there being about 60 cars in the procession. Mr. Markwardt was a good citizen, and an honest and faithful railroad employe and could always be depended on in any emergency. He leaves a wife and one daughter to mourn his loss.

Idaho Division R. C. P.

At the last writing we had four feet of snow and now, the trees are budding out. We have all the sympathy in the world for the Iowa boys alright. With all our rains we have experienced no trouble due to there being no frost in the ground and the moisture going in. Logging operations have shut down entirely on the St. Maries branch. Even the Clarkia turn around has been pulled off.

Conductor R. A. Murphy and Miss Mary M. Graham of Glen Ellyn, Ill., were married on Christmas day. His many friends were certainly taken by surprise. We surely wish the happy couple the best of everything in this world.

Dan Kelly's smiling face is seen around Malden these days. He is running the Malden to Avery local since the log trains were pulled off on the St. Maries branch. Fred Carlson has been putting in a lot of time around these parts of late. Don't know what the attraction is.

We regret to report the death of Conductor J. A. Wilhelm at Malden on Jan. 6th. He is survived by Mrs. Wilhelm and Mrs. Burt King, daughter, of Ellensburg.

Daily switch service has been put on at Malden with Harry Kingsbury in charge.

A new range has been installed in the lunch counter here and no doubt Ed Walkers' pies will be better than ever.

Lineman O. W. Olson has not started for Sweden as yet but we still have hopes.

Hugh C. Moore, Roundhouse clerk, has joined the 500 club which meets at the Empire. Understand he is also going to finish his high school course at the club.

At Portland, Dec. 20th, born to Mr. and Mrs. Rino Morfi of Ruby, twin daughters. Mr. Morfi is section foreman at Ruby.

Engineer R. C. Mead has been quite sick for about a month after finishing the work on the log pick-up on the branch. He reports feeling fit again and is now running on the Spokane-Couer d'Alene local.

Supt. F. G. Hill made a hurried trip to southern California where he spent the Holidays with his boys. Charles is attending the University at Berkley and Ted is making his home with Mr. Hill's sister at Los Angeles.

Switchman O. G. Fisher of St. Maries underwent an operation at the hospital there on the 8th. Gus Meyers tells us he is getting along fine.

Carl Thompson expects to return to his station at Clarkia in a few days, having recovered almost entirely.

Conductor A. A. Hutchinson and Mrs. Bollman of St. Maries were married at St. Maries recently. I believe Mrs. Hutchinson has the best natured man in the world. Don't forget the cigars when you come in Al.

Engineer Rogers is sticking around these parts mighty close. It wouldn't require much guessing to name the attraction.

The fireman climbed down at St. Maries. He knew she'd be there with his lunch

Not a hand out "O'Leary's"

Or "Baltimore Dairy's"

But something real dainty, to munch.

Free Yourself!

Bring to your work and play a new Zest!. Know real enjoyment of life. A clear mind is the reward of a clear system-for waste poisons obstruct and cloud your vision.

Fleischmann's Yeast

is the natural food that rids the system of these wastes.

It does not act violently like a drug or cathartic, but co-operates naturally with the intestinal muscles in their task of elimination.

Get a new grip on your health! Eat two or three cakes a day.

The
Fleischmann Company

The boys do not think it quite right That he should have all of the treats

They Felton some night,

So we'd all get a bite

They should Poole that big basket of sweets.

Ponderings From the Pond O'Reille

C. B. Barrett, agent for this Company at C d Alene was married last month to Miss Waggoner, of that city. We know now what the "Davis Six" was purchased for and give Mr. Barrett credit for being up to the minute. Congratulations are hereby extended from the Pond O'Reille line of the Idaho Div.

Bro. W. R. Russell is contemplating a trip to San Diego as we have duly advised him to stay away from Tia Juana.

Fred Beal's permanent address is now Spokane, Wash., he says. I second the motion.

Your scribe took a few days off for Xmas and let H. D. Stephenson handle the Santa Claus mail sacks for a few days.

Passenger business was sure looking up while the Auto stage and pleasure cars were tied up, and the One and One Half return fare for the Holidays made extra coaches on all the trains. It looked good to see this even if some did have to stand, it shows they have to depend on the Rail Lines when anything goes wrong with Dame Nature.

Operator W. C. McVey of St. Maries who has been off with bad health for 6 months or so has gone to Texas where he thinks the climate will be of benefit to him.

Jay Dyer, abstract clerk in Cutlers Office and his wife spent Sunday with the writer the 7th. Of course I dined them on chicken but I didn't say where I got it.

F. J. Kratschmer, our natty storekeeper, must have some magnet over on the Coast

as we know something draws him over that was when there are any holidays that his department does not have to work.

Business is good on this part of the Idaho Div. and we hope it keeps up and increases.

Conductor W. C. Hunter's daughter, Miss Fleta, spent a Sunday in our city recently visiting Miss Emily Heitman, a teacher in the Rathdrum Public Schools here.

Agent Threlkeld says that Ice business better begin soon now or they won't have any overtime at all this winter.

Othello "Slats"

Operator Morrow is sporting a new Buick, understand he has not taken the Spokane Traffic Examination.

Operator Evans is studying up on a new bible. Clerk Perry is to be one of his students.

Understand Helper Mann has not lost his seniority with R. R. Co. but is being bumped by a junior boy in a line where ability, smooth tongue and fox trotting ranks ahead of seniority. This information received from Morgan of the store department.

Car Foreman Weber states that Cashier Cole may not be from Canada but he must say, Cole is there with the Cousin Jack stuff.

Conductor Freeman informs us that Boardman should have been a hogshead, for one thing he failed to do was to look back. Spot says he profited by the bible and the example set by Lots wife.

N. L. Smith bumped Sage off second trick car desk. Smith pretty light for handling trucks and would ask for motors put on trucks but afraid, as we are still waiting for the electric light, this also would be turned down.

Wish Conductor J. H. Linehan would be assigned to the east end. Every time he comes to Othello, he gets Whalen's dog all excited when he makes a noise like a duck.

Engineer Schultz welcomes all of the Turkey River brothers to his bachelor home at Othello.

West I. & D. Inklings "Dott"

We are now using G-7 power on the way freights west of Murdo, the 2401 and 2414 being sent here from other divisions for this purpose. We are all glad to see this as it shows a great development.

Santa Claus was very good to Mr. and Mrs. Herman Wood, bringing them a fine baby girl on Xmas morning. Mr. Wood is a machinist helper in the local shops.

Mr. and Mrs. Gail Hornocker have returned from quite an extensive visit at Dubuque, Ia.

Misses Pearl and Jessie Ricks, nieces of Round House Foreman A. A. Ricks, spent Xmas and New Years with their cousin, Mrs. Herbert Vernon, of Presho, S. D. Mrs. Vernon is a daughter of Mr. and Mrs. Ricks.

Mrs. L. A. Westfall, clerk at Murdo went down to Sioux Falls for a few days before Xmas visiting relatives. While there she parted with her tonsils and wasn't sorry to lose them, either.

Engineer Fred Deihl is down at Eli, Nebr., on the farm. He went before Xmas, so we know he wanted to be sure of getting enough to eat during the holidays.

Miss Myrtle Fallbeck, daughter of Car Inspector J. C. Fallbeck spent a few days the latter part of December visiting her

cousin, Miss Lenora Edborg, who is teaching school in Belvidere, S. D. They arrived home on New Year's day and Miss Edborg spent the remainder of the week visiting her parents, Blacksmith and Mrs. J. R. Edborg, then returned to Belvidere to assume her duties there.

Engineer Joseph Malone left on Dec. 18 for various points in California. Joe writes that they are having wonderful weather there, but we are sure that no weather could equal the weather we are having right here in South Dakota since Xmas. Of course when we say "weather" we mean overhead. We are not mentioning the under-foot kind because—well, we hate a knocker.

Illinois Division

Mabel Johnson

Sh! Listen! One day as our esteemed roadmaster walked down State street (Chgo) he thought he felt something pulling at his coat pocket. Immediately the suspicion went through his mind he was being robbed (he had often heard of that being done in the Big City). Still walking, all of a sudden he brought his hand down where he felt the tugging and struck nothing. Hump, that was funny and still, feeling something pulling at his pocket, he turned around finding himself securely fastened to the coat of the lady beside him. Then, what did you do, R. J. O.?

Miss Avis Ostema, division accountant's stenographer, spent New Year's at DeKalb, Ill.

We also wish to make mention of the fact that our Division Accountant "Jim" goes to Kansas City quite often to see his sister.

We are pleased to again have Conductor Winslow on duty after an illness of some time. He had been on No. 24 but received No. 7 and 6 on bulletin on which job we hope he will be able to recuperate faster.

Deepest sympathy is extended to Brake-man Frank Cornwell account the death of his wife who had been an invalid for years, which occurred Dec. 19th, 1922, at Chicago.

Miss Ilene Kane is the new stenographer to Roundhouse Foreman J. R. Slater in the place of Florence Schmidt, who resigned.

Careful Nan—when they start giving you candy and drawing pictures for you.

Conductor M. C. Simons and wife, and Conductor A. E. Rupp and wife anticipate a delightful trip to Florida. They expect to visit many points of interest and be gone for some time.

Belated congratulations to Fireman Raymond Schriener and wife account the arrival of a son to their home Nov. 6th, who will answer to the name Myron Lewis.

Conductor W. J. Brown went to Springfield, Ill., as legislative representative of the O. R. C. Jan. 8th, spending four days in the capital city.

Conundrum: How can you pull curtains down where there are no curtains? Joe wants to know.

A letter was received recently from Conductor Joe Schwartzinger who is still at El Paso, Texas, in which he states that he is gradually improving, also wishing all Holiday Greetings.

The S. O. S. Club was again pleasantly entertained at the home of Miss Nan Gallagher, Roadmaster's Clerk, at the Flint home Jan. 11th. The evening's diversion of sewing was interrupted by the appearance of "invited guests" who happened to be the "male quartette" with their sewing paraphernalia. Much merriment followed with music and games, and Oh My, the good eats.

Spirit of 1923

As we look back o'er the year just past
And think of things we've done,
We wonder how a year can go so fast
And leave any time for fun.
But fun we've had and fun we'll have with
plenty of work to do
Until each year is done,
And we are called when our work is
through

Each of us one by one.
Wilson 1-18-23 Galley Thirty-four
As we leave our homes for work each day
With safety first as our hob,
We work our shift with a heart that is gay
And be glad we've got the job.
So farewell, Nineteen hundred twenty two
We are glad to have been with thee
We've had many a thrill and joy with you
On the trail of the Mil-wauk-ee.

Now in Nineteen hundred Twenty Three
let us each one try

To meet emergencies as they arise and
be a better employe.

Let us do our best with a smiling face
without a whimper or cry

And be proud we are one of the boys
on the CMSt.P. —C. R. W.

Our pet cynic says—It's a great
life.

If you get your income tax wrong
you go to jail. If you get it right you
go to the poorhouse.

If you keep your money, you're a
tightwad, and if you spend it you're
a fool. If you own a car, you're ex-
travagant. If you don't own one,
you're a hick. If you walk fast you
get blood-pressure. If you walk slow
you get fatty degeneration.

If you stay out evenings, you're a
rounder and a bum. If you stay at
home, you're a rug-hound. If you
stay away from church, you're a
heathen. If you go to church, you're
a hypocrite. If you don't make
money, you're a simp. If you do
make money, you're a crook.

If you carry a gun, you're arrest-
ed, unless you're a burglar.

Signal Dept. Wig-Wags—Lines West F. G. M.

Greetings! Will some generous-minded
person inform us whether T. & T. is short
for T. N. T. or whether it is the other
way around? Bates says from the way
the telegraph and telephone material is
dropping in on the laboratory, in boxes
and otherwise, it seems like nothing short
of an explosion could have caused it.

