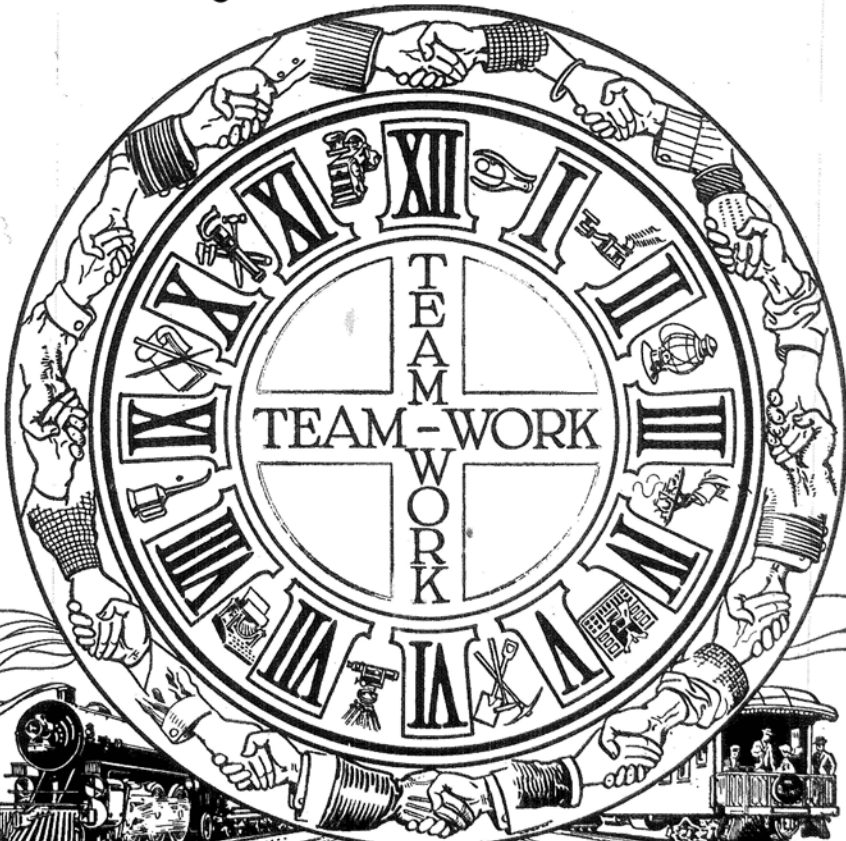


# THE MILWAUKEE EMPLOYEES MAGAZINE

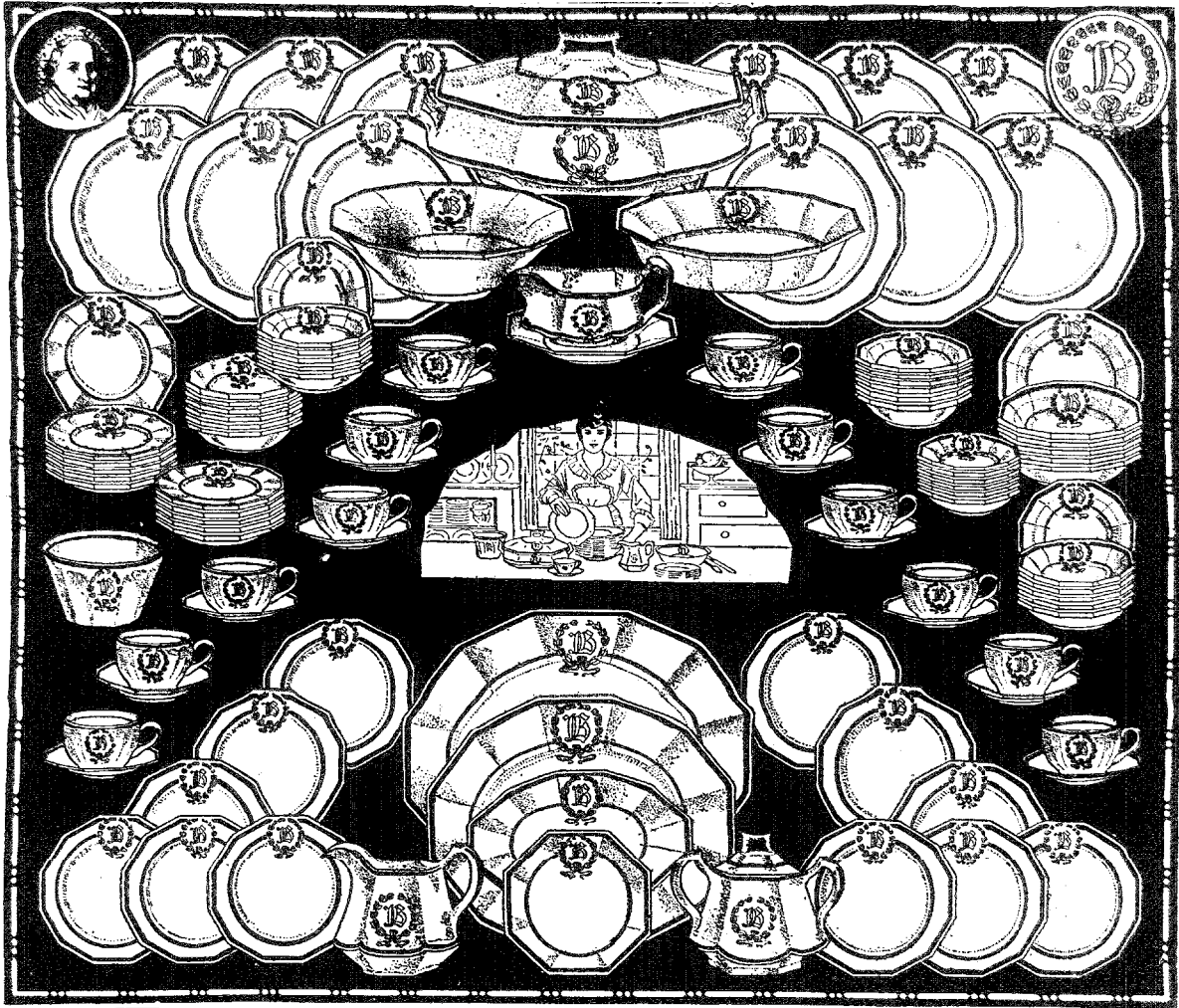
February

1921



VOLUME 8

No. 11



# 1 Brings This Gold Decorated 110-Piece Martha Washington Dinner Set

Only \$1 and we ship this superb Dinner Set—yours to use for 30 days before you decide whether to keep or return it at our expense. Artistically shaped, snowy white dishes with glistening gold decoration and your initial in gold surrounded by a wreath in gold on each piece. Of course you will be astonished at our bargain price. We guarantee that nowhere can these dishes be bought for less.

## With Your Initial Monogram in Gold

**Complete in every feature.** This superb gold decorated set comprises: 12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7 1/2 in.; 12 cups; 12 saucers; 12 cereal dishes, 6 in.; 12 individual bread and butter plates, 6 1/2 in.; 12 sauce dishes; 1 platter, 18 1/2 in.; 1 platter, 11 1/2 in.; 1 celery dish, 8 1/2 in.; 1 sauce boat tray, 7 1/2 in.; 1 butter plate, 6 in.; 1 vegetable dish, 10 1/2 in., with lid (2 pieces); 1 deep bowl, 8 1/2 in.; 1 oval baker, 9 in.; 1 small deep bowl, 6 in.; 1 gravy boat, 7 1/2 in.; 1 creamer; 1 sugar bowl with cover (2 pieces). Shipped from Chicago warehouse. Shipping weight about 90 lbs. Order by No. 327CMA19. Price of complete set of 110 pieces, \$34.95. Send only \$1 with coupon; balance \$3 monthly.

**IMPORTANT!** Set guaranteed first quality. Replacement pieces can be purchased from us for 3 years as this is an "open" pattern.

## 30 Days' Free Trial

Send only the coupon and \$1 now and we will send you this complete set of 110 pieces for 30 days' use in your home. If not satisfied, return the set in 30 days and we will return your \$1 and pay transportation both ways. If you keep them, pay balance on our easy monthly payment plan. Don't let this offer pass. We ship immediately.

## FREE Bargain Catalog

The great free 432-page Catalog shows you how to make any home beautiful and how to save money. It gives you the opportunity to secure the choicest styles and amazing bargains in furniture, rugs, linoleum, stoves, ranges, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc.—all on our easy monthly payment terms. 30 days' trial. Post card or letter brings this great bargain book free by return mail. "Let Hartman Further Your Nest."

# HARTMAN FURNITURE & CARPET CO.

3913 Wentworth Ave. Copyrighted, 1921, by Hartman's, Chicago Dept 3201 Chicago

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

## HARTMAN FURNITURE & CARPET CO.

3913 Wentworth Avenue  
Dept. 3201 Chicago, Illinois  
I enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set No. 327CMA19. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my \$1 and pay transportation both ways. If I keep it I will pay \$3.00 per month until price, \$34.95, is paid.



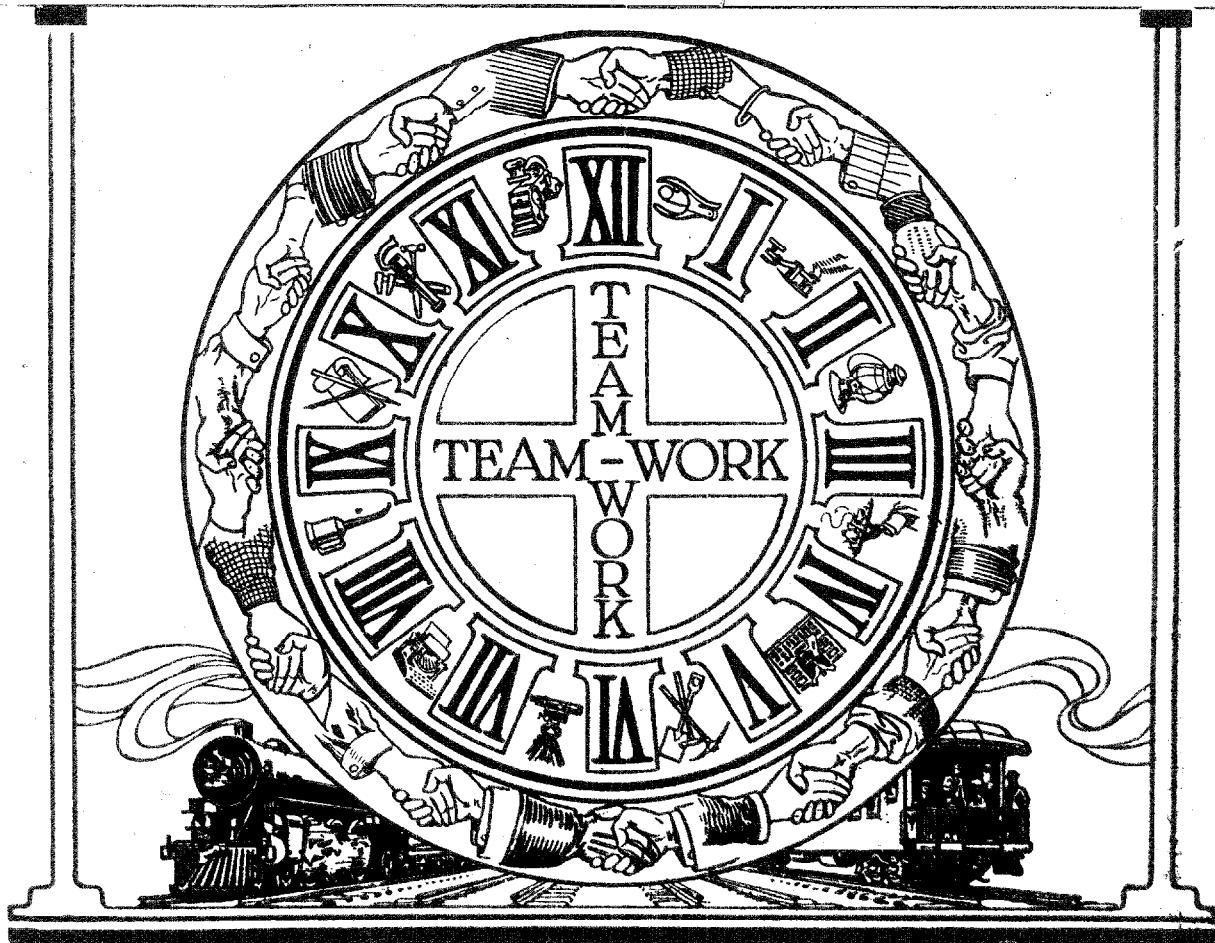
Actual Height of Wreath 1 1/2 inches

Name.....  
Address.....  
R. F. D..... Box No.....  
Town..... State.....  
Give Initial Wanted [Any One Letter].....

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# Wanted! Men to Fill These \$5,000-a-Year Positions

*A Great New Field as Yet Unthought of by Most Men*

**B**OUNDLESS opportunities lie before the men who are willing to qualify for positions paying from \$2,500 to \$10,000 a year and more in this new profession. These positions are open in a field as yet little thought of by most men. Without knowing fully the facts, it seems incredible to the average man that thousands of splendid jobs are actually going begging for lack of men fitted to fill them.

Business throughout the world is booming. Factories, great and small, everywhere are straining machine and man to supply the products for world-wide trade. America, with the greatest merchant marine and railroad system, has become the largest shipper on earth. Shipping yards and wharves are scenes of feverish activity, with millions of pounds of freight being handled every hour.

**Why Thousands of Dollars Are Lost in This New Four Billion Dollar Industry**

Transportation is today the second largest and most important industry in the country. Freight charges amount to the stupendous figure of a million dollars an hour—over four billion dollars a year! Yet it is estimated that eight out of every ten shippers are losing money. Thousands of dollars are lost daily. This is occasioned by the fact that few men actually know the most economical methods of shipping merchandise.