Most of us believe in advertising, and
apparently Roy is no exception. At least
this contribution from him would seem to
prove it. He didn't say whether it was
his own poetical effort or not, but we be-
lieve him capable of perpetrating "rank
verse" like this. Here is his poem:

The codfish lays a million eggs
While the helpful hen lays one,
But the codfish does not cackle,
To tell what she has done.

And so we scorn the codfish coy,
But the helpful hen we prize—
Which indicates to thoughtful minds
It pays to advertize.

Now, what do you think of that?
It is with sincere regret that we report
the death of E. A. Cuthbertson, signal
supervisor on the N. P. Ry., which oc-
curred at Portland, Ore., Dec. 24th. Ed
had been located at Tacoma several years,
and being an old-timer in the signal game,
had many friends on various railroads in

the country, including the Milwaukee. At the time of his death he was serving the American Railway Assn., in the capacity of chairman of the Northwest Regional Committee.

Leo Fay, maintainer at Easton, was assigned to Maple Valley, displacing Bob Hart, whose promotion was reported last month.

F. M. Applegate, assistant maintainer at Renton, was appointed to succeed Fay at Easton.

Access to Milwaukee "white coal" helped the Tacoma office over a dark spell on two or three occasions in December. Due to an unexpected shortage in power supply, the city was forced to curtail electric power in certain sections of the city. Switching over to Milwaukee juice gave us "more light", while other plants and homes in our vicinity had to go dark for a couple of hours or so.

Jim Howell says there are two occasions in the year when he banks on having a real jolly time—Christmas Day and the Fourth of July. He means that on those days he is pretty sure to be "in good spirits". It's funny he didn't mention how he passes the 26th of December and the 5th of July.

Most everyone around the signal office seems to have taken on a little more work and a little more responsibility since the signal-telegraph-telephone consolidation took place. Ed says, "I suppose it's up to me to move those poles," and Emory says, after spending a couple of hours sorting out a job-lot of T. & T. material, B. O. and otherwise, "There's a few whiz-wads here that I don't know anything about." Pete is so busy with additional time-slips and other T. & T. grief, that we're going to consider ourselves lucky if he finds time to type these notes. The chief, too, is busier than ever. It would seem that somewhere, someone must be getting out from under a corresponding lot of work, but we haven't been able to put our finger on the lucky son of toil as yet.

Telegraph Lineman Fred Best, and Traveling Signal Maintainer Bob Hart, put in the week between the two holidays wading around on the Willapa Harbor Line, keeping the line intact. The district was pretty badly flooded, so the job was some moist. As luck would have it, they had to leave Tacoma on Christmas morning and didn't get back till New Year's night.

And on Jan. 4th who should breeze into the office with a flutter, but Miss Hendricks, once the possessor of California climate hankering. Visiting Los Angeles, Venice, and San Diego on a quest for more sunshine, less rain and less cold weather than you get in Puget Sound country, she found less, more, and more, respectively. One more added to the army of "Washington's good enough for me" people.

Hans Loftin, ex-signal maintainer, is acting as telegraph line foreman, in the place of Cap Persons, while the latter is off on a leave of absence in Milwaukee and vicinity.

That's about all the news we have this trip, except that Schutzie is driving his car mighty carefully these days, and he blows his horn whenever a pedestrian tries to cross the street in front of him—especially if it is a Swede.

"Consider well the proportion of things. It is better to be a young June-bug than an old bird of paradise."—From Mark Twain's foolish wisdom.

M. C. B. Gossip

"Lee"

Well Folks, I was just as disappointed as you seemed to be when I found that my notes had not been printed in the January Magazine. I don't know if they were lost, delayed or stolen, but hope for better luck hereafter. Perhaps we may be able to rescue the sad tale of the rescue of the bears.

General Cold mustered his lieutenants Sneeze and LaGrippe, and without warning, attacked the office force. Willis was defeated and confined to her home for a week. Lorene gave up, and at present is a very sick girl. Edna sneezed for a week, while Gerry wondered if her supply of handkerchiefs would hold out. About that time I joined the followers of LaGrippe, and then the sneezers and sniffers became so numerous to cover my sneezes and keep track of the new casualties; but everyone of them had my sympathy.

"'Twas the day after Christmas

And all o'er the room

Not a clerk who but noticed

How Norma did bloom.

The sparkles which shot

From the ring on her hand

Sent its vision of light

Why Norma felt grand."

Tony and Arly would like to know who put salt in their tobacco on the day they drank water, water and more water.

Gene Kleiner graduated from the class of Pill Smokers and is now flashing a shining corn cob pipe.

A bear is supposed to be quite a dangerous animal to have around the kitchen fire, and in a hand to hand fight with a poor human being (unless he is equipped with ventilating machines) is a 100 to 1 shot to win. Well, anyway friends, there was organized in the Milwaukee Terminals an indoor baseball team. While same was being organized a popular fellow named "Al" made himself so conspicuous that he was elected captain of this so-called indoor team and promptly decided that a name was needed for his team. Ballots were cast and the winning ballots when counted read Davies' Bears. They promptly took up a collection among the car repairers and themselves and realized enough rubles to invest in Jerseys (Oh, boy, a nice blue with a white "D" a foot in length). They became quite chesty and began challenging the MCB boys for a game. The MCB boys were champions at Milwaukee shops during the summer just passed, and they figured that a win over them would boost them 100 per cent. "Alas!" The challenge was accepted and on Friday evening, December 1st, from 8 to 9 P. M., the BEARS were treated to a beautiful package of surprises. The MCB boys won in a walk 9 to 1 and Tommy McCormack, our pitcher, did the job up fine by holding them to 3 hits, striking out 14 and to make matters worse in the 7th inning with the bases full, struck out Schaible, former professional baseball player. The entire MCB team played fine ball, not having an error during the contest. As Horn is on the "second" team of the BEARS he could not play, all of which disappointed the MCB's greatly. Never mind Al, you can have revenge any time you wish it, but please strengthen your team as you are not in our class.

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Mrs. Helga Heuwinkel

Mrs. Helga Schmidt Heuwinkel, daughter of Car Foreman M. P. Schmidt, of Council Bluffs, died at her home in Council Bluffs on December 16th. Mrs. Heuwinkel had been ill for a long period of years, with only occasional cessation of her suffering. For several years, Mrs. Heuwinkel contributed the news from Council Bluffs, to the Magazine, and wrote several very charming little stories which were printed. She was a very lovable and talented woman and her loss is a distinct loss to the community in which she lived. She is survived by her husband and one son, her parents and one brother, to whom the sympathy of their railroad friends is extended through the Magazine.

Des Moines Division *Frenchy*

Supt. Van Vliet accompanied by his wife and daughters made a short trip to Cuba recently via Jacksonville, Miami and Key West, Florida.

Miss Jean Dallas of the superintendent's office spent about three weeks at holiday time visiting her mother and sisters in Los Angeles. She reports that there were very few people traveling but those few proved to be very interesting and *very good spenders*. Says "Tillie" German still retains the championship, however, in the matter of getting meals for nothing while traveling.

Dispatcher and Mrs. A. Olson are rejoicing over the arrival of a little daughter on December 28th.

Foreman C. A. Crawford and wife of Grimes are contemplating an extended western trip. Expect to visit Seattle, Portland, Los Angeles and other western cities.

Miss Linda Nelson went to Kansas City recently and after a very short stay, returned with a brand new diamond. Several other girls even went as far as Texas, Lon Angeles and Seattle but with no such results. Tell us how it is done, Linda.

We regret to announce the sudden death on December 27th of Mrs. Britt Stuber. All of Mr. Stuber's many friends on the division extend their sympathy.

Mr. and Mrs. R. P. Edson were called to Shelby, Mont., by the death of their daughter, Mrs. J. W. Williamson, which occurred on Jan. 8th. Their many friends on the division extend their sympathy.

Brakeman Joe Costello claims that a fellow does not need a wife if he will invest in some of his liquid cement, which he guarantees will mend anything from broken ribs to holes in socks. One of the young ladies in the superintendent's office has tried this cement and vouches for its being all right for socks but has had no occasion to try it on a rib yet.

Every one is speaking of the very noticeable intellectual improvement of Miss Tillie German. Cause—She has recently taken a room in the apartment of a school teacher. In the course of another eight or ten years she may become a regular high-brow.

We notice that our friend "Izzy" has not given up hopes as to the matrimonial question. He now has his eye on one of the Sultan's ex-wives and if he can only get a pass to Constantinople and return, he thinks he can make a go of it. (We think surely a little item like transportation could be easily arranged.)

Why Railroad Men Go Crazy
Milwaukee & St. Paul Ry. Churdan, Ia.
Des Moines, Ia.
Gentlemen:

I lost a plain Gamma Phi Beta sorority pin in December. It has my name on the back.

Thanking you.

Yours very truly,
R. S.

C. & M. Shortenings *Buck*

No notes last month—were sent in but something happened, perhaps not enough space. But with the new magazine, everyone should be satisfied and hope for better things. The magazine looks better than ever, colored cover very attractive.

Engineer Chamberlain visited the office last week looking very fine. Hope we see you back soon, Bill.

Brakeman Cook now a married man. Of course he took a day job after his trip to the west.

Kansas City Terminals *S. M. C.*

Everyone in the Kansas City Terminals wish the balance of the Milwaukee Family a Happy and Prosperous New Year.

Born to Mr. and Mrs. Bill Renner, December 21, a 10 pound girl. Congratulations.

Willie Weber, night clerk at Liberty Street also has the hunting fever. He bought a new gun recently and says the rabbits better look out from now on.

One of the Liberty Street boys says he sure and do not go hunting on Sunday. But should you have the fever so badly you can't keep from it be doubly sure you stay in the state your hunting license was issued in. We figure you could have bought 210 rabbits with what was given that judge at Overland Park.

Every day in every way business is getting better and better and the other day we overheard one of the men say, "Every day in every way I'm getting bitterer and bitterer." (Apologies to M. Coue.) Cheer up, Mr. Harris, we won't always be snowed under with work and short of power.

Our car record clerk, Harold Harding, received a saxophone from THE girl. I wonder what it means? Can't she get you to blow yourself otherwise, Harold?

Our congenial, good looking, good natured, good sized, (can you guess who) says if some of the older girls don't hurry up and get married she will show them how it's done. This does not seem to be an idle threat either, as she is sporting a new diamond ring.

Jennie Andrews was off a couple weeks account of rheumatism. Isn't it awful, Jennie? The only good thing we can say for rheumatism is that it does not affect your speech.

Did you see that foot race between Ed Singleton and Wm. Overstreet? It was great. Ed says he would have won if he hadn't fallen down. Well, Eddie, you have our sympathy. Those cobble stones are sure hard.

Floyd Been has been appointed to the OS&D job. If you need any help, Floyd, just ask 'most anyone. We have several with us who have held that job and they know.

Christmas time was a Happy time for the girls at the local offices (as well as other offices). Such nice presents were received. Diamond rings, fur coats and everything to make life worth while. It's a great world after all.

Denny Keys says the latest in handkerchiefs is cotton padding from a chair pad. It's all right but some folks object to using it when they have company.

Have you noticed that young Vandeloget the roadmaster's clerk, goes to some point on the Northern Division every two weeks? Comparing roadmaster's work, Bill?

Ye Gods—it is gone! Kenneth had "it" cut off. Wonder what the wife said; we know what Andy said.

Walter Vantine has turned detective, Henry Bond, also received credit for some nice, honest sleuthing work. Look out, Cactus, they may ask you about the grey silk gloves.

Yes, Frank bought the shirt himself, even though it is somewhat large. On sale, you know.

Geo. Yager never heard the story about the cat in the bag, he received a personal letter and made it public without reading it himself. Know better next time, eh?

Conductors Slade and Nourse feeling better and right on the job again. That's the spirit.

C. W. Alberths, horn blower and bag-gageman, is the new local chairman.

Blue Laws and Personal Liberty—clashing again. The fair sex of room 10 put out account of the men having an evening of pleasure. Everybody choose your own pleasure, fulfil your ideals, and let well enough alone, and then peace will be assured.

Miss Eleanor is enjoying the seat in the Sun—an alderman's daughter. Time hurry in your flight.

Now that we have a feminine timekeeper, the trainmen come to the office with clean collars.

Heard at the Rules Meeting

B.—What is a fixed signal?

H.—Wait till I open the book.

Even though Rholes had him measured

off, Brakeman Kroenke is now back on the job, looking fit.

All train and enginemen, agents and operators must pass rule examination by May 1st. Attend the regular monthly meetings and avoid a special trip to the office. The meetings are better and better, new speakers each time—larger attendance and we will soon have to get larger quarters.

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

Nora B. Decco

Well, the Editor said I certainly broke my New Year's resolutions if I ever took the pains to make any, and if I don't do some better from now on, there will be a new face at the top of this collyum, etc., and so on. And after telling me to try for once in my life to get this in on time, I fool along until it's time to be reading the news, and then mail it, and here it *isn't* for the month of January. As she said before, enough is plenty and this is the last time she will. Yes'm, well, all right, if I have to, I have to, and if there isn't anything to read from now on you will know it's because I can't wait for anything to happen, but have to send the notes in early. Well, goodness knows I am not the boss of this magazine—if I were—well, I wouldn't over-work my correspondents like this editor does—make them hurry all the time to get everything in for some certain issue. Goodness, well, if it hadn't been for a few important things happening since last month I just wouldn't have any news, having to send it in so early, like I have to, from now on.

I have to write it all over, too, because she sent last month's back to me—couldn't read it, I suppose.

Fireman Gosnell and wife are back again from the east where they have been for some months and expect to make their home in Three Forks. (I wrote this a month ago and they are all settled and keeping house now.)

Burton Rivers, son of H. B. Rivers of Deer Lodge was taken ill with diphtheria while attending college at Bozeman, and though quite sick he is getting along as well as could be hoped for. There is a big card on Mr. Rivers' house and his tie-ups say Three Forks and other outside towns now until this same card is removed. He and his daughter Dorothy spent Christmas in Missoula.

Born to Mr. and Mrs. Kilpatrick of Three Forks Sunday, January 7th, a son, and they haven't named it yet. Such neglect!

Agent Peacock of Lombard was taken gently by the hand and led over the hot sands of the Helena Shrine desert. He doesn't ever expect to recover and hopes never to have to go that way again. He told his wife a camel bit him but she won't believe a word he says and he can't account for all those blue spots and life doesn't look very bright just now. Engineers D. P. Elliott, Tommy Thompson and others attended to some of the fine work also.

Ass't. Supt. Wiltrout and wife are east on their vacation and also Road Master Miller, expecting to be away some time.

Brakeman Westbrook has been ill in the Three Forks hospital for some time but at

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607 So. Dearborn Street
CHICAGO, ILLINOIS

last report is improving.

While chopping ice from the tank at Donald, Mike Metrovich, section laborer, fell and struck his head causing a fractured skull. He was taken to the Murray Hospital at Butte for attention but small hope was given for his recovery.

Conductor Wright spent the holidays with his wife in Chicago. He reports her health much improved.

Operator Holcomb at Lombard fell across a car heater standing on the platform while working train fifteen, in December, and broke his arm. After some weeks of rest he is back again on the job, and will try it again.

Cashier McCollough from the local freight house was on the sick list a week in December but is out and back to work again.

Mr. and Mrs. Bates have returned from a visit over Christmas in Georgia and other southern points.

Mrs. Stoddard and family spent a week at Avery, Idaho, the last of December with Mr. Stoddard, there.

Engineer Everett says he never was so cold in all his life as he was at the derailment of the pig train the middle of December. After loading sixty pigs, via the wagon road from Bruno to Lennep for feed, water and rest, he went right straight to Harlowton, signed a 36-hour release, bought fifteen dollars' worth of underwear and came out with it *all on*, too.

Brakeman Dick Helton acted as yard master at Harlowton during the holidays in the absence of the night yardmaster there.

During the month of November occurred the sudden death of Supt. A. J. Nicholson of the WSS & YPRy, at Tacoma, Wash., where he had undergone an operation for stomach trouble. He was well and favorably known all over the railroad having been an old employe of this line; and the division offers sympathy to the family left behind. A wife, two sons and a daughter survive him. The remains were returned to White Sulphur Springs on a special train carrying a number of Milwaukee officials who attended the funeral.

Wednesday, January 10th, at Three Forks, Mrs. Marie Abrams and Thomas P. Roach were married. We extend the best of congratulations for a long and very happy life to Mr. and Mrs. Roach and the best of good luck follow them both. Mrs. Roach has for a number of years been the local manager for the Van Noy lunch room and her pleasant personality has won her a host of friends while Mr. Roach has worked many years on this division as conductor and counts his friends by those who know him.

There is rumor of another wedding but I have to send this in right now, so I can't tell you for sure. However, next time I will have something to write about if I don't tell it all this time.

S. M. West Notes
Ray H. Hoffmann

Dan Lawler, passenger conductor on the Madison and Bristol Line has taken a leave of absence and is visiting relatives and friends at Wessington Springs and Chicago. Eli Winesburg is relieving him while away.

R. E. Nichols, bridge foreman and crew have been transferred from Madison to Wells, being assigned the territory from Albert Lea, Minn., to Flandreau, So. Dak. Bridge Foreman C. Bacon and crew have

been assigned the territory from Flandreau, So. Dak., west and north of Madison to Wessington Springs and Bristol, So. Dak., with headquarters at Madison.

John SanTERS, water supply foreman on the S. M. west spent Christmas with friends at Austin and Dubuque. We wonder what all the attraction is, John?

F. M. Washburn, car foreman at Madison, and family spent the holidays at Austin, Minn., at the home of Mr. Washburn's parents.

Do any of the old timers at La Crosse, Wis., remember when Fred Wells and F. J. Holmes played at one game of chess for over one month, the game finally being won by F. J.?

John Jones, passenger brakeman from La Crosse, Wis., is relieving Mack McCree on the passenger run on No. 211 and 216 between Madison and Bristol. "Mack" is spending the winter in "Sunny" California.

H. F. Putney, passenger conductor on Nos. 1 and 8 between Wessington Springs and Jackson, visited at Chicago and points in Illinois during the holidays, being relieved by Conductor Albert Smith.

Joe O'Brien, passenger conductor, has taken a leave of absence and is visiting his brother at Hastings, Minn. He also in-friends in Iowa. He is relieved by Conductor William Torbert.

Wayne Goudy has been appointed local storekeeper at Madison, So. Dak., to take Walter B. Damm's place, who has taken up other work. Mr. Goudy began working for the "Milwaukee" as storekeeper's helper at Green Bay, Wis., and was, later on, local storekeeper at Channing, Mich., where he worked for one and one-half years before coming to Madison. The employes of the S. M. West extend their cordial welcome.

H. C. Brock, traveling freight claim inspector from Minneapolis, passed through Madison recently on a tour of inspection of elevators, etc. While at Madison, Mr. Brock paid the roadmaster's office a very pleasant call. We are pleased to meet you.

District Adjustor Ballow and Claim Agent Rouse of Aberdeen passed through Madison recently on their way to Aberdeen. We were pleased to meet both gentlemen and hope they will call again.

Wenk Bros., produce dealers at Madison, So. Dak., report shipping a total of 51 cars of poultry out of Madison last winter and advise up to date, Jan. 12th, they have shipped a total of 61 cars of poultry this winter. This is an ideal climate for poultry raising, which is fast becoming one of South Dakota's leading occupations.

Alfred Johnson, machinist at the Madison round house, has returned to work after a month's vacation spent in the Twin Cities.

Theo. Bjorklund, machinist, who has been filling a vacancy at the Madison round house, has returned to St. Paul.

Round House Foreman John Felt is wearing a smile, as he directs the installing of an air compressor at the Madison round house.

Anyone desiring information as to the latest modes of traveling will do well to call on Machinist John Lange. Autos are too slow at times for John.

Lloyd Parker, fireman, is the proud father of a baby boy, born during the latter part of December. Congratulations on the happy event.

We understand Chief Dispatcher A. J.

Starks of Madison has an artificial whistle that has anything beat on the market. Where did you get it, "A. J."?

Agent L. Schendel of Howard paid the dispatcher's office at Madison a call recently.

Section Foreman Roy Caldwell, of Garden City, So. Dak., paid the roadmaster's office at Madison a pleasant call while at Madison during the holidays.

Everybody seems to be well pleased with the larger "Milwaukee" Employees' Magazine, the change being made in the January 1923 issue.

Coast Division, Superintendent's Office C. C. C.

A certain young man in the superintendent's office spent New Years in Vancouver. He returned with an ugly burn on his lip. Upon inquiring we were told he had burned it with tooth ache medicine up there. Well, we guess it is sometimes used for such purposes.

Here is another on the same young man. He left a call at the office for 7 a. m. About 11:30 p. m. he heard some one say, "Get out of there," so, he says, he thought they were calling him to get up. He did so, shaved and dressed and turned in his key at the office at 12:30 a. m. The clerk thought he would inquire where his roomer was going so late and was informed he was just starting for the office. Was it toothache or a headache, Lloyd?

The Girls' Birthday Club of the superintendent's office met December 29th with Mrs. Hazel Allgood. After an evening spent with sewing and visiting we were served with a delicious lunch, with "Heinie" as head waiter. The next party will be at the home of Miss Ann Johnson.

We thought Vic McFadden was single long enough to learn how to sew buttons on his coat. "They say" he had his coat tied together with string a few nights after Christmas. Watch your step, Vic; you can't keep ahead of Rose.

The employes of the Coast Division extend to G. S. Bell, chief timekeeper, sincerest sympathy in the death of his mother. Mrs. Bell passed away December 20th at Spokane.

Mr. and Mrs. C. F. Negley spent Christmas in Seattle with their daughter and husband and report a very enjoyable time.

Mrs. O. C. Cardle, wife of Baggage Agent Cardle, had the misfortune to fall the day before Christmas, while assisting in decorating the First Presbyterian Church, and broke her left wrist. Orville said he never knew much about house work until lately. He also is becoming very proficient in hair dressing.

Miss Margaret Olson and Miss Furro have been wearing happy smiles the past week. Both had their beaux in town.

R. G. Baughn, B&B timekeeper, has been enjoying a visit from his daughter and granddaughter, Mrs. M. R. Fisher and wee Miss Mary, of Stockton, California. They returned to their home the first of the year.

Mr. and Mrs. Ralph Bement and daughter Florence left January 13th for a month's vacation trip through California.

Sh—don't tell a soul, girls, but Rose L. received a "carrot" and a half for Christmas. Somebody must have heard her say she wanted a 1½ karat.

James Hogan, ticket clerk in the city ticket office, is recovering from an operation for appendicitis and will be back to work by the middle of January.

A wedding of interest is that of Miss

Eileen Fossberg and Mr. Paul Wilson, both of Seattle, on Saturday morning, January 6th. Mr. and Mrs. Wilson sailed the same evening on the steamer Ruth Alexander for a wedding trip to Los Angeles. Paul is our genial agent at Seattle. Congratulations and best wishes of a host of friends are extended to them both.

John F. Hogan, traveling auditor, formerly located in this territory, but now of St. Paul, is again with us temporarily.

Mrs. Alma Otto, clerk at Mineral, reported back to work the first, having been away on a three months' leave of absence visiting friends and relatives in the East.

S. O. Wilson and T. E. McFadden, of Cedar Falls, attended the Safety First meeting in Tacoma, January 8th. Both gentlemen paid the superintendent's office a call.