On second thought, this is not so surprising. The Traffic Profession is just in its swaddling clothes—only about ten years old. It was created when the Government passed an amendment to the Interstate Commerce Law making the Railroad Freight Tariffs the Freight Rate Laws of the country. This made it necessary for about 1,000 railroads—60,000 large business concerns, nearly 450,000 smaller shippers—thousands of Chambers of Commerce and Commercial Clubs, State Railway Commissions, and the Interstate Commerce Commission to employ men with a technical knowledge of Interstate Commerce, Railway Traffic and Traffic Management Work.

**A Need for Trained Men That Has Never Been Satisfied**

These important changes have created a need for trained traffic men that has never been satisfied. Men

are needed everywhere in this great work. Right now 100,000 trained traffic men are urgently needed, and the demand increases daily. Every large concern must maintain a traffic department—employing scores of men.

Millions of dollars are wasted through inefficiency in forwarding freight. Tens of thousands of concerns, without realizing it, are losing fortunes because they do not know how properly to interpret the infinite number of classifications and special rate combinations in effect.

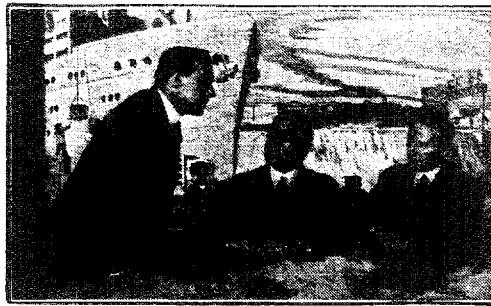
For instance: A railroad quoted a Wilmington, Delaware, concern a 28 cent delivery rate, but the published rate under Government Regulation was 33c, resulting in a \$7,000 loss. A Chicago concern billed a contract shipment using the trade name rather than the traffic name—a loss of \$3,040 in thirty minutes!

**Why Such Large Salaries Are Paid in This Work**

What the trained traffic man can do is shown by these few examples: A Boston concern employed a competent traffic man who saved \$9,751 in two weeks on 65 carloads. Another traffic expert compelled an Eastern Railroad to refund \$122,000 to the Meeker Coal Company. A New York Traffic Man saved

his company \$24,000 on freight shipments to one plant in one year.

After knowing about these few of thousands of similar instances, it doesn't seem surprising that firms are willing and glad to pay large salaries for skilled traffic men. A Detroit Traffic Manager receives \$15,500 a year. A Cleveland man gets \$24,000. Thousands of good traffic jobs pay from \$2,500 to \$5,000 and \$10,000 a year. Expert traffic men receive big pay because they can save their firms many times the amount of these salaries each year.



*The trained expert in this new profession plays a most important part in his firm's business*

**A Solution of This Great Problem**

Until a short time ago, there was no simple way for

the average man to master the details of traffic management. Knowing the great need of trained traffic experts, the American Commerce Association, a national organization of Traffic Men, offered to train men to qualify them to handle the complicated problems of shipping. Since that time thousands of ambitious men have availed themselves of this training and are making successes in the traffic field throughout the country. Yet the need for trained men today is greater than ever before and the Association has recently enlarged its organization to train more men.

fore and the Association has recently enlarged its organization to train more men.

**An Amazingly Easy Way to Train for a Big Job**

This training is given during spare time, at home. Though every phase of this great subject is treated in the most thorough manner, the work is remarkably easy to master. The cost through the Association is but a few cents a day. Once a member of this great association, you receive the help of its Advisory Traffic Council made up of traffic men of national reputation. This council consists of such men as:

T. A. Gantt, Traffic Manager, Corn Products Refining Company; George Chester Conn, Director of Traffic of the Buick Motor Co.; Samuel G. Lutz, Vice-President, Chicago & Alton Railroad, as well as nearly 200 others of equal prominence.

**An Interesting Book Free for the Asking**

To give the whole story of this wonderful training in traffic work, the Association has prepared a remarkable book, "Opportunities and Requirements for Traffic Work." This book explains this marvelous system of training in detail and tells how anyone can quickly qualify for the important job of Traffic Manager. It cites many stories of success by members of the Association. It shows how this profession, yet new, offers boundless opportunities for the ambitious trained man. After reading it, you will readily understand why \$5,000 salaries for traffic experts are common and why thousands of jobs pay \$2,500 to \$10,000 a year and more. Write today for this wonderful book, giving your age, occupation and state whether or not you have had previous traffic experience. Address: American Commerce Association, Dept. 332, 4043 Drexel Blvd., Chicago, Ill.

**We Help You To A Position**

Just as soon as you are qualified and ready you have free access to our Employment Service. We are constantly in touch with concerns in all parts of the country and are able to assist our members to good Traffic positions. There is no charge for this Service.

derful book, giving your age, occupation and state whether or not you have had previous traffic experience. Address: American Commerce Association, Dept. 332, 4043 Drexel Blvd., Chicago, Ill.

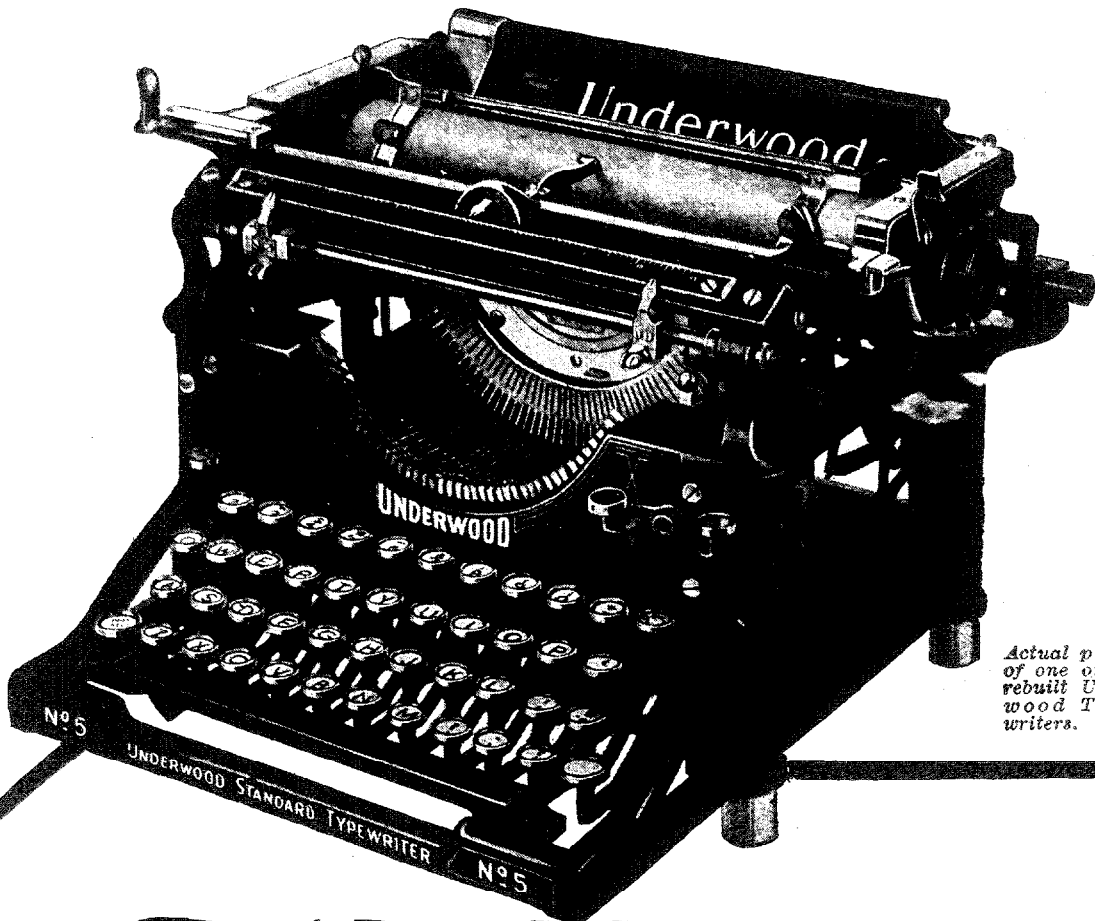
American Commerce Association, Dept. 332  
4043 Drexel Boulevard, Chicago, Ill.

Please send your new free book on "Opportunities and Requirements for Traffic Work" without obligation to me. I have had previous traffic experience.....no traffic experience.....

NAME .....

ADDRESS .....

AGE ..... OCCUPATION .....



Actual photo of one of our rebuilt Underwood Typewriters.

**\$3**  
Down

## Puts It In Your Home Direct From Factory to You

**YES**, only \$3 brings you this genuine *Typorium* Rebuilt Standard Visible Writing Underwood direct from our factory, and then only small monthly payments when you are using it makes it yours. Genuine New Underwood parts wherever the wear comes—thoroughly tested—guaranteed for 5 years.

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### 10 Days Free Trial

Remember, you don't even have to buy the machine until you get it and have used it on 10 days' free trial so that you can see for yourself how new it is and how well it writes. You must be satisfied or else the entire transaction will not cost you a single penny.

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## Bargain Offer Coupon

Don't delay! Get this wonderful easy payment bargain offer now, so you can send for and be sure of getting your Underwood at a big saving and on our easy terms.

**Act now—today**

**FREE TRIAL  
COUPON**

**Typewriter Emporium**  
2411 Shipman Bldg., Montrose  
and Ravenswood Aves., Chicago

Send by return mail Easy Payment Bargain Offer No. 2411 of a Standard Visible Writing Underwood. This is not an order and does not obligate me to buy.

Name .....

Street or  
R. F. D. No. ....

Post Office .....

State .....

THE  
MILWAUKEE EMPLOYEES  
MAGAZINE

Railway Exchange Building, Chicago

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

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VOLUME VIII

FEBRUARY, 1921

NUMBER 11

## Are We Going to Put It Over?

### OFFICERS AND EMPLOYEES:

The optimist says: "Laugh and the world laughs with you, weep and you weep alone." To smile when all goes well is quite simple; it is considerably more difficult when the dark clouds hover overhead. Business today, in a depression unbelievable six months ago, is in that position. At that time the wheels of industry were humming at a non-stop gait; now they are practically marking time. Then the railroads of the country were in the throes of a car shortage out of which there seemed no escape; today the sidetracks of our railroad and of every other railroad as well are full of idle equipment. How long this situation is to continue no prophet can definitely forecast. America, with its untold wealth and its limitless possibilities, is by nature optimistic and hopes the transition period will be of short duration. It cannot be otherwise, but pending the return to normal prosperity it is well to remember that, paradoxical as it seems, success comes to those who hustle while they wait. This is true of an individual and it is equally true of a business enterprise. Let **us** hustle while we wait. A railroad's only commodity and source of revenue is its freight and passenger transportation service. Sell its capacity and success results. As the Editor stated in last month's Magazine, "the Traffic Department naturally is the backbone of its solicitation, but not sufficient, no matter how competent; the Chicago, Milwaukee and St. Paul Railway Company should have sixty-five thousand solicitors, every man and woman on its payrolls a 'business getter.'" Before this, the campaign toward that end will have reached to the uttermost section and into every home where a Milwaukee dollar is earned. ARE WE GOING TO PUT IT OVER?



President.

## Wood Preservation as Applied to Cross Ties—A New Industry in Wisconsin

F. S. Pooler

The preservative treatment of railroad ties is a very important and rapidly increasing industry, and yet comparatively few people know why cross ties are treated or how they are treated.

Twenty years ago there were few timber treating plants in the United States. Now, there are 134 of them and the number is increasing every year.

Railroads have found that this preservative treatment causes a cross tie to last two or three times as long as it would if put in track untreated; and not only this, but many inferior woods can now be used, which otherwise would soon decay in contact with the soil. A maple cross tie will last an average of four or five years untreated. If treated, it will last twelve or fifteen years.

With our vanishing forests, and the fact that over 136 millions of cross ties are used annually by the railroads of the United States, to say nothing of the billions of feet of timber used for other purposes, it is not hard to account for the growth of the timber preserving industry.

In order to understand how cross ties are preserved from decay, it must be explained that timber is as susceptible to disease as human beings and disease is spread in much the same manner.

Have you ever noticed the shelf-like growths on the trunks of trees, or on the surface of lumber and cross ties? Most people call them mushrooms or toadstools. The "high-brows" call them fungi.

The decay in timber is caused by minute spores, that grow on the underside of these fungi. At maturity they fall from the parent fungus and float in the air, often lodging in season checks or other abrasions on the surface of timber, where under the influence of warmth and moisture, they germinate roots or fibres, which enter the wood, feed on its cellular structure and cause decay. This is the only way in which decay of timber occurs.

The purpose of preservative treatment is to stop the ravages of these spores. This is done by poisoning the

spores and also the wood they feed on, by forcing a powerful antiseptic (generally Creosote or Chloride of Zinc) into the cells of the wood, under a hydrostatic pressure of about 150 pounds per square inch of surface.

In order to treat ties by this process, it is necessary to have steel cylinders about six feet in diameter and over one hundred feet long. There is also an elaborate system of pipes, pressure pumps, vacuum pumps, etc., as well as tanks for storing the preservative fluid. Such an outfit is called a "Treating Plant." The buildings with adjacent tracks along which the ties are piled, cover many acres of ground. Each cylinder holds several carloads of cross ties. Some plants can treat twelve or fifteen thousand cross ties each twenty-four hours. They run night and day.

It is interesting to know in this connection that the T. J. Moss Tie Company of St. Louis, Missouri, one of the largest tie and timber preserving concerns in the United States, is now building a treating plant at Granville, Wisconsin, on the line of the Chicago, Milwaukee & St. Paul Railway Company, where they expect to treat about a million cross ties a year for this company.