It is understood our accounting department vamp is going out of the office in her endeavors, apparently finding an old one in new fields. (What's the joke, Archie?)

H. & D.

"J. D."

Walter H. Johnson, brakeman, met death January 3rd about 4:45 P. M. while making a Summit turn. Cause of fall unknown but it is thought he fell from top of cars striking his head on a draw bar causing instant death. Johnson had been with us for 11 years. He was married 5 years ago and was the father of one child, a girl 2 years old. The family have the sympathy of all in their bereavement.

Heiney and Joseph McKuegh have a wireless outfit installed in the express office. "You tell 'em, I-I-stutter too much" is one of the latest song hits Joe's learned.

Looks like a race for the mayor-ship between JJB and Vandenburg this year. It's funny, but they always pick on some H&D'er to make the town go.

Jasper Wik and Betsey Berg were united in marriage Jan. 4th at the parsonage of the Free Church. This is an official announcement and the happy couple will be at home at 303 South 6th.

Stielow of Tower E-122 has been down with the pleurisy for a week or two but is back on the job and says he had a good time while away and only thing he's sorry for is he missed out on a few Xmas parties.

The famous hunter and trapper, Louie Wolfe, old timer around Ortonville, is still at large. He was seen by Mister Buske of Milan and Buske says Louie's going west to try and cop a little Russian girl. He is at this time agent and operator at Cuthberth, S. Dak.

Who's going to be the next ORT LCC on the H&D.? E. T. McCormick's position of operator at Shakopee has been put on a permanent bulletin.

Death came to T. S. Manchester, veteran engineer, on Saturday evening at 10 P. M. after a third paralytic stroke suffered on Thursday. He was born at Beaver Dam, Wis., Nov. 11, 1855. He was the oldest service veteran of the railroad service of this road living in this territory, first entering the service at Calmar, Iowa, in the capacity of passenger fireman at the age of 17. At the age of 19 he was promoted to passenger engineer and had the distinction of pulling the first passenger train into Mitchell. In 1899 he was appointed traveling engineer having assigned to his territory the I&DS and M&Jim River Divisions. He held this position until 1907 when he was promoted to general car and locomotive foreman with headquarters at Aberdeen. Mr. Man-

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chester's illness extended from the time of his suffering a first stroke on Jan. 17th, 1922 with a second stroke on Sept. 19th and a third at 5 o'clock Thursday. The relatives have the sympathy of all in their bereavement.

After looking over all of Oklahoma and part of South Dakota, O. J. Zimmerman of Glencoe came back home single. Zim says all he could see that looked good to him was a few old squaws but they watch 'em pretty close back in Oklahoma.

Wisconsin Valley Division Notes

Lillian

"There is a vast difference in having a carload of miscellaneous facts sloshing around loose in your head and getting all mixed up in transit, and carrying the same assortment properly boxed and crated for convenient handling and immediate delivery."

Mrs. Lund of Tomahawk spent a few days at Wausau visiting with her daughter Mabel.

The store department and roundhouse offices have been moved to the lower yards. It is quite lonesome around here now and we hope for an occasional visit at least.

Frank Voeltzke has gone to Chicago to take in "Shuffle Along" which is playing at the Garrick Theater.

Robert A. Duranso, of the store department suddenly passed away at his home on Dec. 21st of heart failure. He had recently moved his family here from Tomahawk. Sympathy is extended Mrs. Duranso and family.

Gerald came into the office one morning and in his excitement told the following story:—"The alarm clock woke at seven and fell asleep again, I did not ring until eight, therefore am late."

F. S. McCulloch, conductor on the switch run between Brokaw and Rothschild, deserves special comment on account of the fact that in meeting No. 65 at Schofield recently, he noticed a brake beam dragging and immediately notified the crew. If this had not been discovered it undoubtedly would have resulted in a derailment. This proves that Mr. McCulloch, while on duty, was giving every effort to serve and protect the company as well as employees.

The sudden death of Robert Randow, engineer, was a shock to all. He left here in perfect health to take out his usual run on No. 93, between Wausau and Tomahawk. Upon reaching Hazelhurst at about 6 o'clock he took suddenly ill and was rushed to Minocqua as fast as possible. He passed away at three o'clock Saturday morning, January 6th. Mr. Randow has been an employe of the Milwaukee Road for about 35 years and is one of the oldest in service on this division. Deepest sympathy is extended to Mrs. Randow and daughter.

J. Campbell and R. Crandall have considered themselves expert judges on hunting dogs. It was, however, demonstrated to them that they knew very little about dogs of any kind, for it happened to be impossible for them to distinguish the voice of a friend from that of a real hound. While out hunting recently they spent considerable time trying to track a rabbit, at least supposed that upon hearing the continuous bark of a hound the rabbit should be close by. It was some time before they could be convinced that the barking proved to be the carefully trained voice of their companion NICK.

The following railroad people attended the Randow funeral: Mrs. Wm. Gleis, Tomah, Jas. O'Leary, Tomah, Ed. Tierney, Mr. and Mrs. L. Wilcox, New Lisbon, B. N. Boorman, H. L. Conant, Tomahawk, Mrs. M. Christenson and Mrs. Thos. Lane, Merrill. Also Mrs. Geo. Boehm, Merrill.

A. A. Wolf is in town. We always count on seeing Mr. Wolf put in his appearance on Safety First Day.

Safety First meeting was held on January 8th at Wausau with a large attendance and an interesting meeting.

Have you seen Dell Warner's new sedan? It's a peach and we hope to get more than just a glimpse of it after the weather warms up a bit.

We are wondering when Edna is going to have her house warming—looks so comfy, all we need is an invitation; we'll be there.

Twin City Terminals

"Molly O"

Mrs. G. A. Van Dyke, wife of our superintendent, is making an extended trip through California and visiting her sister there.

Albert Prenovost of the station ticket office has resigned to enter the retail furniture business with his brother-in-law at Des Moines. We wish him success and prosperity in his new venture though we shall miss his agreeable presence from the ticket window. Charles Kendrick from the city office fills the vacancy at depot ticket office.

Car Distributor Phil Bornkamp had the misfortune to fall on icy pavement recently, and sustained a compound fracture of the left leg. He was taken to Northwestern hospital, and although he is reported getting along nicely, he will be out of the service several months.

Otto Knoke yard clerk from East Side has been added to the car distributing force during Phil's absence.

No bowling game this week account too many alibis from the River Division.

Wanted: A Housekeeper; apply FEQ, Room 17.

Morgan Nyberg returned from a delayed honeymoon trip to Florida. He brought the boys in engineering department samples of tropical fruit such as Kumquots, tangerines, persimmons, pomgranates, etc.

The Engineering Department has received the first installment of the electrical blue printing outfit. This is the one formerly used by the mechanical department at West Milwaukee. Aside from a few screws and bolts they succeeded in buying the rest of the material, and now think they can get along very nicely blueprinting without the aid of "Old Sol."

Merton Breslauer spent the holidays in Winnipeg, but the office force refuse to speak to him since his return as he failed to bring back any samples with him.

C. F. Prescott is suffering from a carbuncle on back of his neck. Some say from driving that Ford over the bumps between here and Hopkins.

Dave Wolfe B. & M. foreman was out rabbit hunting first of the month. Says he saw one rabbit and would have gotten it but that he (Dave) was out of breath.

Ronald Orr is the radio expert of the baggage department. If you want any information about radios, see Ronald.

Conductor Johnson of the sleeping car department is thinking of buying a car and is also looking for some good polish to keep it shined up. He says he still has a few more tickets left on it.

Our Magazine reached us all dressed up in its New Year garb, and looks good to us. The editor seems to have been able to increase its size without marring in any degree, its artistic beauty.

The New Year has started out very auspiciously for the Milwaukee. Freight and passenger business in the Twin City Terminals continues to be very heavy, and the local freight stations report very satisfactory earnings. It is hoped that every employe will continue to solicit and use his best efforts to secure business for the company.

Charles H. Webster: 1856-1923

Charles H. Webster, a veteran Milwaukee employe died at his home at Minneapolis, on January 1st, 1923, after a brief illness.

Mr. Webster was born at Owatonna, Minn., on September 16th, 1856, and moved to Minneapolis over fifty years ago. In 1870 he began working for the Company as a trainman in the Minneapolis yards and on the Iowa and Minnesota Division. In May, 1872 he suffered the loss of both arms in an accident at Dundas, Minn.

After his recovery he was given a position in the master mechanic's office at Minneapolis and later as foreman in the roundhouse.

He was a member of the Veterans of 1865-1870, or the D. C. Shepard men.

Surviving him are his wife, a son, Frank, an engineer on the H. & D. Division, a daughter, Mrs. N. O. Morris, of Los Angeles, Cal., and a brother, George, another veteran C. M. & St. P. employe, of Minneapolis.

Rail Rumbblings From St. Paul

"Allen."

Last month at this time they had, "yours truly" locked up securely, in the jury room, so securely, and, so long that we were obliged to pass up the magazine notes for one issue.

One night, they had us locked up till shortly before midnight. Anyway, I was able to get the owl car home. As you know, that is, I have been told, those owl cars are rather crowded, at least this one was over crowded. I noticed two young ladies, standing, very nervously, before a young man who was seated, and that young man seemed to be interested very much in a book he was reading at the time. The young ladies being curious, as most young ladies are, were doing their level best to see what he was reading. Very shortly there were several shrill giggles from the young ladies, for they had found him out. The title of the book was "Etiquette" or rather "Rules On Etiquette". Then one of the young ladies, the little blond said, "Well Gertrude, I guess we will have to stand while he learns."

Where was I? Well I was sitting right next to the young man learning too. You know that jury service is so tiresome, girls.

Well I suppose I have started a discussion now so let's leave the subject and go on.

In discussing the wholesomeness of foods Mr. Arthur Peterson prominent citizen of Payne Avenue made the remark the other day that he would rather have a dish of lutefest than anything else in this world. Now that sounds fishy to us.

At this writing a match bowling game has been arranged between Mr. Van Dyke's and Mr. Graven's office. We trust that in next month's issue we will be able to give a good account of ourselves.

So many misinformed persons have been hollering about high freight rates that we just cannot keep out of the argument. Take for example a hundred pound box of shoes from Chicago to St. Paul. The freight charge would be ninety two cents. Now we will say that there are twenty pairs of shoes in that box. The freight charge on each pair of shoes would be four and six tenths cents. Now we will say that that is a very small per cent of what we will pay for the shoes. And again for example, we will say the rate was cut ten per cent. That would be a tremendous cut, at this time for the railroads, a tremendous loss of revenue, and it would reduce the freight charges on a pair of shoes in this example to only four and fourteen hundredths cents. Do you really still believe you would get your shoes at a lower price and do you still really believe that freight rates at present are responsible for the high prices of certain commodities? If the misinformed ones would just stop to figure they could readily see they have been misinformed.

In fact we believe and know that the freight rates are not high enough on lots and lots of commodities.

I'd like to write a lot more but guess my time is up.

H. and D. Division

S. A. Brophy.

There are 45 L 2 Engines now in service on the Division.

All passenger runs except Nos. 1 and 4 are now equipped with F 5 engines.

Engineers H. Fillmore, K. Ferguson, and Wm. Spooner have laid off for the winter.

Passenger Conductor Wm. Crooker has been unable to work for some time on account of illness.

Engineers Thill and Waldman have taken passenger runs.

Firemen Case, Dalquist and Simonsen have returned to work, after a years leave due to business depression.

Machinist Gang Foreman Kenneth Conright has just installed a radio receiving set, Casey gets it all from Maine to California.

Conductor Herb Pugh, says he likes the Monte lay over. We wonder why?

Engineer Al Sansbury has been appointed chief engine dispatcher on the second shift at So. Mpls. vice J. M. Ricks who is off on leave of absence.

Yardmaster Westphal better known as W. C. W. says Friday is an unlucky day, he having fallen and injured his left arm. Last report Bill is convalescing.

Machinist Ed Thill had his leg broken Friday, Dec. 22nd, at Montevideo round house. His co-workers hope for his speedy recovery.

Herbert Dovenmiller who was formerly a passenger brakeman, on this division, died Sun., Jan. 7th, at St. Paul. Death was caused by an attack of acute appendicitis.

Several miles of new steel has been distributed near Renville, Roadmaster Ronning informs us it will be laid soon.

Several L 2 and F 5 engines have been thru Mpls. shops for class 5 repairs.

Engineer Richard Lewis had a narrow escape Christmas in company with Mrs. Lewis and her mother. Mrs. Koch they were returning home from Milbank. When from some cause their car was overturned killing Mrs. Koch instantly, and injuring Mr. and Mrs. Lewis. However both are now out of danger.

Engineer Art Sandy was seen last week with his fishing outfit going towards Lake

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Minnetonka. We thought he was going to join Roald Amundson from all appearances.

Orval O'Neill our new trainmaster who comes from Chicago, has been busy getting acquainted. We wish him success in his new field and we pledge our loyal support.

Brakeman Walter Johnson was accidentally killed at Summit Wed., Jan. 3rd. He was run over by a caboose.

He was on the division eleven years and leaves to mourn his loss a wife and one child. Funeral services were held at Milbank Sun., Jan. 7th, at 2:00 p. m. A special train was run from Montevideo for the occasion.

Engineer Thos. Kelly and Fireman Britton Frost have taken the ice run at Big Stone Lake.

The new U. R. T. freezers with the Milwaukee monogram are the latest topic on the division. We hope to see many of them.

The many friends of Dubuque Div. Engineer Chris Fiedler were sorry to hear of his loss of an eye. Mr. Fiedler was an engineer on the west end in 1910 and is known by many here, who hope he has no further misfortune.

Engine 2409 passed thru here last week going to Minneapolis Shops.

The article in January Magazine which described the raising of the engine from the river was widely appreciated.

Engineer Roy Vanderberg has been re-nominated for mayor of Montevideo.

Night Caller Joe McHugh says he knows where to find the boys now, as most of them have joined the Kansas City Nighthawks and sojourn at Vans smoke shop where the best radio concerts are received.

Crossing Flagman John Wertz was seen recently on Hennepin Ave., looking at the tall buildings. John says he likes Monte better as it hasn't any traffic cops.

Conductor Geo. Null came out last week, but did not see his shadow. So he went to work.

The water supply at Milbank has caused considerable trouble of late, but thru the efforts of Supt. Flannigan and M. M. Fred Paul they have kept up an adequate supply.

Heavy repairs are now given to engines at this point. Foreman Brossard has an efficient gang of workmen assigned to this work.

Engineer Bill De Field says he is getting used to pooled engines, but as long as he doesn't run out of Peerless, and has a good steamer he can get over the road.

Passenger Brakeman Geo. Sweeney on runs 1 and 4 is noted for his popularity among the fair sex. No wonder he gets the biggest piece of pie.

Engineer Jas. O'Rielly has his old pal, engine 6303 again and is pulling trains 17 and 18.

Conductor Waush (Siwash) says we won't have a hard winter as he didn't let his whiskers grow, Cy says fur bearing animals are all short of hair this season so he followed suit.

Operator Torheuson on 3rd at Minn. Falls has taken unto himself a wife. Now for the cigars.

East Wind
Mile a Minute.

Bowling, you know, is a regular sport, It furnishes exercise of the right sort; It's good for digestion and appetite, too, While playing this game you never feel blue.

There's a certain young lady in Room twelve fourteen

Who, oftentimes, in the alleys is seen. She don't care for the sport—its just an excuse—

I know why she goes there, she wants to reduce.

Bernice Kelley had a birthday last Saturday and from all appearances she was "Sweet Sixteen."

Of course, you noticed all the pleasant smiles and delighted appearances of the clerks when the slips showing returns to the United States Government for income tax were distributed! Some of us had it doped out that the Government owed us money.

(Q) What kind of a pipe does the engineer use?

(A) Air pipe.

Ever notice that sunny smile of Wally Dietze's? That comes from singing in the choir almost every other evening.

The fellow who said, "The good die young" undoubtedly had New Year's resolutions in mind.

Any information in connection with, contingent upon or analogous to RADIO that anyone may have to offer will be immediately pounced upon, bisected and dissected by the sharks of the engineering department. If your dope is good, bring it along, but be sure you're right before you go ahead. They're all up in the air about their outfits there, and as Pat Quinn was want to remark "They know their stuff."

(Q) What do the Car Inspectors see every day but never read?

(A) "The Journal."

Chief Clerk, interviewing prospective office boy, "And the salary is twelve dollars a week."

Said P. O. B. "Twelve dollars? Nothin' doin'. What do you think I am, a college graduate?"

Mr. Nicholson and his new secretary paid us a visit after the holidays.

News has reached the Railway Exchange that Perry Wells the good-looking boy switchman at Bensenville injured his knee cap recently. Is it too late to send the fudge, Perry?

We made a very grave error last month, but think George will get his mail even if it is addressed "Bramber" instead of "Bamber."

Heard in 1215: "Go on, strike me and see where you'll light!"

Wonder what Bill Ahern thinks of Chicago's climate now after having squandered his vacation on the sun-kissed shores of the Pacific and the retreat of nature's favored on Catalina Island.

Great was the excitement when we saw Myra Edwards with a new ring and still we cannot believe it is the real thing.

The other day we asked George Harder if soft coal was good for heating a large house and he said it soots him.

Last month we stated that it took a Philadelphia Lawyer to keep track of the changes in Mr. Whipple's office and we still think so. Esther Dierenfield is the new mail girl in that department.

The On Time Line
Kansas City Division
 H. F. B.

Through the efforts of Miss Marguerite Kissinger, stenographer to Chief Clerk J. W. Sowder, the passenger department was successful in securing a passenger over our line from Chicago to Perry.

Even the little tads recognize the Milwaukee Equipment among the others and

are proud to claim it as their own.

Recently the small son of one of our brakemen, while visiting an aunt in Trenton, Mo., and whose home was near the Rock Island tracks, playing out in the yard spied a Milwaukee passenger car in a Rock Island passenger train, and came rushing in the house exclaiming, "There goes one of OUR cars." "There goes one of OUR cars." The older folks couldn't comprehend just what the little lad had reference to, but upon investigation found that the Rock Island passenger that had just gone along had a Milwaukee sleeper in it.

On December 20th and on January 3rd handled special trains of Mennonite Immigrants over the Division, each train consisting of twenty-three cars, twenty cars each of household goods, stock, and implements and three tourist cars with the families. Both trains were given very good service and the parties in charge were well satisfied with the trip over the Milwaukee. They also stated that there were some over 60,000 more to be moved from Canada to Mexico.

On December 20th Mr. Hoehn celebrated a birthday and treated the office force to a very fine box of candy, in accordance with the custom in his office. The person having a birthday treats the office to a box of candy.

On December 14th Mr. Weidenhamer accompanied by Mr. Hoehn paid the Kansas City Division a visit going from Davenport to Kansas City on train No. 3.

Mr. Hoehn recently accompanied a party of about 25 Ottumwa business and professional men to Des Moines as representatives of Ottumwa to attend a meeting of the Brotherhood of American Yeomen, boosting Ottumwa for the location of the \$2,000,000 Childrens Home that the Yeomen are planning on building, and returned very optimistic over their trip, feeling that Ottumwa has a very good chance to secure the home, which would be a big boost for Ottumwa and the Milwaukee in this locality.

Trainmaster Allard had planned to bring his daughter to Ottumwa after the first of the year to enter the academy for girls here so that she could be with him, but due to contracting a bad cold, which settled on her lungs, it was necessary for her to be placed in Sunny Crest Sanatorium at Dubuque for treatment, but we are all hoping that she will speedily recover and be able to come to Ottumwa soon.

Effective January 1st Lloyd H. Wilson was promoted to Night Chief Dispatcher account G. A. Shaw transferred.

During December our No. 25 went into Kansas City on time more times than any other equally important train of competitive lines such as C. & A. No. 9, C. B. & Q. No. 55, A. T. & S. F. and C. R. I. & P. Being on time four more times than the next best C. & A. No. 9.

L. M. Guenther formerly assistant accountant spent the holidays in Ottumwa and also paid a visit to the old bunch at the office.

Yo! Ho! At last Jay Upp has lost his luck. At the Christmas raffle of the turkey Mr. Hoehn took his place as winner.

C. O. Bradshaw and G. C. Cook recently spend a day in Ottumwa contracting for the season's harvest of ice.

Old Sol is making the outlook for ice rather discouraging as he warms up pretty much about noon each day, but the

ice men are working fast and furious while the ice lasts. Due to the small amount of rain and snow that we have had so far this season the ice is very clear and of very good quality except that it is not as heavy as we would like to have it, being only about eight or nine inches thick.

We understand that cupid is putting some over time between the dispatchers office and the yard office at West Yard. Hear that he has progressed as far as a nice diamond for the fair lady's hand, which came into play about Christmas time. The big question now is, whether or not the big ceremonial has taken place, with a vacation and a trip to Chicago involved.

Due to the large volume of business that we have enjoyed during the past several months it was necessary to have some additional help in the office force at Ottumwa Junction. P. R. Haseltine, formerly roadmaster's clerk has been transferred to the chief dispatcher's office. Ernest Scheel formerly train timekeeper has been transferred to roadmaster's clerk and we have a new face in the superintendent's office with Geoffrey Stickler as train timekeeper.

Trains 25 and 26 are getting to be more and more popular as it is no unusual occurrence, now, to have eleven and twelve cars. On January 7th had three extra cars on No. 26 with Shoe Dealers going to the convention in Chicago, also on January 15th had three extra cars on 26 with members of the Good Roads Association for Chicago. They are not only boosters for good automobile roads, but endorse the C. M. & St. P. as a good road when traveling by rail as we have handled them on several occasions before.

R. C. Hempstead, wife and daughter just returned from a vacation spent in a visit to Mr. Hempstead's mother in Sunny California.

L. B. Faltynski, car foreman at West Yard met with a very painful accident when out with the wrecker a short time ago. In putting his foot out to give a signal, struck an obstruction injuring his leg to such an extent that he was confined to his home for several days, but is now back on the job as good as ever. Can't keep a good man down.

Presume that L. B. F. will be looking for a new clerk and stenographer about June as we hear that Miss Dornise is displaying a sparkler on the prescribed finger of the prescribed hand.

On December 30th two small boys were drowned in the old Sewal reservoir pond, breaking through the ice when playing on it.

Our resolution for the New Year. "All boosters for the C. M. & St. P. and the Kansas City Division—The On Time Line."

Iowa (East) Division and Calmar Line
J. T. Raymond.

G. G. Holcomb, agent Donahue, who suffered a stroke paralysis Dec. 6th, is recovering slowly. D. D. DeVore is relief agent at that point.

The Magazine extends sympathy to Section Foreman A. B. Cornish of Elwood in the bereavement that came to himself and family in the death of his wife who passed away at a Clinton hospital Jan. 11th. Funeral was held at Elwood Sunday, Jan. 14th.

Supt. and Mrs. C. H. Marshall spent Christmas with Mr. and Mrs. Hubert C. Deming and family at Terre Haute, Indiana.

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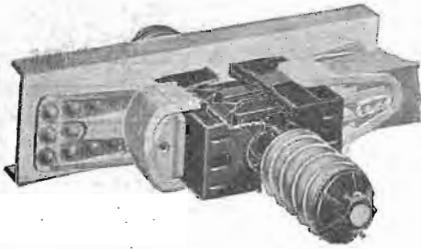
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Canadian Head Office, TORONTO

Engineer Harry Conger and family of Moberidge spent Christmas with Marion relatives and friends. Harry's visits are always enjoyed by his old friends in this section, and his information about former Iowa Division boys who are making good on the Coast Lines is especially interesting and pleasing.