This is the first timber treating plant ever erected in the state of Wisconsin. It will open up a new industry in the state, employing a large number of men. The plant will be ready for operation early next spring, and the railway company is already moving ties to Granville, where they will be piled for seasoning, as green timber cannot be treated.

Zinc chlorine is the preservative that will be used at this plant, although it will also be equipped for the use of creosote.

Ample provisions are being made for housing employes, so they can live near the work and affairs in the town of Granville are in consequence on the up grade.

*Payrolls and improvements depend on prosperity; prosperity depends on traffic; traffic depends on you; you depend on the payroll—there's the cycle in four reels.*

# Every Employe a Business Getter

## OFFICERS AND EMPLOYEES:

Please refer to article published on page 19 of the January "Employees' Magazine" entitled "Current News of the Railroad," which includes the following suggestion:

"The Chicago, Milwaukee & St. Paul Railway should have 65,000 solicitors; every man and woman on its payrolls a 'business getter.'"

In line with this plan, it is hoped that every officer and employe of this railway will keep the Traffic Department posted concerning prospective shipments of freight or movements of passengers which come to their notice. Team work of this kind is bound to bring excellent results.

Two railway-mail postal cards are enclosed with this issue—one having reference to freight, the other to passenger movements. If officers and employes, in addition to personally soliciting freight business from tradesmen with whom they deal, shippers they come in contact with, and prospective passengers, will also fill in one of these cards covering any definite freight shipment or passenger movement of which they may learn, and mail it promptly to their nearest division freight and passenger agent, it will be greatly appreciated, and the traffic representative will do the rest.

Your active co-operation is requested; a complete record will be kept of advices received and results.

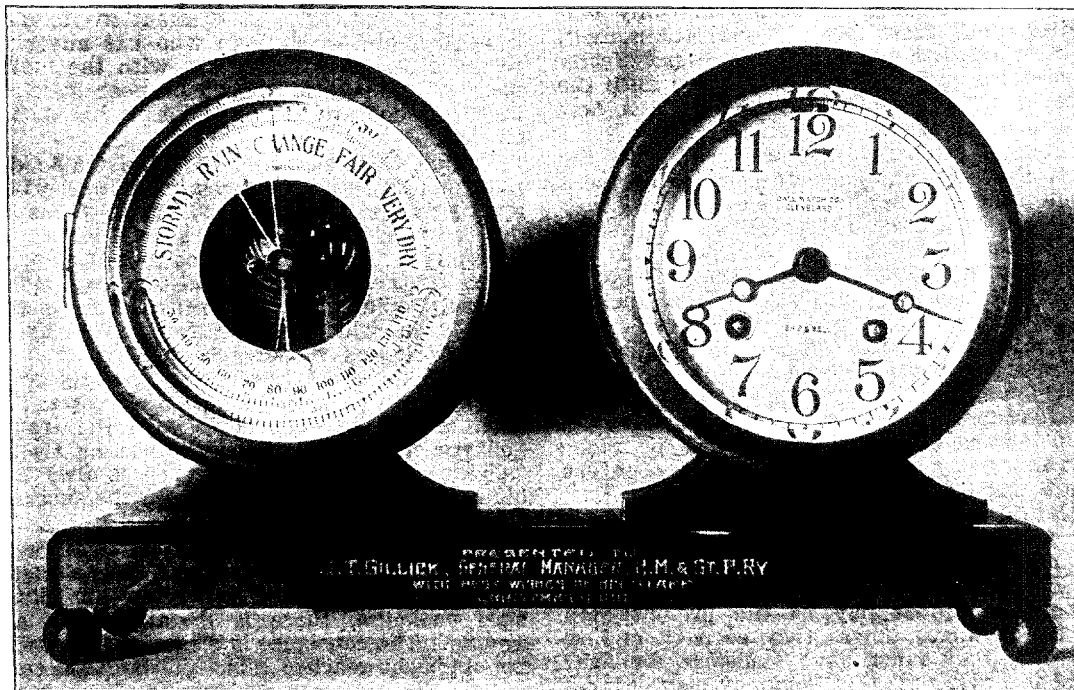
Following is a list of on-line agencies to which the cards should be addressed. At some of these points traffic representatives of higher rank than division freight and passenger agent are located, but any traffic representative will be glad to receive the cards and act promptly to secure the business:

Chicago, Ill.  
St. Paul, Minn.  
Milwaukee, Wis.  
Kansas City, Mo.  
Mason City, Ia.  
Great Falls, Mont.  
Spokane, Wash.  
Seattle, Wash.

Omaha, Neb.  
Des Moines, Ia.  
Madison, Wis.  
Davenport, Ia.  
Cedar Rapids, Ia.  
Butte, Mont.  
Everett, Wash.  
Bellingham, Wash.

Green Bay, Wis.  
Sioux City, Ia.  
Aberdeen, S. D.  
Dubuque, Ia.  
Miles City, Mont.  
Missoula, Mont.  
Tacoma, Wash.  
Minneapolis, Minn.

*W. C. Gillick*  
Vice-President.



Above is a photograph of General Manager Gillick's most prized possession, a handsome bronze nautical clock, presented, as per the inscription on the base, shown. On the reverse side of the clock and barometer, the names of the donors are engraved, being the Assistant General Manager, General Superintendents, Assistant General Superintendents and the Division Superintendents, of Linea East.



## Traffic Troubles

C. L. V. Craft

(Paper Read at the October Meeting of the Get Together Club, La Crosse, Wis.)

*[Although this paper was read at an October, 1920, meeting, so much of it is pertinent to the situation today that it is printed in this number of the Magazine, with the expressed hope that every employe will find in it something helpful in the fulfillment of his duties.—Editor.]*

Traffic Troubles, the topic for consideration tonight, is certainly a timely one and our worthy chairman has shown by its selection that he is keeping well abreast of the times and that his finger is on the railroad pulse.

For several years the burden of the railroad business has been on the shoulders of the operating and mechanical departments, but conditions have changed and the burden has shifted to the traffic department.

During and for some time after government control the combined forces of all departments were inadequate to properly and promptly handle the tremendous volume of tonnage, but today conditions are just reversed and the problem—and it is a big one—is to find tonnage enough to keep our equipment and employes busy. This is the problem that now confronts the traffic department, and I trust I may be able to impress on the mind of each and every one present the fact that it is a very serious problem and one in which we are all vitally interested, no matter in what department we are employed.

In the face of a rapidly declining market affecting practically every line of industry, purchasing of both raw material and manufactured articles have been materially curtailed and, from present indications, will within another month or so be practically suspended, and will not be resumed until the people generally are convinced that a new low level of prices has been reached.

People, generally, are awakening to the fact that the purchase of goods at present high prices is a needless waste of good money and are beginning to curtail on everything but actual necessities, and of those only for immediate consumption and use. There is very little, if any, buying at this time for future deliveries.

I think you will all agree with me that the prospects for the movement of any considerable amount of tonnage during the next three or four months is anything but encouraging, and if there ever was a time when the traffic department needed the assistance of every other department—it is now.

I said a moment ago we are all vitally interested in the present traffic problem, and I want to try to make this point quite clear to every man present. In the first place, this Company cannot pay us the present high scale of wages unless they earn it, and to earn it they must have sufficient tonnage; and in order that this Company may enjoy a fair share of the limited tonnage available during what I am pleased to call the "pinch period," every man of us must exert himself

as never before, and at that we are going to need a lot of "pinch hitters."

If the traffic department fails to produce a reasonable amount of tonnage, there will be nothing for the management to do but reduce forces, and if conditions get too bad, I have grave fears for our present scale of wages. So, I repeat, every employe of the railroad—no matter what his assigned duties may be—is vitally interested in the success of the traffic department.

I am going to make the broad statement, and try to convince you of the fact, that every man connected with this railroad is directly or indirectly a freight and passenger solicitor. The trackman, whether laborer or section foreman, is soliciting both freight and passenger business when he takes pains to do his work well and in such a manner as will avoid wrecks from derailments which may cost the lives of hundreds of passengers or thousands of dollars' damage to dead freight and live stock. The railroad with the record for the fewest derailments must necessarily be popular with both the traveling and shipping public.

A passenger, when he boards a train, must have confidence in its safe movement—in the track that it is to pass over and in the men who have anything to do with its operation—and here is where the train dispatchers, operators, train men, yard men, and car men come in as passenger solicitors.

The track must be in good condition, the equipment must be in good repair, and the train must be safely operated through to destination if the passenger is to be pleased and satisfied. The same thing holds true in respect to tonnage movement. The shipping public want their goods transported with dispatch and delivered at destination in good condition, and every man who has anything to do, directly or indirectly, with the movement of tonnage is a good or poor solicitor in the same ratio as he performs his duties efficiently.

Engine foremen can assist the traffic department by being courteous to patrons when spotting cars at industries, taking pains to do the work as requested and doing it promptly and carefully, so as not to damage the freight. Many of our patrons form much of their opinion of this railroad from the manner in which engine foremen perform their work and the degree of courtesy they get from them. I cannot too strongly urge all yard men to consider well their power for good or evil in connection with the traffic department and their importance as traffic solicitors. Our switching service is always a big factor to be reckoned with in the successful solicitation of tonnage.

Every warehouseman, from the man who pushes a truck to the foreman, is a freight solicitor. If a trucker is careless and damages packages, there is dissatisfaction all around. The consignee is dissatisfied because his shipment reached him in a damaged con-

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**USE THE FREIGHT AND PASSENGER SOLICITATION CARDS!**

dition, causing loss of sales and complaint to shipper that he cannot get shipments from him over the Milwaukee railroad without being damaged and then follows a claim, and if the claim is not promptly and satisfactorily adjusted there follows more dissatisfaction on the part of the shipper and, in many cases, diversion of tonnage. So you can understand how important to the traffic department is the work of only a trucker, a large majority of whom no doubt think they do not "cut much ice," but, as a matter of fact, they are a very important factor in the successful conduct of the business. Errors of check clerks and stowers, resulting in shipments going astray, constitutes a serious handicap to the traffic department and may result in the diversion of hundreds of dollars worth of business.

I would, therefore, like to have every trucker, caller, stower and check clerk, as well as the warehouse foreman, feel that he is a freight solicitor—that it is his duty to carefully, promptly and correctly handle and distribute the tonnage and to feel that in doing so he is materially assisting in securing and holding to our line the greatest possible volume of tonnage.

I should like to have every office clerk fully realize the importance of doing the work assigned to him in a thorough manner, having constantly in mind that he is directly or indirectly serving the public in everything he does.

The public is very sensitive, especially just now, after three years of government control, and we must handle them with gloves.

I want to call attention to the fact that employees who come in contact with the public by telephone are factors of more than ordinary importance in the traffic department. Any clerk who has much to do with the public by phone should at all times and under all conditions be very painstaking, courteous and patient. Otherwise he may in a few minutes undo months of hard work of a field solicitor, causing the loss of hundreds of dollars in revenue, something which, if he owned the business himself, he certainly would be very careful not to do.

So, I repeat that every man connected with this railroad, from the lowest paid laborer to the president, is directly or indirectly a freight and passenger solicitor in the same ratio as he performs his assigned duties in an efficient manner.

Now, boys, I'm not a pessimist, but in closing I want to sound a note of warning. We are in the midst of a critical period—the most critical this country has ever experienced—the most critical this Company has ever experienced, and if there ever was a time for the demonstration of loyalty on the part of its employees, that time is now. The prospect for business this coming winter is not encouraging, and without business there can be no employment. The man with a job of any kind had better give to it the best that is in him and try to hold on to it.

It begins to look to me as if the next six months was going to be a period of the "sur-

vival of the fittest," in respect to both individuals and industries—a period during which there is likely to be much weeding out of slackers and incompetents, many of whom became identified with our organization during the war period, and the strengthening of the organization preparatory to the drive for the big business which must necessarily follow this period of depression and non-productiveness, and if we expect to stay in the game, now is our one best opportunity to demonstrate our worthiness.

Let us all keep in mind this one important fact: that the more traffic we can secure, the more work there will be for us. We cannot afford to be idle with living costs still on a high level, so let's all turn freight and passenger solicitors and, if you have a friend or acquaintance who is contemplating a trip, try to induce them to patronize your Company, and if any freight or ship, to use our line. Tell them we have the best railroad in the country and that our service is second to none. But if you do not have an opportunity to do any direct soliciting, just remember you can always be of very great assistance to the boys who do by not throwing any monkey-wrenches into the works.

In conclusion I want to emphasize one fact in favor of the La Crosse Terminal employees, and that is that the work they have done and the benefits they have derived in connection with the work of this club is going to stand them well in hand when the weeding-out process begins.



**-PUZZLE-**  
**FIND THE CAR-TOAD**  
**THAT INVESTED**  
**IN OIL.**

## Concerning the Pension

Viroqua, Wis., Jan. 6, 1921.

Editor of Employes' Magazine:

In order to save writing many personal letters may I ask for space in the magazine to advise the veterans of the progress made by their committee on pensions.

Immediately after the adjournment of the convention at Milwaukee, correspondence was opened with one whom I consider to be the greatest actuary in the United States, and I found the matter to be more of a job than I had anticipated, as many things had to be worked out which would take a great deal of time.

However, I have been corresponding with the gentleman for some time and have gone as far with him as possible without actually employing him to do the work necessary to be done in a matter of this kind. On December 23d I went to Chicago and met our President, H. E. Byram, and together we went over the situation very extensively.

In the first place I wish to say I found in Mr. Byram a sincere friend to some kind of a pension system for the Milwaukee Road. I found out many things which I will admit the most of us felt were true, although a question was in our minds, how we were to overcome the difficulties.

I also found out that in order to have the company participate in a pension system, a vote would have to be taken among the stockholders of the company, as the board of directors or president of the company could not of themselves guarantee any assistance. We all know the railroads of the United States are now passing through the most strenuous time in their history, and most of the roads are not making any money; but, on the other hand, are losing money; therefore Mr. Byram felt, and I certainly agree with him, that until the company could pay the stockholders a dividend, which they have not been doing for some time, it would be suicide to put a vote to them at this time.