On Saturday, Jan. 6th, W. R. French, car inspector at Atkins Yard, entered a fruit car to look after the charcoal heater and was overcome by gas. Brakeman H. Crist in trying to rescue Mr. French was also overcome to a certain extent, both were rescued by workmen nearby, a doctor was called and they both were revived and sent home, where they recovered slowly.

Conductor Fred Williams who has been laid up for several weeks with severe heart affliction is recovering slowly, Conductor Elmer Millard has the Farley run during Fred's absence.

We are pleased to record the news that George H. Hennessey is back on the Division again and is now one of the foremen at Atkins roundhouse working from 4 P. M. until midnight. Mr. and Mrs. Hennessey will reside in Marion.

Miss Sophia Estes of Cedar Rapids has taken the place of Mrs. Hazel Sheldon as utility clerk in superintendent's office.

Miss Blanche Remington of Marion is a recent addition to the roundhouse clerical force at Atkins.

T. H. Lynch agent Delaware has gone to California for a 3 month vacation. F. E. Sorg relieving at Delaware during Mr. Lynch's absence.

W. E. Owen veteran agent Long Grove is taking a 3 month leave of absence and will take an extended trip through the south and west. F. W. Behrens has been appointed Long Grove agency for 3 months.

C. L. Sherwood ticket agent Cedar Rapids has gone to California for a couple months vacation. Geo. Crabbs is taking Mr. Sherwood's place during his absence. Opr. G. I. Harrington relieving Mr. Crabbs.

C. R. Youtzy of Cedar Rapids has been appointed F. C. M. clerk in Supt. Marshall's office.

W. I. Roland agent Greely who has been off for some time account of the serious condition of his son, who was accidentally shot some time ago has resumed work. His son is recovering nicely.

Conductor and Mrs. Harry L. Mellish spent several days visiting friends at Council Bluffs.

Operator Floyd E. Minehart passed away Dec. 15th, 1922, at Springville, Iowa, at the age of 30 years. He had not been able to work for several months previous to his death. Mr. Minehart entered the service of the company as telegraph operator June 16, 1911. He was industrious, capable and ambitious; a very genial, likeable young man, who will be much missed by his associates. We extend our sympathy to the bereaved family. The funeral services were conducted at the Presbyterian Church, Sunday afternoon, Dec. 17th.

Engineer Hamilton, pulling the Maquoketa-Davenport passenger made his usual trips on Tuesday, January 3rd, reaching Maquoketa on the final trip at 8:20 o'clock in the evening, going to the home of his

"Eddie" Hamilton, as he was familiarly known among his associates, was born in Freeport, Ill., Jan. 7th, 1860, had been in the service of the Company as engineer 38 years. He was popular with the patrons of the Company and with his associates, and it is true, as a brother trainman remarked upon hearing of his un-

timely death, "A more courteous or trustworthy engineer never pulled a train over the Milwaukee Railroad." Surviving him are his father, a daughter, two sons and two brothers. The bereaved family has the sincere sympathy of a wide circle of friends on the Milwaukee System in their sorrow. The funeral service was held at Maquoketa, Jan. 7th, from the Sacred Heart Church. Interment at Maquoketa.

Lester Cleveland has been appointed to the asst. timekeeper's position vacated by Mr. Murphy and Miss Idell Fullerton takes place vacated by Mr. Cleveland.

E. E. Sangster has taken the braking job on Nos. 11 and 6 and has moved his family from Savanna to Cedar Rapids.

Passenger Brakeman Lee Mulroy, on Nos. 37 and 4 has moved his family from Cedar Rapids to Savanna.

Born to Freight Brakeman and Mrs. A. J. Foster, Jan. 7th, at Savanna, a daughter. Congrats.

La Crosse Division C. W. Velsor.

Special Commendation was given three for their watchfulness. Section Foreman Robt. Bgalki, of Mauston, who on Dec. 30, discovered a broken arch bar on 264. The car was set out which saved a serious derailment. Operator G. L. Bean, at Tunnel City, discovered defect in a car of an Extra passing his station on Dec. 29th and notified the crew thus avoiding an accident. Brakeman Otto Dengel, discovered a broken arch bar on S. E. 5136 at Watertown Jct. on Dec. 22nd and was commended because of the speedy action in having the car set out thereby saving what might have developed into a serious derailment.

Fireman Geo. Terney, of No. LaCrosse, who was injured some time ago is now improving slowly but still having to wear a plaster cast and be treated by the Chicago specialists.

Passenger Brakeman Arthur Lippmann, is the proud owner of a fine blooded bull dog. Art likes him so well that he has had several photographs taken of him.

Special Agent Geo. Taylor, of the La-Crosse Dept., has taken an indefinite leave of absence and is resting up at his home in Camp Douglas. Mr. Taylor's record as a detective has been one of remarkable and creditable service to the company.

Roy Young and wife, clerk in the general office at Portage have been spending a few days in Minneapolis visiting and looking over the high buildings.

Conductor Erastur B. Wolcott, who has been in the service of the Milwaukee Road for the past 38 years having started as a freight brakeman at Sparta in Sept., 1884, died at his home in Milwaukee on Jan. 1st at the age of 56.

Chas. W. McCain, engineer, died at his home in Madison December 22nd last at the age of 57. He had been in Milwaukee service since Sept., 1881. The employes on the division extend their sympathy to the bereaved families.

Information has been received from reliable source that Side-wire Operators Babe Hayes and Oscar Manske are flirting with the matrimonial bug.

Conductor M. R. Shackley and son Ray, have been spending a few weeks in the north on their section of land in Forest County supervising the cutting and loading of large quantities of timber.

City Agent G. W. Webb, of Watertown, celebrated his 48th anniversary of continuous service with the road Sunday, Jan. 14th, at a dinner at his home.

Trav. Insp. W. C. Scott, has returned home from Oklahoma where he has spent a few weeks looking after his oil interests and his persimmon farm.

Ass't Gen. Purchasing Agent G. F. Wilder, of Seattle, died at Watertown, Jan. 12th at the age of 72 having been with the Company for the past 53 years.

Conductor H. M. Gatch has returned to work on his run 5 and 16 which relieved Extra Conductor Feinner who now has Conductor Jerry Mullen's crew while Jerry is spending a month visiting his daughter in New York.

"Bill Jones on the repair track,

Imagined he could do

A moment's work beneath a car,

Without a flag of blue.

Well, yes—he did it many times,

In spite of rule and warning;

One day an engine bumped the car—

Bill's wife is now in mourning."

We could not help but think Yard Conductor Mike Fishback of LaCrosse was well named when we were told he recently caught 35 large pike and pickerel in a two-day catch, ice fishing in the Black River.

Dispatcher Sam Hunter was very much disappointed after spending a great deal of time in getting his Ford all oiled up and the radiator filled with mustard so it would not leak to make the long planned trip from Portage to Ashland when word was received that Ashland had three feet of snow. So Sam took the train.

I guess Fred Shumway of the LaCrosse Terminal is pretty smooth to slip away and get married without any of the switchmen getting wise. Better congratulate him he has been married since Jan. 3rd.

Well, C. J. Welsh, the most popular passenger brakeman has joined the Benedicks again. Congratulations Claude.

Mrs. Nick Weber, wife of night yardmaster at No. LaCrosse, spent a few days visiting in Beloit. Was there anything for you in that heavy suit case that Mrs. Weber brought home, Nick?

On the sick list at No. LaCrosse we find Switchman Francis Kaveney and Louis Schumm who have been at home for the past month. Also Richard Hiler, record clerk, who has pneumonia.

W. G. Bowen, former trainmaster now at Perry, stopped off at Portage a few days ago and shook hands with a few of the boys. Guy was on his way to Tomah, his old home.

We notice since the arrival of clam shell X901012 at North LaCrosse, Round House Foreman Braybrant is able to keep the engine track clear so that the passengers can get by.

F. P. M. if you want a fast ride would suggest you get in a mail sack on 1st St. We are told "Powder up" Sam Cadman steps on her, and is not called the Speed King.

Now, that Shorty Allman is the prosperous restaurant keeper and night round house foreman at Watertown Jct. he will purchase that fine new car that has been demonstrated to him.

Milwaukee Shops

H. W. Griggs.

The Veteran John Horan reported died Dec. 17th, 1922, is not the "John M. Horan" we all know. The latter is performing his usual earthly duties, and we hope to get another picture of him on his 85th

birthday which occurs Jan. 23rd.

Chas. Pfeiffer of the Brick Arch Co. was a caller the 22nd of Dec. Charles is as ruddy and healthy as ever.

From L. K. Silcox, "Best wishes for a Merry Christmas and a year of happy days," a good slogan down the line, that hundreds appreciated.

A. J. Edmunds of Mason City, Ia., called Dec. 26th. He spent Christmas with his daughter Mrs. Westburg at Kiel, Wis., where his son-in-law is supt. of schools. Another son is professor of Commerce at Ann Arbor, Mich.

J. C. Prien, traveling passenger agent at Madison, Wis., came in town the other day on business. Mr. Prien was in Detroit two years in service for the Milwaukee Road. He has a son in Ann Arbor, Mich.

Some of the office partitions on the main floor have been removed giving more floor space all around.

The recent heavy snow and ice made the viaduct steps quite slippery in spite of the frequent scraping, two or three of the girls slipped down getting a few slight bumps and some of the boys run down with their hands in their pockets.

T. M. Kirkbly of Mr. Silcox's office was a caller the 9th. "Ted" is also looking well.

Joe Roberts, dispatcher, was on a ten days' vacation down east after Christmas.

Nine frames of advertising photographs, scenery, and data, were sent out to the western points early in Jan. C. B. Rintleman our fresco painter put the fine artistic touches on the scheme.

Those who read the Railway Age and Railway Review, and we all should read these, will find some very interesting articles in the current issues on Education, Nationalization, Americanization, and other "Izations"; for instance, page 1225 R. R. Age, Dec. 30th, and other good subjects.

"Coal normally constitutes about one-third of railway freight." as to the other freight, how much are motor trucks carrying? Why not regulate as feeders and not parallel traffic, and over cements that others mostly pay for.

The writer in one of the Sunday papers recently was mistaken in saying that the old "Mississippi Whistle" which was the time for the southern part of the city years ago, is a thing of the past, and not heard by the present generation. We have corrected this statement by saying that the old "Mississippi Whistle" is still belching forth its siren tones at the Milwaukee Shops as it has done for both shops the last 54 years, and heard by this writer the last 49 years.

The magazine comes out for January in a new dress, standard letter-press or filing size. 48 pages instead of 64, but more page space. The Oconomowoc winter scene on the cover page is a peach. Just a little better grade of paper to catch the half-tones well, and the other RR magazines will have to sit up and take notice. The lead-off by President Byram is classic.

The 39th annual report of the Shops Mutual Aid Society shows a balance on hand of \$1243.00.

The historical wireless, item in the January Magazine while timely, does not mention that the first message on that trip pertaining to the SMP Department, was sent by J. M. Lowery, general master mechanic, to H. W. Griggs, at the shops, then chief draftsman.

Success of Industry depends upon the railroads

Business is coming to the railroads with a rush. The peak is not yet reached, but even now every available locomotive and car must be kept in service to keep traffic moving promptly.

Our extensive facilities for building and repairing locomotives are placed at the disposal of the railroads in this crisis.

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Baldwin Locomotive Works

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"Perfection" Journal Box Packing
Wool Waste--Cotton Lubricating and Wiping Wastes
Can Meet Any Specification
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F. B. C. Flexible Welded Staybolts
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BE COMFORTABLE—

Wear the Brooks Appliance, the modern scientific invention which gives rupture sufferers immediate relief. It has no obnoxious springs or pads. Automatic Air Cushions bind and draw together the broken parts. No salves or plasters. Durable. Cheap. Sent on trial to prove its worth. Beware of imitations. Look for trade-mark bearing portrait and signature of C. E. Brooks which appears on every Appliance. None other genuine. Full information and booklet sent free in plain, sealed envelope. **BROOKS APPLIANCE CO., 188C, State St. Marshall, Mich.**



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CHICAGO, ILL.

R. and S. Line S. R. Collier

Mr. and Mrs. Pat Cunningham are the proud parents of a son born on Dec. 3rd at their home in Carlinville, Ill. Mrs. Cunningham was formerly Ercie Flood, clerk in the round house foreman's office here. Congratulations.

Engineer Fred Hess who has been on the sick list for a week or more is now back on the job firing the East way freight. J. V. Jones, former agent for the CB&Q at Ladd, who passed away at McHenry, Ill., on Dec. 9th, was brought here for burial in Berean Cemetery.

Conductor I. L. Batten was compelled to remain away from work for about two weeks account sickness.

R. H. Foreman G. J. Messer is sporting a new Velie Sedan and Night Foreman L. J. Cain has a new Velie coach. Some class to those boys when they come sailing down the avenue.

Conductor Walter Ziel is relieving Brasure on Nos. 415 and 416 account Conductor Brasure called to Wisconsin account sickness.

Brakeman J. B. Denault has returned to work after spending the holidays with friends in Chicago and other points.

Operator H. F. Riegel at Granville is away on leave, called to Goodrich, Ill., account illness.

Former Brakeman Hal Spier who is now working on the CM&G spent a few days with his family and friends here the last part of December.

Conductor C. W. Hansen has returned to Ladd to work out of the pool, Conductor A. Hill relieving him on the Granville-Oglesby Patrol run.

Fireman Hurley back in pool service at Ladd account displaced at Granville by Fireman Alex Pistonia.

Operator Pat Horn, second trick man at yard office, Ladd, spent the holidays with relatives and friends "Back home in Indiana".

H. Hill, former R&S Line conductor, who has been acting as yardmaster at Du-buque, has been appointed yardmaster and assistant agent at Rockford.

Splinters From the Wooden Shoe Catherine Browning

Ore cars are moving to the coal fields as the Superior Division has no further use for them until spring.

Conductor W. S. Robbins has returned to his regular run after a vacation during the holidays.

Conductor Arnett is still holding down the varnished cars. How do you like the change, Fred?

Log business has started in full force. We expect to see the heaviest log business ever handled on the Superior Division during the next few months.

Conductor Kempley enjoyed Christmas this year by working on passenger. His first trip was on No. 3 out of Milwaukee with five coaches and six sleepers, and added one more coach to the train at Green Bay. Charley claims it was a regular train and a rather busy Christmas.

Brakemen Schmirler and Meggers have pulled stakes on the old homesteads at Hilbert Junction and have moved to Green Bay.

Passenger Engineer T. M. Brady has just returned to work after being off for several months due to injuries received from making a high dive between De Pere and Greenleaf last June. We are glad to

have Tom back with us as he is always good for an up to date story.

Assistant Superintendent Peterson has announced the re-examination classes will start soon. It seems funny to the men handling trains after so many years in service to turn the little green book so often but about all the men when finished with their class say it is a good thing alright to go over the rules. The re-examinations are always made pleasant as Mr. Peterson has a system of conducting them which seems to make a hit with the men.

Conductor D. W. Caine and L. H. Little are spending a few months picking oranges in California.

Third Trick Operator at Random Lake Thos. Strib ran away a few days ago and got married very quietly. That wasn't a nice thing to do at all, Stib. Why be stingy and not tell anyone about it?

Former Division Accountant F. W. Liegois, now chief clerk to superintendent at Madison, was in Green Bay to spend the holidays with relatives and friends. We don't see much of Fred nowadays since Freddie, Jr. came along as he is really the only one who counts now.

Harold Mathews, enginemen timekeeper, came to the office the other day with a big smile and a box of cigars (No candy for the girls). No wonder the smile and cigars—it was a boy. Congratulations, Matty.

Richard McKenna, roadmaster's clerk, passed away after an illness of only two days. Richard was a friend of everybody and is missed by all of us. Deepest sympathy is extended to relatives.

Donald Blarjesky has been appointed roadmaster's clerk. Don is known by most of us and we hope to see him make a success of his new position which we are quite sure he will.

Wanted, a remedy to keep George's and Don's hair down smooth after washing. George claims that rubber bands around the head are not very comfortable and Don does not like to work with his hat on all of the time.

There are a few girls around the offices that would like to know what Philip uses on his hair when curling same to keep the curl in, but Philip will not give out the remedy and he has nice curly hair, and it does not come out during rainy or snowy weather, while the girls have to go around with their's straight. Don't be stingy, Philip, and give us the correct dope.

Congratulations are extended to Mr. and Mrs. George Bursinger, machinist, on account of the arrival of their first child, and it is a boy.

Miss Florence O'Connor of the store department entertained the division master mechanic and car department girls at a very pretty Christmas party. An enjoyable time was reported by all.

We heard rumors that the store department are about to open a stationery room. Please open your hearts and give us some pencils and pins—pins—pins. Our personal expense account is quite heavy this month and with this new stationery room we ought to be supplied—at least, with our necessary wants.

Night Caller Don Bell wrenched his ankle on making a three-hour call for Fireman Luederman. Luederman showed up on time.

Engineers Freman, A. Lindner and H. (Squeek) Franzen were notified to report at Channing for running.

Engineer Jos. Donckers is at home again—Nos. 94 and 95.

Checking Warehouses

H. C. Snow, Traveling Inspector

In every line of business it is necessary to take stock at regular intervals; it is like cleaning house, not a pleasant job, but it has to be done if one is to know what is on hand.

It is important that railroads take stock of what is on hand in freight houses. The warehouse should be checked at regular intervals, to determine what is on the floor; to see that everything on hand is covered by proper billing in the cashier's office; to determine what happened to freight covered by billing but not on hand; to make proper delivery of part lots receipted for but removed by consignee who may have gotten the wrong box; to discover and forward to destination freight "over" for other points; to get action on freight on hand undelivered, by learning why on hand and what action is necessary to get rid of it; to secure regular billing on freight over without billing; to make necessary reports on over or on-hand freight, if overlooked, to make effective the principle that freight is intended for delivery to consignee; that it must move out of the warehouse as fast as it moves in to make room for other freight; that the sooner it is delivered the less chance for damage.

Home Sweet Home

*Mrs. C. M. Van Antwerp.
Falcon, Ida., Dec. 25, 1922.*

A little cot, on the mountain slope
The river flows down below.
Christmas trees like sentinels stand,
Knee deep, in the glittering snow.

A bonny wife sits by the glowing grate,
Dreaming her Christmas dreams,
A peace and calm, rests over all
Like a blessing, so it seems.

A light shines out, this Christmas night,
A beacon to those who roam
And have missed the greatest joy on earth,
The comforts of Home Sweet Home.

A Noted Lawyer Though Blind

The Des Moines Tribune, in a recent issue, had a very flattering write-up of the achievements of Attorney John Boyd of Des Moines, and the fact that he is the son of Engineer John Boyd, who worked for many years on the Iowa division, makes the item of interest to railroad folks. John enlisted in the navy and lost his eye sight, following a serious illness. Instead of letting such a serious misfortune handicap him for life, he began at once, after recovering his health, to improve his condition and during the last ten years has completed a high school course at North High in Des Moines and also a four years' course at Drake University. He completed his law course last June and a few weeks later passed the state bar examination and is now practicing law in Des Moines. John was married some time ago to a lady who is an instructor in romance languages in the Des Moines University, and in addition to completing his law course, he has learned to speak the French language very fluently. He is a partner of T. C. Moore, a close friend, who has assisted him materially in getting his education as Mr. Moore was also a law student and spent many hours reading to his blind chum and

companion. Engineer Johnnie Boyd had many friends on the Iowa and other division during his life time who will be glad to hear of the success of his son.

The Track Men of Long Ago

How many of the thousands of Milwaukee employes have heard of the Pacific Coast Railroad and the lovable, quaint, old character, Tim Moriarity, who is the guiding spirit of its track and bridge department.

For those who are not familiar with the westerly end of our railroad, it may be stated that the trains of the Coast Division, after piercing the crest of the Cascade range through the two-mile Snoqualmie Tunnel, drop down the westerly slope through a scenic glory unsurpassed, and finally at Maple Valley, some twenty-two miles from Seattle, enter upon the Pacific Coast railroad's tracks and run over them to Argo, within the Seattle city limits.

On any day, rain or shine, Tim—everybody calls him Tim—will be found out on the line somewhere, taking care that the work is being done in the exact thorough-going way he demands.

No one had ever suspicioned old, Honest Tim of being a poet, but the writer by chance happened upon the following verses which are the fruit of his pen, and they seem to express Tim's sentiments admirably.

The Track Men of Long Ago.

It was just an old photograph, faded and yellow
Long cherished in somebody's album I know—
But from it came memories sacred and mellow
That brought me back friends of the glad long ago.

It brought to my mind the old track men,
Be Gorra,
Those lads that knew well how a rail should be laid;
The lads that could work all to-night and to-morrow
Then spit in their hands and go level a grade.

Tho' humble and poor, they were men, let me tell you,
With a gentlemen's pride in their sinew and bone;
Their hearts were like babies, if a sorrow befell you,
But pity they had none for the bla'gard and drone.

Down there on the track with shovels and gauges
Their picks and their claw bars of hefty design,
You would ne'er hear a word about history's pages,
But "Squint on the rail there and get it in line."

Sure they had no derricks and fancy inventions
For taking the rails from the top of the car;
But they used Irish muscle of Trojan dimensions
And tumbled them off with the aid of a bar.

They laughed, tamping ties, at their own youthful glory
When they went sparking on Erin's auld sod—

"Standard o'er the earth on account of greater worth"

"Pyle-National" Steam Turbo-Generators

A Complete Line of—

Steam Turbo Generators,
500 Watts to 7½ K. W.

Headlight Cases—Sheet and Cast Metal
Reflectors—Metal and Glass

Portable Headlight Cases—

Floodlights

Searchlights

Lamps for rear of tender

Lighting accessories, such as switches
(open and enclosed), sockets, dimmers,
connectors, junction boxes, etc.

Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass
Reflectors for Locomotive Headlights

FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION

Better Illumination With Fewer Units
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GENERAL AGENTS

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And pitied the poor devils who carried the hod.

And at noon when the boss sounded truce for an hour,
Their dinner pails filled every innermost need,
Then peaceful and calm as a midsummer flower,
They smoked their Dudeens in the cool of the shade.

But those were the old days, sacred and mellow,
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Iowa Middle and West Ruby Eckman

Engineer Fred Kennison and Jack Kuykendall who was firing for him, together with an east end passenger train crew set a pace in the replacement of a draw bar the fore part of January. They were on No. 8 and pulled the draw bar out of the tank of the engine at Spragueville, made the stop, replaced the defective coupler and were on their way in ten minutes and then just to show they had an interest in getting to Savanna on time, made up five minutes of the lost time before their arrival. The engineer had a hard time convincing the dispatcher that such an accident had occurred.

Frank Brennan and family of Atlantic, spent the holidays in Perry at the homes of Conductor W. E. Rathman and Harry Wooders.

Nick Slater, for many years an employe in the round house at Perry, was in the Kings Daughters hospital Dec. 12, for an operation for appendicitis. Despite the fact that Nick is drifting down the other side of seventy, he recovered with such rapidity that he was able to leave the hospital in eleven days and was down town a few days later.

John Robertson, son of line man at Perry, was sick with the pneumonia during January.