However, it is hoped that conditions will soon change and that brighter days in a financial way for the company will soon be here.

In my judgment the only pension system that we may hope for in the near future is on the co-operative plan and it is my desire at this time to have a meeting of your pension committee early in January to see if some plan cannot be formulated whereby we may at least make a start, which will in the future bring the result hoped for.

It is now up to all employes to give as near one hundred per cent efficiency as possible in order to place the Milwaukee at the head of all Western lines. I am sure that every employe is interested in a pension system and it is largely up to us personally and collectively to do all in our power to help the officials make the road a financial success. When that is done, I am absolutely certain that President Byram will consider it a pleasure to recommend to the stockholders

that they participate with the employes in a pension system.

Thanking you for the space given and wishing all a Happy and Prosperous New Year, I remain,

Yours very truly,

L. C. BOYLE,

Chairman Pension Committee.



W. H. Penfield, Engineer Maintenance of Way

William Henry Penfield, whose promotion to engineer, maintenance of way, with headquarters at Chicago, was announced in the January number, was born on January 12, 1874, at Foxbury, Pa., and entered service in 1894, with the Buffalo, Rochester & Pittsburgh. During the next five years he served on that road as chairman, rodman, leveler, and transitman on location surveys, and as instrument man on construction and maintenance work, and later as office draftsman. On August 1, 1899, he entered the service of the Chicago, Milwaukee & St. Paul Company as a resident engineer on construction, and was made successively assistant engineer on maintenance and locating engineer, which positions he held until March 1, 1903, when he was appointed locating engineer on the Western Pacific, being employed on location work through Beckwith Pass in the Sierra Nevada Mountains and the Upper Feather River country in California. On December 15, 1905, Mr. Penfield returned to the C., M. & St. P. Ry. as engineer of construction, with headquarters at Butte, Mont., with jurisdiction over the location and construction of the main line between Butte and Lombard, Mont. In June, 1911, he was promoted to assistant chief engineer, with headquarters at Chicago. At the time of his recent promotion, Mr. Penfield was engineer of track maintenance, a position to which he had been appointed in February, 1913.

### Card of Thanks

George W. Dempsey desires to express through the Magazine his appreciation of the sympathy extended to him by his fellow workers in the accounting department during his recent bereavement.

*"Over the top" during war times meant girding for action with a resolve to win. Let's go "over the top" for the old Milwaukee!*

# The Dependable Man

J. Ogden Armour

(Reprinted from Armour's Magazine)

**T**HERE is a type of man who is built for success. He may have genius or just ordinary talent—no matter. The point is that he always “arrives.” While others plod a weary way, **he gets ahead.**

Those who take note of his progress often cannot account for it. So they say he is “lucky.” Or they whisper it about that he has a “pull with the boss.”

But the secret is deeper than that. He is a man who is **absolutely dependable.**

Make yourself dependable, and you come as near being indispensable as any of us can hope to be. You will be the last one your employer will wish to part with, and the first one that he will want to **promote to greater responsibilities.**

But do not be deceived. Dependableness is a rare accomplishment—so rare that every executive is on the lookout for it wherever it may be found. It cannot be acquired by wishing for it. It is the prize that comes from self-mastery.

What is a dependable man? You can tell him by these ear-marks:

First, he is one that you can rely upon to do his own thinking. Business requires thinking, and someone must do it. The dependable man never sidesteps his share nor tries to pass it along to someone else. You always find him on the alert. His brains do not flit away on vacations, leaving his job without a guardian.

Next, he is one whose judgment you can trust. He doesn't do foolish things. He knows his own abilities; and, not being conceited, he is equally **aware of his own weaknesses.** He has the happy faculty of understanding other people's viewpoints and of seeking their advice when he ought. Also he knows when to **act on his own initiative.**

Finally, he is a man you can listen to, taking stock in whatever he says. You are sure that he speaks only after due reflection. He does not talk to the galleries or for the purpose of “grinding his own ax.” He makes his suggestions and pleads his cause solely in the interest of the business.

Such a man is safe. Important duties may be entrusted to him and he will handle them with diligence, good sense and earnestness.

If you are looking for the quickest route to opportunity, learn to be this type of man. There is no better time for sowing the seeds of dependableness than the dawn of the New Year. This is when one should take inventory of himself and set out to attain those qualifications which are essential to success.

Be dependable—a burden lifter. By lightening the anxieties of those who must give account of your doings, you will make yourself their favorite! And they will help you achieve your ambitions.

## The Peptimist

The peptimist is one who works with most exceeding vim, and sets example to the shirks who may keep tab on him. So many men, with dragging feet, go to their tasks each day; with frowns they shuck the ears of wheat and thrash the bales of hay. With scowls they ply the shining saw or wield the useful churn; they're only happy when they draw the pay they think they earn. And when there is a slump in trade and workmen must be fired these delegates are first to fade—they've made the bosses tired. The peptimist has taken pride in labors safe and

sane, whatever tool he may have plied, a corkscrew or a plane. He did not go with dragging step when morning whistles blew; in every motion there was pep; no sulky fits he threw. And when a slump in trade appears and workmen are laid off, the boss announces, through his tears, “We'll keep this hustling toff. We can't afford to let him go, he's such a useful man; we'll keep him, though to Tom and Joe we must attach the can.” The peptimist is in demand wherever commerce dwells; he makes his progress through the land and wears his string of bells.—Walt Mason, in the Daily News.

### A Good Investment

For Magazine Readers:

The writer has received the same general invitation that other employes have, to send in items, but has seldom taken advantage of the opportunity. I do not care to write anything unless I feel it will do some one some good. At the close of this present year, it is well to think of those things that have a bearing on our lives in a vital way, so I will try to write something that will be good to think about for the whole of the coming year. My article may be entitled, "A Good Investment." Railroad people—employes—ought to try and save something each month and make the safest and best investments possible; but, not all can save money to invest, and not all investments of that character turn out well. There are a great many people in the world who have made a study of the business of getting easy money while we have been studying railroading, and not all of us are smart enough to make good safe investments of money. At this time I propose to tell you of a good investment each one can make and there is no way to beat it. You may remember the late Ella Wheeler Wilcox, the poetess, once said, "Thoughts are things." I believe she uttered truth, the importance of which very few realize.

See what thought will do; for instance, here is a merchant selling goods behind the counter every day. At first he may have been interested in his business and may have done quite well, but for some reason or other his thoughts have got to running on the subject of farming. He often imagines himself out on a farm and pictures more or less vivid are formed in his mind, of fields and crops, livestock and farm machinery, and all the beautiful and desirable things connected with farm life, and somewhat strange to say, he sees not at all any of the undesirable things. He pictures only the bright side. When farmers come in to his store he often engages them in conversation regarding farming. He has the farm fever and his temperature is running high. He is losing his taste for merchandising. Interest is being centered elsewhere.

What is the result? In nine cases out of ten, the man will be out of the store and on a farm within two years. See what his thoughts have done; they have pulled him out of the store where he was already on the way to success, but he invested his thoughts in another line, and his money had to follow, it was inevitable. To approach the question from another angle, we may say that any one who engages in a business can succeed in proportion as he invests thought along with his money or his muscle. But we are moral beings as well as money making beings and railroad people have souls as great as any; but in the matter of thought investment and control, the minds of many of them are like a garden run to weeds and wild vines. Their minds are full of rambling thoughts and sometimes unclean thoughts. If they ever read anything it is only shallow

stuff that requires no clear reflective thought, just weeds and trash. No such thought garden will produce any good fruit. The immense powers that might come from concentration, penetration and purpose, are lost.

I have during my life, made many unsuccessful investments of money, and such things are discouraging; but a few days ago I conceived the idea of investing in good thought each day. Would not such an investment pay? Dollars well invested pay, then why not thoughts, since they are more powerful than dollars? This is a suggestion for the new year which we hope will bring to each member of the St. Paul family health prosperity and true success.

A STATION AGENT,  
Prairie du Chien Div.

*It pays to advertise. No other form of advertising can accomplish as great results as "personal contact" solicitation.*

### Old Hotel at Watertown Junction Destroyed

The Junction Hotel at Watertown Junction, one of the landmarks of the La Crosse Division, was destroyed by fire one noonday in October last. The fire was started, presumably, by a spark from a passing engine. The building was completely wrecked, only portions of the walls being left standing.

The Junction Hotel, which was the successor of the old Bay State Hotel, was a famous hostelry in the early days of the Milwaukee Road, when N. W. Pierce, now agent at Union Street, Chicago, was proprietor. S. S. Merrill, H. C. Atkins, D. A. Olin, all of the Collins brothers, A. V. H. Carpenter, F. D. Underwood, and many others of the Old Guard of the Milwaukee, were frequent guests there. W. J. Underwood lived in the hotel a year while Mr. Pierce was proprietor. The old Bay State House burned November 12, 1875, following a dance, which had been given there the previous night, at which A. J. Earling and wife, L. B. Beardsley and wife, and other officials of the railroad had been guests of Mr. Pierce. Mr. Pierce rebuilt the hotel and changed the name to the Junction Hotel.

### OBITUARY

#### Major Frank T. Lee

On the afternoon of December 14, Major Frank T. Lee, traveling engineer in the Northern District, died suddenly, while reading a paper at a meeting in Milwaukee. Major Lee had been in the service of the company for many years. He was a veteran of the Spanish and World wars, serving as captain in the former, and entering the latter as lieutenant in D Company of the 13th Engineers. He served in France during the entire period of this company's participation in the war, returning after two years of overseas service. He received promotion to the rank of captain soon after the regiment reached the front, and later received the commission of major, with supervision of motive power of the American railways operating in France, remaining in France several months after the armistice to close up American railway affairs. Upon his return home, he reentered the railway service as traveling engineer. His many friends join in tendering the bereaved family their heartfelt sympathy.

## What We Are Doing to Save

Everyone is entering the Savings Campaign with just the spirit that General Manager Gillick bespoke in his letter to the January Magazine—i. e., the spirit that looks on saving the company's property and economizing in every possible way, just as if the property and the economies were personal to each individual. All of the reports which have come in indicate the most commendable zeal in this respect; and here, let it be reiterated that it is a most necessary zeal, and the conservation continues to be imperative.

A roadmaster writes that he reduced the cost of overtime for November, 1920, \$250 over the same month in 1919, and used 731 less cross ties the same period. This was done while experiencing three rainy periods during November, necessitating almost every hour of labor to make a fight against bad track conditions, while trying to maintain about the track standards that existed November 1. The appropriation of laborers for his territory was pretty small, from the standpoint of track maintenance; and, with the regular work, the force also unloaded and piled about ten thousand cross ties. "It was a battle of line and surface of track, and with 41 laborers spread over 268 miles of main line and 60 miles of siding. All concerned did the very best possible and I am glad to be able to say everything got through O. K."

Another faithful old-time roadmaster writes that he spends every day out on his line encouraging the foremen and helping them whenever it is necessary. They stayed within their allowance and no overtime. In regard to material, this same man writes: "We have not used a thing only where it was absolutely necessary, and very little was used. I shipped in all surplus and old tools, picked up all the scrap, old rails, old angle bars, old tie plates, old switch materials, in fact everything that was lying around or could be spared, and shipped to the general storekeeper. I will watch everything closely and see that no material is being used only where necessary, and will do my very best to keep the track in safe condition with our present forces, and save every dollar that can be saved in labor and material. I assure you that there will be nothing undone that I can do, personally, to help accomplish this."

A chief carpenter says his work is being accomplished with fewer hands: in the matter of pump repairs, he says the work has been done by pumpers making light repairs themselves, and in some instances agents also have done little jobs, which, while they were not much work to each man, altogether saved the expense of sending a man.

In another instance, this man directed that some local labor be employed to make light repairs costing only one or two dollars, but which enabled him to send the regular pump repairer to more important work. "As for myself, personally, I find time to drive a few nails, adjust or change a door lock or put in a glass, or go on top of a windmill or in a

well to make necessary adjustments," and he concludes with: "We have always been economical about the handling of both labor and material, but we now feel at liberty to call on agents, pumpers and roadmasters to assist us where it will be a saving, and we have always found them willing and ready to give us this assistance."

Another one writes that the freight platform at one of the stations in his district was badly worn and he found enough second-hand material, in a woodpile that had been sent in for firewood, to about complete the necessary repairs to the platform. He furthermore says he gets into his overalls whenever necessary and helps out his men all possible. He finishes his letter with the real Milwaukee spirit, saying: "I will do all in my power to help out the good old C., M. & St. P. R. R. and my superiors," and then pays a tribute to his superintendent by saying he considers the credit of whatever may be accomplished is due to that official, who has always "worked hand in hand with us."

One traveling engineer writes that coal shed men have been instructed to watch coal carefully and remove all foreign substances that might cause stoker failure and, perhaps, engine failure. Firemen who were firing too heavily have been cautioned and instructed to fire as light as possible. The question of allowing engines to pop off is also a matter he has been watching closely, not only on the road, but at roundhouses and stations. Every time an engine pops off fuel is wasted. Firemen have also been instructed to watch departing time of their trains and not give their engines the starting fire until a minute or two before leaving, thus saving coal. Has also been on the alert for stopped up flues, which burn more coal and cause engines to lag. Engines which give evidence of stopped-up flues have been followed into terminals and obtained good results from examination.

An agent at one of the terminal stations noticed that the baggage helper had considerable time on his hands between trains, and so sent him to the freight house to truck freight during that time. Another agent reports that he put in a new light of glass in a broken window, and also repaired a four-wheel truck himself, thus saving some expense.

At another station the agent reports several good ticket sales which were originally intended for another line.

Several agents report checking over station stores and returning to the general storekeeper certain supplies that were not needed, in each case amounting to \$75 to \$100. Cut-down on water and electric light costs at their stations and picked up salvage, disposing of same for considerable amounts.

A special agent reports the breaking up of a bad gang of box-car thieves, two of the gang being sent to the pen, one professional sleeping-car grip thief convicted and sent to prison. Also inspected and found ninety-five cars, containing principally merchandise, traveling without seals. Some claims presented that were either eliminated or reduced, account of being on the ground and confer-

ring with the consignees. Coal thieves arrested and practice broken up.

A roundhouse foreman reports that during November they were able to pick material out of scrap pile and use it again, amounting to \$1,136, and made old scrap material over, thus rendering it fit for service, amounting to \$151.

Another roundhouse foreman was able to save 300 pounds of waste during November, as against the previous month, by posting a bulletin that the roundhouse employees would be issued one pound of waste per week and engine crews would receive one-quarter of a pound per week.

One agent suggests the substitution of sand for rock salt when station platforms are icy, because the salt has a tendency to injure the cement, causing it to crack so that frequent and extensive repairs have to be made, necessitating unnecessary and heavy expense.

Still another agent at a large station reports that the recovery of about half a car of grain doors and boards; sold waste paper amounting to \$23.80. Recovered sufficient car-lining paper to take care of his needs and recovered sufficient nails to fill current requirements. And by a little care in opening of envelopes, both U. S. and Rail, has saved enough to more than take care of requirements, and recently he sent a large box of repeater envelopes back to the storekeeper, and he further saved approximately 1,000 letter heads by the use of old carbons from files over six years old.

A roadmaster's report contains the following: "In tightening bolts we mixed some kerosene and black oil and put it on the bolts the day before tightening them, which allowed us to tighten them in good shape without any breakage, thereby saving the use of new bolts and labor. We had a scraper made for cleaning platforms and when we had a snowstorm we hired a horse and the foreman drove it. We cleaned the platform and walks at one station in about two hours, which would have taken about 15 men to do the same work within the same time. The horse cost \$1 per hour, while 15 men at 48 cents per hour, and for two hours, would total \$14.40. We have made scrapers for several other towns and think considerable labor can be saved by handling platforms and sidewalks in this manner."

The section foremen are natural savers, and as their duties require them to pick up whatever they find scattered about the company's property, they are able to report great savings by a little extra vigilance. One foreman writes that his instructions to his men are to be saving in all lines of work; if a tie is taken out and found that it could be used again by turning it over, it is turned and put back. All spikes are gathered up, and if any can be used by a little patience and work in straightening them out, this is done—making a considerable saving of spikes. He also uses oil the day before tightening bolts. Grain door boards are picked up with utmost care, and if any of the boards can be used again, they are piled up for that purpose.

Many other section foremen make similar reports, and all indicate they are keenly alive to the necessity of saving all possible.

A dispatcher writes: "It is the little things that count. For example, we seldom get our freights out when called. There must be some reason for this that can be remedied. If we knew what it was, I believe we could take it up with the proper employes and have these delays cut to a minimum. I believe an official with a co-operative spirit and ideas, who can come in personal contact with the men under him in all departments, can do more towards bringing his division up to a 100% efficiency mark than by any other method. Meetings such as we had a few nights ago, I think, should be held more often, as it creates a better feeling of loyalty and raises the morale among employes. Employes are glad to attend such meetings when they hear a heart-to-heart talk such as we heard the other night. I know this to be a fact."

Conductors and trainmen generally report they have the subject of economy and efficient service uppermost and do all in their power to eliminate overtime, to reduce claims by careful loading and unloading of merchandise freight, to get over the road with as little delay as possible; wherever possible, to accommodate shippers by seeing that they get cars promptly and that the cars are conveniently spotted; watching trains to see that no brakebeams are down and watching crossings to see that no accidents happen while switching.

In order to save the expense of sending a B&B man for the purpose, the station forces at one point put on the storm windows, while the baggageman at the same point repaired the baggage truck, at a saving in labor of \$3 and the same amount in material.

One section foreman had his head working when he was called to drive stock off the right of way. Instead of doing this, he telephoned the farmer to get his stock and close his gates, thus saving four hours' penalty time for himself and one man.

An agent put new hinges on the storm door at the passenger station himself, saving \$6.75, time of carpenter. Then he convinced a shipper of delivery of merchandise and had claim for \$18 withdrawn.

A notable saving was reported by one roadmaster, who used 258 old cedar ties for fence posts instead of new ones; 24 second-hand crossing planks, taken from public crossings, used in farm crossings; used 500 second-hand P. & M. creepers instead of new creepers, and 500 pounds of second-hand track spike on side track in place of new ones.

While strengthening bridges for heavy power, a chief carpenter who had received an A. F. E. to cover renewal of bridge floors, found he could get along with renewing only what had to be done at the present time, saving considerable material, the old being good for two or three years yet. In that instance, the saving he effected amounted to \$236.80; in another, by saving on renewing bulkheads, a saving of \$66.24 was accomplished. By carefully removing the galvan-

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ized iron to effect the repairs at these bridges, by replacing the handrails and using old materials for repair of same, which is good for two or three years more, and using old bolts and washers, more savings were accomplished. This carpenter gives the matter of ordering new material his personal attention and no requisitions are made out until he has checked the request to make sure that some article could not be substituted from the stock on hand.

Another agent found repairs were needed on his freight house and went about doing the work himself to save calling for a carpenter. He repaired the door by drilling holes through iron hangers and inserting bolts through the door instead of screws to hold the door up to the track. Repaired a hole in the freight house floor himself, also an office chair with split seat, by putting two iron strips underneath and inserting screws in same. It is gratifying to find that the agents very generally are using initiative to the extent of making small repairs themselves, with material they find about the stations, instead of sending for a carpenter and new material.

In repairing a freight house floor, one carpenter took up a section that needed repairs, used new boards where the trucking was heavy and then sorted out the best of the old material, using all that was fit by turning it over and putting the rough side underneath. In repairing windows, all large panes are saved, cut down, and used in smaller windows when repairs are needed. In repairing curbing around turn-tables, old 8x16s and 8x12s that are not fit for use in bridge work, but are all right for turn-table work, are made used of.

An agent writes that during snowstorms he has arranged the work so that the section men would not have to use any of their time directly about the station, thus leaving them free to do the necessary work on the track, in order to do away with the possibility of hiring extra help.

All of the foregoing is picked at random from a quantity of reports that have come to notice, and all indicate a spirit of helpfulness that is really inspiring. The good work must go on, and as it progresses, suggestions gained from reading these reports in the Magazine will naturally be of benefit to many who are looking for ways and means to help the cause and glad to see what others are doing along the same lines.

#### Couldn't Have Been a Milwaukee Patron

Lady, quite breathless—"Is that the 5:15 train?"—pointing to train that has just departed.

Brakeman on the 5:19—"Did you want that train? You should have let us know in advance, and we would have held it for you."

This rejoinder, exasperating to the lady already irritated at having missed her train, was made by the brakeman in a laughing manner and apparently with the idea of being "witty."

Moral: Wit or lack of tact?

#### The Man in the Cab

Contributed by Geo. E. Ballard

Did you ever think much about the man in the cab? When you saw him last, he was sitting quietly in his seat by the big boiler, watching the crowd hurrying down the platform to their daily work or to meet friends—a strong, unromantic figure in oily overalls. Probably you did not give him a second thought, but a few moments since he had held your life and the lives of hundreds of others, literally, in his hand.

We travel so much that we mostly forget the men who make travel possible. Every click of a car wheel is eloquent of the confidence we place in human faithfulness—a rotten tie, an illy-driven spike, a switch set wrong, a lamp that refuses to burn—any one of these things may send scores of humans to eternity. Men say they travel over steel rails, but in reality they travel on men's consciences. Engine driving makes automobile driving mere play. If you are able to buy, or able to borrow enough money to acquire an automobile, you may have the joy of facing death wherever you choose to, and a policeman is not waiting to prevent you, but you are mercifully prevented from letting scores of others share your fate. The engineer has no such safeguard. He is at the mercy of mankind, nature and his time-card, and a trainload of people is the stake for which he plays—of himself he cannot think. Face to face with the inevitableness of the next moment if disaster comes through another's carelessness, he must be the first to suffer. If he, himself, errs, there is none to share the blame. He is the incarnation of responsibility that can neither be shared or shifted.

It is a lonesome job, this being the man in the cab. Lonesomeness is part of the cost of power in every walk of life. The higher you climb the less can you hope for companionship; the heavier and more immediate his responsibility, the less can a man delegate his tasks or escape the tragedies of his own mistakes.

The average man seldom thinks of the load which power brings. The captain of industry on whose foresight, or even the incidents of whose life, the prosperity and livelihood of thousands of families depend; the political leader, who must bear the brunt of defeat which others have caused; the employer who can share his success with many, but who must face bankruptcy alone—these are no mere children of good fortune. Like the man in the cab, they stand face to face with responsibility, burdened with the fate of many, but expecting help from none.

The next time you look up from your reading to complain that the train is late, remember the man in the cab. Trains do not run themselves; it is a human life that rules the steam that hurls you safely through space; and the next time you envy the man of power or position, think of the loneliness of his responsibility—and the risk that he faces while you are at ease. If leadership seems easy and desirable, remember the responsibilities of a leader.



# Claim Prevention

## Released Valuation

C. H. Dietrich

Do our local agents appreciate the importance of the provision made in the Consolidated Classification No. 1, page 222, Item 15, Note 1, providing that the value declared in writing by the shipper or agreed upon in writing as the released value of the property, as the case may be, must be entered on shipping order and bill of lading.

The freight claim department is continually receiving claims for loss and damage to shipments moving on a lower rate provided for by the classification where a released value is supposed to have been agreed to, but where the agent accepting such shipment and issuing the bill of lading does not comply with the classification requirements. Instead he ordinarily notes on the shipping ticket or bill of lading, "Released to \$10.00 per cwt.," or some similar notation. Where loss or damage occurs to such shipment and under such conditions, the claim department cannot legally hold the claimant to a settlement based on such released valuation, but instead, we are subject to settlements on what amounts to an unreleased valuation.

The classification provides the exact language that must be used on the bill of lading and these declarations of released value must be signed by the shipper, in order to give us the protection in the settlement of claims that the reduced rate provided for contemplates.

As an illustration of how this works out in actual practice, the freight claim department has today a claim, presented for \$426.00 on a shipment of household goods that were pilfered in transit and which were supposed to have been shipped at a released valuation, but which moved on a bill of lading bearing a notation, "Released to \$10.00 cwt." Had the agent, issuing this bill of lading, complied with the classification requirements and noted on the bill of lading as follows: "I hereby declare the value of each article of household goods herein described 10 cents per pound," and then required the shipper to sign this declaration, the claim in question could have been settled for a few dollars at most, whereas, under the conditions we are now confronted with, in connection with this claim, it is more than likely that the full amount claimed will have to be paid, notwithstanding the fact that the shipper secured the benefit of the lower rate.

This is a matter that is of great importance, as these shipments, subject to released valuation rates are moving by the thousands every month and the claim prevention bureau respectfully urges that every agent familiarize himself with this classification requirement and see that any employes at his station, who receipt for freight, are familiar with it, as the possibilities from a claim saving standpoint cannot be exaggerated.

## Proper Marking

C. H. Dietrich

At our freight stations in cities, we are continually receiving package freight with consignee's name and destination plainly marked, but in the absence of any street address, it is frequently impossible to reach the consignee with an arrival notice. This results in the freight remaining on hand at the station, the company is kept out of its revenue, the consignee is kept waiting for freight that very often is badly wanted and the whole operation of transportation is balked, due to the fact that consignor did not realize the importance of showing the street address on the package and on his bill of lading or shipping ticket.

It can well be imagined the result that would follow, if all letters addressed to people living in Chicago reached the postoffice here with no street address shown. The entire system of postal delivery in cities is dependent on mail showing street address and the prompt delivery of package freight is just as dependent on street addresses.

The National Industrial Traffic League, at their meeting held last June, adopted the following recommendation:

"It was decided to recommend to members of the league, and shippers in general, that the street address of the consignee be shown upon package, as well as upon the bill of lading, when freight is consigned to the larger cities. It was the general opinion that this effort on the part of the shipper, would be of considerable assistance to the carriers in locating consignees who were not well known in the larger cities."

I believe this is a matter that every local agent might well take up with a view toward carrying out his policy. It is one of the numberless little things that, put together, make big things in the way of poor service, loss and damage and dissatisfied patrons.

## FILL THE IDLE EQUIPMENT— USE THE CARDS!

### In Memoriam

As I sit in the freight house all alone  
On a shelf that was made for me,  
I remember the days when my sides were  
bright  
And I was good for the eye to see;  
When my master would grease my insides  
each day  
With a mixture, oh so black  
And take me down when a shipment came  
And rubbed me on to a sack,  
Or box, or bale, or whatever it was  
It makes no difference—you know.  
The idea was to mark it just right  
So to show where it wanted to go.

He would take out the stick which was round  
and thin  
With a bundle tied to the end,  
Which looked like the things that grew on  
his chin  
But mine were easy to bend;  
Then he'd tickle my "innards" with this  
brush

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Until it was covered with "dope"  
 Now on the package that he was to ship  
 He rubbed me on with the hope  
 That the trace I would leave while moving  
 around  
 On the face of the freight to go out  
 Would show a real name of a place or town  
 So that there would be no doubt  
 As to where it was going—what it was—and  
 to whom  
 Jim Jones—Jack Smith or Bill Crane;  
 I was sure it would get to the place all O. K.  
 With my marks sticking on, oh, so plain.