Conductor E. A. Rumley was in a hospital in Council Bluffs in January, following an injury to his ankle when he fell in his caboose.

F. M. Hass, who has been district special agent on the Iowa division for eleven years, has been transferred to Soo City. E. F. Conway, of Soo City, takes Frank's place at Perry. The change was effective January first and both men are now on their new jobs.

Engineer McLoughlin was operated on at Perry hospital the latter part of December. He was in a serious condition for a few weeks but is now on the mend. His brother, Wm. O'Loughlin, a former Perry switchman, was summoned from Madison, Wis., when his condition was so bad.

E. B. Oehler who has been taking treatment at Washington Boulevard hospital for several months for an injured arm, has been released, but will not resume work for some time.

John Leaf, one of the oldest of the Iowa division engineers, died at his home in Perry, Dec. 28th, following an illness covering a period of several weeks. He is survived by a wife and two sons, one an engineer for the company at Marmouth.

Chief Caller James Cartwright, Car Inspector Edward Jordan, and Paul Cushman, of the steam derrick crew, all of whom have been at the Washington Boulevard hospital, are reported as improving.

George Donahue, who has been an engineer on the middle and west division since 1888, passed away at his home near Perry on January 6th. Mr. Donahue has been a sufferer from bronchitis for several years and was unable to work for more than a few weeks at a time. He leaves two brothers, Engineers James and John Donahue, and a wife. Burial was made at Perry.

Master Mechanic P. L. Mullen was out from Savanna to attend the funeral of George Donahue Jan. 10th.

Trainmaster W. G. Bowen has been holding classes on re-examination of standard rules since the first of January

and has most of the train and engine men examined.

Conductor Greeley Burnham, of the west division, has been laid up at his home for some time on account of injuries sustained when he fell. He had been cleaning snow from the roof of a shed and when he stepped on the ladder to get down to the ground the ladder slipped and he fell between the rounds, injuring both legs.

Perry friends were grieved to learn of the death of Engineer Edward Hamilton which occurred at Maquoketa the fore part of January.

Wm. Armstrong, roadmaster at Horicon, Wis., spent the holidays in Perry, a guest at the home of Engineer Seymour Brown.

Conductor L. C. Newell, who has been quite sick at the home of his daughter in Iowa City, is improving. He was confined to a hospital for several weeks. L. C. is the oldest conductor on the Iowa division and it does not seem natural not to have him on the 0370, as he has had that caboose for close to forty years.

Engineer Guy Emerick has been having a streak of hard luck at his home. He mashed his finger and had to be off duty and then his daughter took sick and was quite bad for some time.

The homes of Train Dispatcher J. J. Kindig, Machinist Fred Dollarhide and Switchman Frank Upton were all under quarantine in January for scarlet fever. Children in the families of Mr. Kindig and Mr. Upton had the disease but at the Dollarhide home Mrs. Fred was one of the patients also.

Alva Lyons, who worked for many years at the roundhouse, suffered a stroke of paralysis the middle of December. His son Homer, a switchman from Miles City, was in Perry for several weeks assisting in his care.

A family reunion held in Perry on Christmas day was of especial interest on account of the number of Milwaukee folks present. The reunion was held at the home of L. D. Blue and the guests included Engineer Dick Swift, wife and son of Seattle, Mr. and Mrs. W. W. Prichard, of Channing, Mich., Mr. and Mrs. R. M. Alexander of Portage, Wis., C. R. Swift and family, and Leo Doyle and family of Perry. Engineer Swift and family had been in Perry several days, coming from Seattle to get acquainted with a new granddaughter in the home of Leo Doyle at Perry. The young miss also is the granddaughter of F. Doyle, agent for the Milwaukee at Neola.

Conductor Wm. Correll and wife were out from Savanna to spend Christmas with their daughter, Mrs. Merle Cate.

Engineer Wallis Shipton and wife were out from Savanna to spend the holidays with Mrs. Shipton's folks in Perry.

Agent J. A. Frundel and wife came down from Lemon, South Dakota, to spend the holidays with Perry relatives.

Operator W. F. Smith, of Council Bluffs' freight house, has been having a number of unusual experiences since taking that job. First he was in a hotel fire and escaped by sliding down the rope from the window, all of his clothes except those that he took time to put on were destroyed. Just before Christmas he was shopping in Omaha and had his pocket picked. Smith has been holding the Council Bluffs job extra for some time but has recently been assigned to it by bulletin so hopes his troubles are over.

I. & D. "Prairie Waves"

Joyce

Do we like our magazine this month? I'll say we do.

It seems as if everyone is going away or has just returned from some enjoyable trip.

E. B. Hudspeth and son and daughter have just returned from Virginia. Hudspeth is agent at Caputa. I would say it was a wonderful trip in more ways than one.

Geo. Deming, machinist at Mason City roundhouse spent Christmas in Minneapolis. In fact he ate so much turkey, he was unable to get back to Mason City for several days.

E. F. Palmer, D.G.D.F., made an inspection trip over the I&D Division. Come again, Mr. Palmer, we are always ready for callers.

A. B. Ested, perishable freight inspector at Mitchell was overcome by gas while inspecting several cars of apples, or was it apple cider? Well, we will say it was apples.

Geo. Warner, conductor, and wife have left for Sunny California. And the rest of us will rely on Iowa to give us equally good weather.

Say, talk about new cars. Everything from a baby carriage to a limousine. C. H. Bradbury, RHF at Sanborn has a new sport model Hupmobile. And Mr. Blake of H. G. Crow, district engineer, has the mate to it.

Did you hear Murdo blowing about their clean office? You notice they said nothing about the janitor and they didn't even mention the signs, "Wipe your feet", "Hang up your Hat". Well, I bet the janitor is no other than Cappy Ricks. Guess we will have to pay them a visit and see for ourselves.

A son, Gordon Phillip, was born to Mr. and Mrs. W. J. Hughes. The young son is destined to be a master mechanic sure for there is no way out of it. His father is DMM on the R. & S. W. and his initials the same as our master mechanic on the I&D. W. J. Hughes was formerly traveling engineer on the I&D Division.

The Old 712 on the west end took a journey to Mitchell shops for repairs. She is such a bad actor that no one can handle her except Ed. Smith. How about it, Ed? Well, don't let them kid you, Ed. She is a good engine if we do say it.

Say, where is Bert Gardner? Hasn't he got started out of town yet. Some one must have taken the shovel off the engine or some such trick. Never mind, Bert. You can go and see your sister in a short time.

Theo. Reise, machinist at Mitchell was called to San Francisco, Calif., on account of the death of his father. This was a long trip but far from an enjoyable one.

Henry Wanberg, boiler inspector, was at Mitchell a few days last week. He is getting to be a regular caller. Guess he likes to see us. Well, we all like him so I guess we are even.

Well, can't think of much more. Haven't seen a new sparkler for a long time. What's the matter with you fellows? Must be saving your money these days. Silence. Well, we don't worry.

Old Line Line O' Type

Hazel E. Whitty

I want you boys to get a little kick out of these items as I note you did not like it in the least last time when you saw the new magazines come out and no Northern Division news items. But they say every-

thing comes to him who waits and your waiting shall not be in vain this time even if it is only a little column.



Miss Hazel Whitty Northern Division "Old Line o' Type"

Most all of our speed fiends who possess automobiles or anything that resembles an automobile, are saving expense by putting their cars in cold storage for the winter. This may be hard on Rockefeller but it helps the shoe trust.

Agent Baar of Oshkosh says to tell the whole world that old Doc Stork called at his place New Year's day and left a fine son. Mr. Baar says he will be an agent. More power to him.

Speaking of geniuses, the epidemic seems to be spreading. The latest is that Engineer Chas. Leland has gone into the butter business and is prepared to make a fortune. Good luck, Charley, but don't you think you ought to give a little spread to celebrate this big event in your life?

Talk about boosters for the Division. Why, a La Crosse Division man asked Heinie Rief the other day if we had any slow orders on the Division and Heinie replied, "Yes, one, reduce to 65 miles per hour around all the curves."

About the neatest thing I've seen yet is the little storm protector John Freimwald built for Engineer Heider on the Hartford switch run. Mr. Heider now enjoys perfect peace being securely sheltered from wind and weather and at the same time can see everything that is going on. John is surely handy with the hammer, not as a knocker however, but as a manufacturer, and we hope that he will not forget that a few improvements along this line are needed in the roadmaster's office also.

The employees of the division extend heartfelt sympathy to Conductor Frank Whitty in the loss of his sister Lela, who passed away on January 4th after an illness of several months. Lela was a daughter of the late Pat Whitty, the family having moved from Markesan to Milwaukee some years ago. Interment was made in Horicon, Wis.

Another Safety First Meeting for Horicon. This one was on January 12th, and there was the usual crowd. These meetings sure are a fine thing, and are enjoyed by all who attend.

The spirit of the West was grandly demonstrated on the Northern Division recently when Conductor Frank Fieblekorn, conductor on the Olympian and Columbian between Deer Lodge, Mont., and Spokane, Wash., refused to leave a fellow employe in trouble but stayed by him until all was righted. It seems that Conductor Fieblekorn was on his way to Berlin on our train No. 9, expecting to reach home that night in time to enjoy the holidays with

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This boot-shaped trade mark on the work clothes you buy means long wear.

his relatives. On this particular evening, the engine broke down and it was necessary to leave the train about 4 miles from Berlin and go to Berlin for help. Mr. D. J. Manning, conductor of the train, volunteered to walk to Berlin alone to summon aid. Conductor Fieblekorn, upon learning that Mr. Manning was to walk the four miles alone, stepped out of the warm coach, and said, "My man, if you're going to walk 4 miles on a night like this, you're not going to walk it alone. I'm going with you." Together they walked to Berlin and Mr Fieblekorn did not then desert his comrade, but went back again and together they brought in the train. Miles may separate them, but the heart of the railroad man is the same from east to west, quick to respond to a comrade in any time of need.

Our section foremen are able to show up the goods this month too when it comes to showing up some better babies. Carl Rusch at Fond du Lac proudly announces a girl and so does Art Otte of Hartford. We have not learned the names of these young ladies but know that they will be very pretty ones.

W. H. Armstrong has taken a trip to Sioux City and other points in Iowa and Missouri. When Bill got back his favorite expression was for some time, "Well, I'm from Missouri, and you've got to show me," but we soon assured him of that by producing the goods and leaving him nothing to crow about.

Chas. Ehlert, ticket agent at Hartford, has been laying off recently account illness.

The furniture dealers at Hartford will carry a new line of beds for next New Years. These beds will have high sides so as to prevent any one hurting themselves by coming in contact with the floor.

The Westphal condensory at Hartford has started. They expect a large increase in business.

It is rumored that Will Roberts, being such a modest young man, is being shocked times without number at the carryings on all about him but the finish came when he and a select lady friend wandered off by themselves in a coach and settled down to tell the old, old story when the conductor snuck up and asked if they were married. Bill felt so doggoned fussed, and embarrassed, and cheap and small that he imagined he could crawl thru a doughnut and he must have tried it, or how did he come to have doughnut grease on his suit the next day?

Advice to Adolph Kammermeyer and John Schroeder: "Go slow and blow the horn."

Santa Claus brought Bob Gadow a brand new deck of cards. I fear there will be a hot time when the first game is staged. Be fair, boys, only use 4 aces, and leave your shooting irons in the ante room.

Well, boys, time prevents my going any further this time but I want to remind you that it is better to make New Year's resolutions even if you do break them than never to make them at all, so make a lot and good ones. And also remember if your cough is better in the morning it's because you have been practicing all night, and don't think that just because the baby arrives around the first of the year you have to name him Bill, and don't forget, boys, he who never makes a mistake never does anything, and the reason rubbers are put on pencils is to rub out the mistakes. So don't give up; keep a stiff upper lip and remember the first hundred years are the hardest.

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