Well time must roll by year after year  
 And my "innards" they are, oh, so thick  
 It is a very long period since I have felt  
 The punch of the marking stick  
 Yet I have a good time in my place on the  
 wall  
 Just to listen with no work to do  
 At the freight man a "cussin'" the freight  
 coming in  
 And it is fun to hear him chew  
 With a lot of the stuff with no marks at all  
 And the words that he speaks makes me blink  
 Oh what trouble is caused by the indifferent  
 cuss  
 Who thinks he is saving ink.  
 No marks—no name—two marks both dif-  
 ferent  
 A re-pack contents not shown on its face  
 And the man sorts and groans and at the  
 same time  
 Consigns some one to the place  
 Where coats are not worn and ice is not free  
 And he hopes they all will go there  
 While, me, all alone and neglected up here  
 Keeps thinking its not very fair  
 He does the same thing to his friend down  
 the line  
 So he is not on the square.

Here I am waiting day after day to help  
 In this great game, don't you see  
 So most of these troubles would vanish like  
 smoke  
 If they made more use of poor me.  
 —Marking Pot.

### He's on the Right Track

Council Bluffs, Ia., Dec. 24, 1920.

The Editor of the Employees' Magazine:

There are as I see it, many things that an employe can do for the interest and welfare of his employer, besides putting in a fair day's work at his trade or profession, without any expense or extra sacrifice to speak on his part.

There are those of us, who have lived in certain localities for a number of years and have gathered a large acquaintance among our citizens, business men and farmers and with very little extra effort, we can accomplish much to further the interest of our employer if we could only feel so disposed. better than that you'd give him his "walking papers" in short order. We have an old saying that "he who does not work shall not eat." We should apply that to our money, too.

At large cities and competitive points, much can be accomplished and I feel that our efforts should be put forth along that line. I have found that it is a very easy matter when we once or twice a month go to our merchants to pay our bills to in a way call their attention to where we earned the money we pay him and to ask him in return for our trade to remember the Milwaukee Railroad in making his shipments.

Have also found that when we learn that a friend or acquaintance contemplates making a trip located on our line, that one can in many cases get them to patronize our line, by going to them the evening before, or even phoning to them.

Another point I have found of interest to our line is that where the opportunity presents itself, where we can show some of our influential citizens and business men through our passenger equipment before its departure from a terminal, we should do so, as it is second to none in condition and I know of cases where business has been obtained in that way.

Human advertisement or appeal from friend to friend or friend to acquaintance is in my opinion one of the best advertisements obtainable. We can do this without any great effort and we know that it will be acceptable and beneficial to our employer.

Yours truly,

M. P. SCHMIDT.

### Getting Business for the Company

Superintendent E. W. Lollis forwards the following letter, as illustrative of the co-operative spirit among employes of his division:

"Savanna, December 10, 1920.

"Dear Sir:

"I picked up one passenger, Freeport to Mendota, this a. m. I had the opportunity to advise this man that the C. M. & St. P. route was the best out of Freeport for connections that time of the day (7 a. m.). I directed him to the depot, and ticket was sold, Freeport to Davis Junction, and I hope I will get more, which I am going to do if I can.

A. C. KRUMP,  
 "Conductor No. 54."

### Milwaukee's Electrification Cited in Far South Africa

In a recent article in the Saturday Evening Post, Isaac F. Marcusson quotes Sir William Hoy, general manager of the South African Railways and Ports: "We are taking our whole cue for electrification from the railroads of your country (United States), and more especially the admirable precedent established by the Chicago, Milwaukee & St. Paul Railway. I believe firmly in wide electrification of present-day steam transport. The great practical advantages are more uniform speed and the elimination of stops to take water. It also affords improved acceleration, greater reliability as to timing, especially on heavy grades, and stricter adherence to schedule. These are enormous advantages to single lines like ours in South Africa."

A South African commission visited our electrification district during the past year, and the above are among the favorable findings after witnessing our electrical operation of heavy trains in mountain grades.

# SAFETY FIRST

No. R. 133

## Dangerous Short Cuts



The men will be injured  
if these cars are moved

**They need attention from their foreman!**



National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

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## Safety First

*A. W. Smallen, General Safety Supervisor*

### "TRAGEDIES"

The man speeded up to see if he could beat the train to the crossing.

He **COULDN'T**.

The man struck a match to see if the gasoline tank in his auto was empty.

It **WASN'T**.

The man looked down the barrel of his gun to see if it was loaded.

It **WAS**.

The man touched an electric wire to see if it was alive.

It **WAS**.

The man didn't bother to put on safety goggles because "there wasn't any use."

There **WAS**.

### Safety First, and What It Means

Did you ever stop to think what Safety First means?

It means many things. But right off the bat, it means that 95 per cent of the suffering and heartaches, caused by industrial accidents, can be avoided.

It means that many of the little ones won't need to grow up in want.

It means that many of these same little ones won't have to spend their childhood in an institution.

It means that they, in turn, won't be brought up on the streets, to suffer as many do who are brought up that way. Sometimes they are killed, or injured, but many lead a life of crime in after years, and spend their remaining years in prison.

All account of **SOMEONE** not practicing **SAFETY FIRST**.

It might not be you, or any one of your fellow workmen, but it is **SOMEONE'S** fault, and if **WE WILL** only practice **SAFETY FIRST**, just think what we can avoid.

And to practice **SAFETY FIRST**, we have to do it more ways than one.

When we see someone doing a thing wrong, speak to him about it; if you can't correct it that way, go to someone in authority, for it should be corrected, before someone is injured. It merely is a matter of education with us all. We should all be students, as well as teachers.

We should all do our work in such a way that when we go home after a day's work, we can say no one is deprived of a breadwinner, no one is in the hospital, no one is going through life a cripple on my account.

Did you ever stop to think what is going on in the mind of a man setting on the corner with a tin cup in his hand, a sign reading, "I Am Blind"? Did you ever stop to think that he might have had his sight yet, if **SOMEONE** had played the game **SAFE**?

You have no doubt seen the fellow sitting on the cold sidewalk, no legs, maybe an arm or a hand off, selling pencils. Believe me, he would trade jobs with you in a second, if he could.

You know, it is remarkable how little we think of life. Some who have been up in the great woods, or have seen the mountains, marvel at the greatness of **GOD**, but just look at yourself—wonder of wonders, you walk, talk, think and do many things while, to you, those mountains and big trees stand still, and have no intelligence, but if you were to cut a tree down, chances are that you could grow another one; if you were to cut a hole in the mountain, you could fill it up again.

But if you cut an arm, a hand, or a leg off, you can't grow another one. If you lose your eyesight, you can't grow more eyes; and, lastly, if you are killed, you can't come up like the tree, so just think a while—it took many years to grow as you have grown, but it only takes an instant to undo it all.

When you start out to work the loved ones bid you good-bye, and tell you to be careful: maybe the **LITTLE ONES** walk a ways with you and, like the grown-ups, at parting say, "**BE CAREFUL, DADDY**, and don't forget to bring something home to me."

But how many heed that little word. Not many, I fear: for many are they that don't come home to the little ones, and when they do, instead of bringing what the little ones expected, bring an empty sleeve, or are minus a leg. Maybe the same little one has to go to the gate and **LEAD** you to the door—you have left your sight in the shop.

When a holiday comes, we get all the folks at home fixed up to go for a visit to the old folks, who may live a night's journey away. We get on the train and, like all humans, wonder if we will have a wreck before we get there, but then you calm yourself, for isn't the engineer a **SAFETY FIRST** man. But then, you think, maybe the train might go off the track! No, that can't happen, for all the section men are **SAFETY FIRST** men. But, then, a car might break down. You put that aside, for you know that those in the car department are **SAFETY FIRST** men; and just about the time you are getting to sleep the fear possesses you that there might be a collision. But how can that happen—you have a **SAFETY FIRST CONDUCTOR**.

*Every officer and employe a "business getter."*

*65,000 traffic solicitors.*

and, as for the flagman, he has been on that run for years and as many times as you have ridden with him you have always seen him flagging. And as to the engine breaking down, you know there is no danger, for you are a machinist, and didn't you look the engine over that very day?

You know you should bring as many arms, legs and eyes home with you as you took to work with you.

Just a little thought, a word, or an act, and play the game SAFE.

GUY DANFORD,  
District Safety Inspector.

**38,000 Lives Saved by Safety Work on American Railways**

The greatest accomplishments in accident prevention that have yet come to our attention are revealed in a study of the railway statistics for 1919 and prepared by Slason Thompson and issued by the Bureau of Railway News and Statistics at Chicago recently.

Probably the most striking revelation of this study is the fact that—on the basis of the ratio of the number of persons killed to tonnage of freight carried during 1906—the lives of 38,621 persons were saved by the safety work of the railroads of the United States during the thirteen years following.

**Lowest Death List in Twenty Years**

Among the other facts brought out by these statistics are the following:

That the number of persons killed in railway accidents during 1919—6,975—is the lowest on record since 1899.

That 125,021 miles of railroad lines, nearly half of the railway mileage of the United States, was operated without a single passenger being killed in a train accident on these lines.

That a mileage greater than the combined railroad mileage of Great Britain, Germany,

France and Austria-Hungary was operated without a single fatality to a passenger in the 447,126,738 journeys recorded, the average journey being 44 miles.

That the number of injured in railway accidents—147,018—was the lowest on record of any year since 1910.

That fewer passengers were killed in railway accidents in 1919 than in 1888, although between those years the passenger mileage increased more than 360 per cent and the freight tonnage increased more than 500 per cent.

"This marvelous result has been brought about by a combination of safety devices and a safety campaign among employes which has no parallel in railway history. The writer is pleased to record that its culmination came in the two most distressful years in railway experience," says Mr. Thompson. "The year 1919 is entitled to be marked in red letters in the annals of American railway accidents."

**Lives of 1,000 Employes Saved in One Year**

Particularly noteworthy work in the prevention of accidents to railway employes is revealed in the statistics, which show that in 1919, with 1,960,569 employes on the railroads of the country, 1,693 employes were killed—an average of 0.86 per 1,000 employed; whereas, in 1918, with 1,897,741 employes, 2,759 employes were killed—an average of 1.45 per 1,000 employed.

During 1906 the number of persons killed on the railroads of the country was 10,618 and the tonnage of freight carried, 1,631,000,000—an average of 6.51 persons killed per million tons of freight carried. If this same ratio had been maintained during the intervening thirteen years, the actual number of persons killed in railway accidents would have decreased by 127 in 1907 and 208 in 1908, but would have increased in the eleven years thereafter, as shown in the following tabulations under the heading "Lives Saved."

Year	Million Tons Carried	Number Persons Killed	Lives Saved
1906	1,631	10,618	.....
1907	1,796	11,839	*127
1908	1,533	10,188	*208
1909	1,557	8,722	1,414
1910	1,850	9,682	2,361
1911	1,782	10,396	2,205
1912	1,845	10,585	1,426
1913	2,058	10,964	2,423
1914	1,976	10,302	2,562
1915	1,805	8,621	3,129
1916	2,186	9,364	4,867
1917	2,362	10,087	5,290
1918	2,402	9,286	6,351
1919	2,121	6,975	6,928

Total Lives Saved..... 38,621

\*Increase in deaths.

In other words, if the number of persons killed in railway accidents during each of the last thirteen years had been in the same ratio to the tonnage carried as were fatalities in 1906, 38,621 more persons would have been killed in railway accidents than were actually killed.

**One Trainman Out of Every 333 Killed**

Another tabulation by Mr. Thompson shows that in 1906 one passenger was killed for every 183,207,488 passengers carried one mile,

whereas in 1919 one passenger was killed for every 475,693,304 passengers carried one mile, and that in 1906 one trainman out of every 124 killed by accident, whereas in 1919 one trainman out of every 333 was killed by accident.

Injury claims against the railways in 1919 cost them \$38,238,803, as against \$34,229,531 in 1918 and \$34,109,331 in 1917. These amounts represent 0.731 of the 1919 earnings, 0.689 of the 1918 earnings, and 0.837 of the 1917 earnings.

## CURRENT NEWS OF THE RAILROAD

### Grain Movement

The wonderful harvest of last fall is still on the farm. During the four months—September to December, 1920, inclusive—we handled only 40,914 cars of grain, as compared with 47,305 cars during similar period of 1919, a loss of 6,391 cars, or 14 per cent. This loss would be still greater had the 1919 crop not been a failure in the West. Now, however, the grain is commencing to move, January loadings to the 20th showing an increase of 11 per cent, not a material increase but significant.

### "The Transportation Act"

There seems to be such a general misunderstanding by the public of a very vital feature of the so-called "Transportation Act of 1920," that a statement of its provisions seems advisable in order that employes may, as occasion arises, correct erroneous utterances. Recently a metropolitan daily carried an editorial declaring that the "Act" guarantees 5½ per cent or 6 per cent upon actual value. Unfortunately for the railways such is not the case. The Interstate Commerce Commission is directed to fix rates so that the carriers as a whole, or as a whole in such groups as the Commission may designate, may, under **efficient and economical management**, earn a fair rate upon the aggregate value of the railroad properties as determined by the Commission. This fair return was fixed by law until March 1, 1922, as 5½ per cent, with one-half of 1 per cent in addition for unproductive improvements. One-half of the excess over 6 per cent goes to the railroad companies to be placed in reserve and drawn upon in lean years when the return falls short. The Government's one-half is to be used to establish a general railroad contingent fund, out of which the Commission may make loans to the weaker carriers or purchase equipment to be leased. It should be understood that this provision of the law does not guarantee nor provide for a 6 per cent return to each and every carrier, but only that the average as a whole should equal 6 per cent. One road might earn 20 per cent, for example; another 10 per cent, and still another 2 per cent, with a general average of 6 per cent. This would not mean that the income of the 2 per cent road would be increased by drawing from the excess of the others.

Under present conditions a guaranty would indeed be very welcome, in view of the fact that the railroads of the country as a whole are averaging an operating income of only about 3 per cent.

### Do You Know That

We have 495 miles of track laid with 100-pound rail?

The Company owns 1,643 passenger cars and 60,602 freight cars?

The "Olympian" out of Chicago and Tacoma daily, with its complement of ten or eleven cars, requires nine sets of equipment?

During the year 1920 we sold to the "junk man" scrap to the value of \$2,893,271?

There are 156 miles of bridges on the System, the longest being EE-266 over the Columbia River at Beverly, Wash. It is 3,024 feet long, rests on sixteen piers and required two and one-half years to build, being completed in March, 1909; 45,612 tons of steel and 14,295 cubic yards of masonry entered into its construction.

We have on the Lines West approximately 11½ miles of tunnel? The two longest are the Snoqualmie, in the Cascade Mountains, with a total length of 11,890 feet, and the St. Paul Pass at the summit of the Bitter Roots with a length of 8,774 feet. The Snoqualmie tunnel, 58 miles east of Seattle, was opened for traffic on January 24, 1915. Excavation progressed from both ends, and so exact were the calculations that when the forces met in the center, the instruments showed a divergence of only about an inch, a wonderful engineering achievement. The time required to complete was three years and four months, and the total cost was two and one-half million dollars. This tunnel replaced the high line with a mileage of 8.1 miles, 10 degree curves and 2.2 to 2.75 per cent grades.

A few years ago a box car could be bought for \$1,000, which, with interest at 4½ per cent, meant a carrying charge of \$45 per year? Today that car cannot be bought for less than \$2,600; at 8 per cent the interest amounts to \$208, or almost a 400 per cent increase. Multiply by 10,000, the number of cars we should buy, and you have the reason for the recent shortage. While during the present depression there is a universal surplusage of cars, revival of business will face the same conditions then experienced. The only solution is cheaper construction cost and cheaper money.

### Scattering of Cars

It has been often charged that the Railroad Administration unnecessarily scattered equipment over the entire country without regard to ownership. To a great extent this interchange of equipment is, of course, unavoidable, but it is naturally to every road's interest to have possession of as much of its own equipment as possible, since it then receives better attention. Our situation illustrates forcibly the general condition. As of January 1, 1918, the first day of Federal control, we had on the line 56 per cent of ownership; on February 29, 1920, the date Federal control terminated, we had only 29 per cent; on January 6, 1921, as a result of systematic cooperation by all lines, we had 55 per cent.

### FEBRUARY SLOGAN — USE THE CARDS!

#### Ship Now—Ship Now—Ship Now

The following notice is on display at each of the 1,400 company's agency stations:

"There exists in the United States at the present time a condition which has not existed

for five years, except during a few months in 1919. That is, that the railroads are able to handle more freight than the shippers are offering to them. It is probable that within a few months there may again be congestion of traffic and shortage of cars. Shippers who can ship now are urged to do so while cars are available."

#### A Real "Water Witch" Among Us.

Did you ever hear of a "water witch?" Better yet, did you ever know a "water witch?" Probably not many "ayes" among the answers. Yet on the Southern Minnesota Division, there dwells such a being, and when he is not "witching" around for water, he is a pump repairer for the Milwaukee at Wells, Minn. Peter Hanson, with a service date back to 1879, as a pump repairer of parts, has the reputation sustained by his deeds, of being able to locate water and when he indicates a likely location for a well, it is said, his faculty has never failed him. Recently he went to Marathon, Iowa, and located water after a well had been driven one hundred and eighty-five feet down without success, not thirty feet from Hanson's location. A new well was drilled that produced water at 165 feet, with a capacity considerably in excess of the 125 gallon pump that was installed. Well driller F. E. Hunter and his crew, while not disposed to admit their faith in the supernatural, yet take off their hats to Peter Hanson when it comes to locating water, for they say he sure is a "witch."

#### Chinese Silk Delegation

The Chinese delegation consisting of ten silk merchants from the various silk manufacturing districts in China, one mechanic and three women, expert in the manufacture of silk, left Seattle on the Olympian January 8, arrived at Chicago Tuesday, January 11.

They were met by a committee of the Association of Commerce and entertained briefly, as indicated in the attached copy of the Chicago Commerce, Saturday, January 15. The names given in the article and the facts as stated are substantially correct.

The spokesman for the Chinese delegation stated that they enjoyed their trip on the Olympian very much and particularly the electrical operation, he himself having ridden on the electric motor.

From New York this delegation will return to China via the Suez canal.

#### Japanese Silk Delegation

The Japanese delegation left Seattle on the Olympian Friday, January 14, arriving at Chicago, Monday, January 17. This delegation consists of four women whose names are, Yuka Nakata, Michiyo Gomi, Tsunet Nakayama, Kyono Yoskioka, and four men representing various large silk industries in Japan as follows:

S. Endo, Pres. Gunze Filatures, Ltd., of Kyoto.  
S. Katakura, Mgr. Katakura Raw Silk Mfg. Co. Ltd., of Senju.

T. Higo, chief of the testing department of the Imperial Japanese Conditioning House at Yokohama.

K. Isome, chief representative in the United States of the National Association of Raw Silk Industries of Japan.

The women are expert silk weavers, and from the interest manifested by them and their smiling faces, are evidently having a very delightful trip.

This delegation was met by the same committee with the exception of Howard Moy, whose place was taken by the Japanese consul in Chi-

cago, K. Kuaashima, who conducted them to the Congress hotel.

Banquet in their honor was given at the Congress hotel by the committee at 7 o'clock on the seventeenth.

The merchants of Chicago who are interested in the silk business will extend further entertainment to the members of this delegation.

We have in the city of Chicago, located on the northwest side, one of the largest silk spinning factories in the country, owned by Oscar Heine-man Co., which takes raw silk as it comes from the orient and spins same into silk thread.

This delegation will likewise attend the silk exhibition in New York in February, and both delegations will demonstrate the method of handling silk in their home countries.

G. E. STOLP.

#### Honor Awarded Savanna Roundhouse

A master mechanic's meeting was held in Milwaukee November 22 and 23, at which were present all of the locomotive officials of the locomotive department.

The meeting proved a very interesting and profitable one, and especially did it bring praise to the Illinois Division in that, much to the surprise of Mr. Mullen, who is master mechanic of the Illinois Division,—was presented with a bronze tablet, stating that Savanna roundhouse had won first prize in "greatest improvements made, best operation, and the cleanest facilities" of the Milwaukee system; and some very complimentary remarks tendered Mr. Mullen and his co-workers for the efficient handling of the locomotive department at Savanna.

It might here be said that Savanna roundhouse has the credit for not only the greatest improvements made, the best operator, and cleanest facilities over that of other roundhouses in this district, but they have also succeeded in making a very big showing in the least number of engine failures; and the Illinois Division has hauled more fruit and stock the past year, than ever before in the history of the division, with practically a 100 per cent operation.

The roundhouse is one of the oldest on the Milwaukee System. A recent marked improvement has been made, in painting the exterior of all buildings. Changes here and there about the premises have resulted in a decided improvement, and an up-to-date roundhouse is maintained at Savanna. An old cob-house, located near the roundhouse, which made an unsightly appearance, has been removed; also an old iron house, located back of the machine shop, likewise removed, and a neat iron rack placed where this old building stood. The interior of the roundhouse was whitewashed, the bottom part of the walling being painted red, making a very neat appearance. The entire grounds both inside and out, are always kept in a neat and tidy condition. There is a place for everything, and everything in its place.

All the employes take great pride in the appearance of things, and do not hesitate to pick up pieces of waste, paper, and scrap material that may be seen inside or outside the premises. One may go through outside grounds, roundhouse, tool house, machine shop, engine room, etc., and find conditions substantiating the words found on the tablet awarded them.

(Concluded on page 25)

## At Home

Hazel M. Merrill, Editor



Phyllis Irene, Little Daughter of Dispatcher R. C. Peterson, Spokane, Wash.

### ADVANCE IDEAS FOR SPRING

While, according to the time of the year, it should be midwinter, we find a few advance models of spring upon us. Fashion features new spring frocks with princess lines, low waist lines, and a tendency to wider skirts. One delightful afternoon frock is of soft satin, untrimmed, depending on the richness of the satin for its effect.

New suits may have box or long belted jackets, while the separate skirt and overblouse are unfailingly popular.

A dip in the waist line of the new spring styles promises to be something out of the ordinary, and is formed by means of an odd girdle of flat jet links.

A new cape, sheath-like in form, shaped to fit the shoulders smoothly and falling to the hem with no superfluous fullness, is very smart.

Crepe-de-chine has come into its own and taken us by storm, appearing in afternoon frocks, informal evening gowns, blouses, etc. Most of them are very simple and unadorned. They are not faggotted, beaded, embroidered, or appliqued, but may have a sash of self material or panels. The tight-fitting princess lines, with perhaps a rippling panel at either side, are particularly charming. Gray crepe de chine is unusually popular, but may be relieved with panels of red, purple or French blue crepe de chine.

There seem to be two distinct styles in separate blouses—one the hand-made lingerie waist, the other a waist of silk fabric, georgette, or crepe de chine, which may give the appearance of a costume. Collars of various shapes are tried each season, and every year the high collar is brought forth at the beginning of the season with the hope that women will adopt it, but always in vain, as the freedom of the low collar is too fully appreciated to think of discarding it.

*Write that friend who is about to visit you to use "your railroad."*

### Needlework Suggestions

Many new bedroom sets are made of inexpensive, unbleached, domestic sheeting, embroidered in soft yellow, rose, lavender, or blue. The embroidery should be of one tone and made to blend in with the color of the room in general. They are stamped with hot-iron patterns and worked in cross-stitch design with a six-strand thread, all six strands being used at one time. Hems are turned on the right side and cross-stitched down in large stitches. The set may consist of bed spread, scarfs, table covers, chair-backs, cushion covers, curtains, and may even be extended to include bath mat, towels, and wash cloth in an adjoining bathroom. Some of the new dresser covers, instead of being cut in one piece, are shaped so as to allow for the candlesticks to be set on separate pieces, and this makes the large piece exceedingly pretty in the way it is shaped to fit around the smaller pieces.

### GOOD THINGS TO EAT

**Circus Punch**—One orange, 2 lemons,  $\frac{1}{2}$  cup apricot juice,  $\frac{1}{4}$  cup prune juice,  $\frac{1}{4}$  cup cherry juice; 1 cup sugar and 1 cup water for syrup; pink coloring, and 2 quarts of water. Make syrup of sugar and water, cool, add fruit juices to make one pint; any combinations may be used, with the favorite ones predominating. Chill, serve with cracked ice and cherries. A pretty pink color may be obtained by using vegetable coloring. Recipe will make  $2\frac{1}{2}$  quarts.

**Seed or Currant Bread**—Two cups bread sponge,  $\frac{1}{2}$  cup sugar,  $\frac{1}{2}$  cup butter or substitute, 1 cup currants, or 2 tablespoons of caraway seeds, or 2 tablespoons of poppy seeds. Take light bread sponge and work in the butter and sugar, which have been creamed together. Add the currants or seeds. Let rise in loaf until light, then bake in moderate oven. It is like cake and is served as such.

**Scotch Shortbread**—One cup butter,  $\frac{2}{3}$  cup sugar, 2 cups flour, 1 teaspoon salt,  $\frac{1}{2}$  teaspoon almond extract. Cream butter, add sugar, then flavoring. Sift the flour and salt and work into butter mixture. Press mixture firmly into a round or square shallow pan. Cut into squares and bake until straw color, about 40 minutes.

**Buttermilk Custard Pie**—One cup sugar, 1 tablespoon butter, 3 egg yolks, 1 cup buttermilk,  $\frac{1}{2}$  teaspoon vanilla, 3 egg whites; pastry. Cream butter, add sugar and beaten egg yolks, stir in fresh thick buttermilk, flavoring, and lastly fold in the stiffly beaten whites of eggs. Line deep plate with mixture. Bake slowly, about 1 hour.

**Cocoanut Cake**—Two eggs, 1 cup sugar,  $\frac{1}{4}$  cup butter or substitute, 1 cup sweet milk, 1 cup cocoanut,  $2\frac{1}{4}$  cups flour, 2 teaspoons baking powder,  $\frac{1}{4}$  teaspoon salt, 1 teaspoon lemon extract, red coloring. Cream butter, add sugar and beaten eggs. Sift the dry ingredients, add alternately with milk. Add flavoring, and beat well. Cocoanut is improved if allowed to soak one-half hour in milk before using. Add the red coloring to a small amount of the batter, put in pan alternately, sprinkle with sugar and dry cocoanut, and bake, about 50 minutes.

**Cracklings**— $\frac{1}{4}$  cup butter,  $\frac{1}{4}$  cup milk, 1 cup flour, 1 teaspoon sugar,  $\frac{1}{2}$  teaspoon salt. Sift sugar, salt and flour together, then rub in butter with tips of fingers. Add milk to make dough like pastry. Roll very thin, cut in rounds, prick with fork, bake in moderate oven until straw-





colored, about 15 minutes. Serve buttered at tea-time.

**Fruit Cake**—One cup sugar, 1 cup molasses, 1 cup butter or substitute, 3 cups flour, 1 teaspoon soda, 3 eggs, 2 teaspoons cinnamon, 1 teaspoon cloves, 1 teaspoon nutmeg, 1 pound raisins, 1 pound citron, 1 pound currants or small raisins, 1 cup strong coffee. Cream butter and sugar, add

the beaten eggs and molasses. Sift dry ingredients and add. Beat thoroughly, add chopped fruits and beat again. Any combination of dry candied fruits may be used. Bake very slowly in a moderate oven, about 2¾ hours. Keep in a cool but not too moist place, as age improves this cake. The coffee should be poured or sprinkled carefully over the cake as it is taken from the

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oven. If baked in a covered roasting pan with cover on until the last half hour, no coffee will be needed to soften the cake.—"Modern Priscilla."

#### The Patterns

- 3436-3381. **Ladies' Costume**—Waist 3486 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3381 cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. The width of the skirt at lower edge is 1½ yard. To make the dress for a medium size will require 9 yards of 38 inch material. Two separate patterns, 10 cents for each pattern.
3472. **A Simple Chemise Dress**.—Cut in 3 sizes: 16, 18 and 20 years. A 16 year size will require 4 yards of 44 inch material. The width of the skirt at the foot is 2 yards. Price 10 cents.
3500. **Child's Dress**.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size will require 2¾ yards of 36 inch material. Price, 10 cents.
3504. **Junior Dress**. Cut in 3 sizes: 12, 14, and 16 years. A 14 year size will require 4¾ yards of 36 inch material. Price, 10 cents.
3471. **A Pretty Dress**.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. The width of the skirt at lower edge is 2 yards. A 38 inch size will require 4¾ yards of 44 inch material. Price 10 cents.
3494. **Boy's Rompers**.—Cut in 4 sizes: 2, 3, 4 and 5 years. A 4 years size will require 3 yards of 27 inch material. Price, 10 cents.
3492. **Ladies' Dress**.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size will require 5¾ yards of 40 inch material. The width of the skirt at its lower edge is 2 yards. Price, 10 cents.
3470. **Girl's Dress**.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size will require 2¾ yards of 36 inch material. Price, 10 cents.
3485. **Ladies' Apron**.—Cut in 4 Sizes: Small, 32-34; Medium, 36-38; Large, 40-42; Extra Large, 44-46 inches bust measure. A medium size will require 7¼ yards of 27 inch material. The width of the skirt at lower edge is about 2 yards. Price, 10 cents.
3466. **Girl's Dress**.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 14 year size will require 4¼ yards of 44 inch material. Price 10 cents.
3491. **Girl's Dress**.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size will require 3¾ yards of 38 inch material. Price, 10 cents.
3469. **Dress for Breakfast or Service**.—Cut in 4 sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measure. The width of the skirt at the foot is 2 yards. It will require 7¾ yards of 27 inch material for a medium size. Price, 10 cents.

#### HOUSEHOLD HELPS

Mix thoroughly with salad dressing (French) equal quantities of mushrooms and olives, cut up. Serve in a lettuce nest with mayonnaise, if desired.

To make delicious bread sticks, cut bread in slices one-half an inch wide, spread with butter, and brown delicately in oven.

Honey may be easily separated from the comb by cutting the honey from wooden frame and placing in slow oven. When melted, the wax will rise to the top, and when cold can be lifted off in a cake like paraffin, leaving the honey clear as crystal.

Delicious little clover-leaf biscuits to serve at afternoon teas may be made by placing three tiny balls of light dough in each muffin pan when making light rolls.

Before putting raisins or other sticky substance through the food chopper, squeeze a few drops of lemon juice into the chopper, and then the fruit will not stick to the chopper.

If a soft-boiled egg is not hard enough when broken in the egg cup, set the cup and egg in hot water and the egg will soon harden.

Paré potatoes around the length once, then cook with the remainder of the skin left on. It is an economical method, and they will peel more quickly after cooking than when the whole paring has to be removed.

It is easier and quicker to look over beans after they have been soaked all night. In the morning the beans have swelled so that it is much easier to distinguish bad or discolored ones. The next time you bake beans try using a small strip of bacon instead of pork.

Whenever you have any odds and ends of crochet cotton left from a piece of crocheting, wind them on a small cardboard and write on it the number of the thread, then put it in the button box. It makes the finest possible thread for buttonholes.

#### HAVE YOU USED THE CARDS?

#### Honor Awarded Savanna Roundhouse

(Concluded from page 22)

There is an up-to-date caller's office in the roundhouse, and an adjoining room where the engine calling boards are kept. The Flood Lighting System is worthy of special mention; also there is a fine heating system, which prevents the steam-filled roundhouse, which before, hindered successful work, during the cold winter months.

Near the caller's office may be seen this bronze tablet which has crowned their efforts, and is a pleasant reminder to the roundhouse employes that their pride and toil for a greater Savanna roundhouse has not been in vain, and that they have helped in gaining for our Illinois Division a memorial of which all may be justly proud. Savanna roundhouse is "right there"—we say. And believe others will agree that that's true. For when it comes to "doing things the right way," Just look at their prize and you'll know they do.

The bronze tablet does not begin to express it. When the premises you once view all-around, But for those who helped win it, it does make a hit.

And Ill. Divn. employes—better, could never be found.

"Co-operation"—is the word over there. If you doubt it, just ask P. L. M. or J. R. S. For the joy of the laurel, they with the men do share,

And all take pride in their up-to-date slogan "neatness."

M. T. J.

#### East Wind

##### Mile-a-Minute

The young man who was kind enough to contribute this poem does not wish his name mentioned. Why not, Amil?

Just a word from refrigeration,

To the St. Paul Magazine;

Stating we are still existing,

Even if not heard or seen.

As the winds bear down upon us,

Bringing with them ice and snow,

It causes us to pause and ponder,

O'er the things we do not know.

Now the moundhog hides all winter,

Which seems just the very thing,

And he'll show his bushy tail again,

When the birds begin to sing.

That seems to be a good suggestion,

Approved by all on every side,

So we'll write again next publication,

And until then, we will hide.

It has been discovered recently that Miss Huber takes trips to Milwaukee secretly. Why all the mystery, Mildred?

One day last week Roy Dougherty was seen rounding the curve at Hammond; reducing we suppose.

Miss L. Kresen had a serious accident; she recently fell from her chair. A like accident befell Miss Bess Drach several days ago.

N. J. Van Schoyck, supervisor mail and express traffic, will be absent from the city for the next two weeks on a business trip over the system.

Miss Bertha Melcher has recently changed her residence to North Austin. Numerous telephone calls at her home, in addition to numerous male visitors, are having us wondering whether wedding bells are not in order in the near future.

Rob McSweeney's Premier proved itself an expensive conveyance New Year's eve. Will someone kindly donate for a blanket? The radiator froze at the College Inn.

Lucille Osheroff of Mr. Whipple's office has been transferred to Fullerton avenue, as F. C. M. statistician.

Mighty bowlers: C. Herman, Julison, J. Nolan, Walter, the telephone kid. Joe Burke of the Oriental recently rolled a perfect 96; giving the old stall of rubber heels preventing a 200 score.

Arthur Berg of Mr. Whipple's office has gone to Milwaukee as chief yard clerk, and is succeeded by Robert McCord; promotions in order; Paul A. Jones, Ed Schulze; and Clyde Newcomer comes from Savanna dispatcher's office.

Max Seibengartner of the O. S. K. leaves here for their New York office shortly. The O. F. D. expresses their regrets.

Why the haste to make the 5:15 the other Saturday eve, Carolyn?

Fred Lippert is now in the general freight department.

Have you heard Mary Merrill sing, "Down on the Ohio?"

Arnold Wolff has been transferred from Mr. Pierpont's office to the treasurer's office.

Did you notice the smiling faces of Miss Bergen and Miss Anscher of the engineering department? Hush, don't tell a soul—a handsome young bachelor entertained them at a dinner and theater. He's a man of his word, we'll tell the world.

Bill Ahern says, "I see they found Indian bones in Grant Park." Wolff: "Gee, I didn't know they shot dice in those days." That's natural.

Heard in many homes: "We can't find Pa's overshoes." We know.

Chas. Winter has returned to Seattle.

Miss Nellie Schwarz is now secretary to Jas. V. Kelly in the superintendent of transportation's office.

Fame! Fame! Such was the thought that ran tumultuously through the minds of the general manager's office force when word went around that Mr. Gillick's genial secretary Wallie Swanson had invented, discovered or annexed a new dance. Speculation was rife as to the amount of pecuniary returns such ability would likely bring him, but hopes were dashed and faces fell when it was discovered that he was not trying a new dance but was merely in search of an errant collar button that had worked out of the neckband of his shirt and was lodged somewhere in the small of his back.

Webster defines Grill as an eating establishment. We have a walking one.

Captain Wolff has been spending a great deal of time with his regiment.

In view of a previous enjoyable visit, Miss Jeanette Goldberg is contemplating another trip to Muskegon in the near future, so we hear, and Mildred will go to Milwaukee.

Why the unusual smiles on the faces of Bill Ahern, C. Getz and R. Dougherty.

Chief Dispatcher Elder and Chief Clerk Hanson of the Illinois Division dropped in on us the other afternoon.

Miss Loretta B. Kuhn, stenographer in J. W. Taylor's office, has been very ill at her home in Milwaukee since the first of the year. We all hope for her speedy recovery and hope to have her with us again in the near future.

Otto Krampinkowsky, formerly of the oriental freight department, has returned and is now working in the accounting department.

A. G. Holt has gone to Florida to recuperate.

Harold O'Donnell brought down a bundle the other day, which we thought was his laundry, but upon inquiry found that it contained refreshments, and he was going out to the six-day bicycle race at the Coliseum.

There is an argument between Mr. Erickson and Mr. Prendergast of the purchasing department as to whom was seen with one of our old stenographers. From the looks of things it could not be one who is ace high.

Mr. Schneider of the purchasing department leaves to go in business for himself. Mr. Hanson will take his place.

Mr. Boyd was seen last week with a stiff collar. What's the matter, Boyd, did your wife forget to wash your soft ones?

### Black Hills and West I. & D. Items

J. R. Quass

Conductor Ed Wortman made a few trips on 103 and 104, while Conductor Wilson and wife spent Christmas at Mitchell.

Engineer Jos. Johnson was on 103 and 104, west, while Max Newbower was laying off looking after the Christmas trade at his store.

Engineer Bert Gardner has gone to Wisconsin to see his sister.

Brakeman R. E. Teager is spending the winter in sunny California.

Conductor Chas. Sloan has the pilot job with the W. U. T. rebuilding line west from Chamberlain.

We are all glad to see Conductor M. G. Carey back to work, having fully recovered from the injury to one of his eyes some time ago.

Since the patrol jobs at Murdo and Rapid City have been pulled off for the winter, Conductors Gallagher and Sullivan are taking several weeks' vacation, while the rest of the crews have gone on way freight.

Conductor Martin Olson and family spent the holidays at Spirit Lake; Conductor Enright piloted 0694 in the meantime.

Conductor James A. Smith was on 98 and 99 while Conductor Radloff went home to spend the holidays.

Traveling Engineer Billie Johnston and family of Mason City, spent Christmas at Chamberlain with Mr. Johnston's mother.

Brakeman Chas. Ralston has taken a couple weeks' vacation and gone to Kansas City, Mo.

Conductor Joe Patton is back to work, after having been called to Mitchell by Mrs. Patton's illness.

R. G. Young has been helping out as operator at his old stand at Murdo while the Christmas rush was on. Mr. Young is now in the land and insurance business at Murdo.

Conductor Binge of Mason City had Conductor Solon's run while Andy was laying off.

Brakeman Roy Giskin has taken his wife to a hospital at Fargo, N. D., for treatment.

Engineer Pat Curry is on the sick list with typhoid fever.

We saw Brakeman Al Gross going out to Oacama to spend New Year's. Oacama is a small town, but oh, how dear.

Brakeman T. J. McCornish has been laid up several weeks with pneumonia.

We now have the G7 engines on west of Mitchell in pool service, displacing the G4's except on way freights.

### R. & S. W. News

M. J. Carey

Conductor "Honest" Bill Smith laid off December 16, to spend the holidays with his brother on the S. M. division, also a conductor.

J. C. had a very busy day December 24, trimming his annual Christmas tree. F. E. D. claims loss of sleep account too many children.

Conductor Jake Myers and crew are enjoying the winter days on the branch by only making one trip per day.

Conductors D. McCarty, Abe Horton, T. Kinney and H. Beuge in passenger service during the holidays; Conductors Cummings, Cavey and Larkin laying off.

Superintendent N. P. Thurber said "Hello" to the boys along the division the first part of January.

The ice harvest is on at Kansasville, and its up to the weather man for the rest.

The Delavan station is not only on the map in summer; it also shoots out some business during the dull winter.

December 13, 14 and 17, were very busy days. Many salesmen start from here with a complete line of samples, which takes over 120 large trunks.

A very successful Christmas party was held in the superintendent's office at Beloit, December 23, for the office force. Trainmaster J. Connors acted as Santa Claus. Everyone received a present from the Christmas tree. Light refresh-

**READ ABOUT THE CARDS ON  
PAGE 7.**

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ments were served and at the close of the party some verses composed by Mrs. Langtry, superintendent's stenographer, were read, but have to be omitted from this page, account lack of space.

Thinking that the author might be rather thirsty after so much "dry" verse, someone very kindly put a bottle of happiness on the tree for her. That she is still somewhat in doubt as to the sender will be shown by the following:  
 Could I find the man who sent that beer  
 I would surely whisper in his ear,  
 You're the sweetest thing I ever knew,  
 'Twas a darned sight better than any home brew.

#### La Crosse Division C. W. Velsor

Chas. Smith, ex-sheriff of Sparta, has been added to the force, under direction of V. L. Scholl of La Crosse.

Chas. Remmert is the proud father of a nine and three-quarter-pound baby boy, born during the Christmas holidays. Mr. Remmert is a car inspector at North La Crosse, and you can be sure that everybody smoked a good cigar on the new comer.

F. J. Haker, operator at Tomah, is back on the job, after being gone since last April. We are all glad to see you back, Mr. Haker.

Operation statistics for the month of December, 1920, show the La Crosse division in second place in the Class A divisions. Let's all get in the game and get our division in the first place. This can be accomplished by keeping our passenger and freight trains on time, increasing our tons per train load and increasing our car mileage. Everybody give it a boost; we all want to see the La Crosse division on the top.

Special commendation was given the west end freight crews for the fast handling of a car of fish enroute Dresback to Chicago, consignee Colligan and Long.

Did you attend the safety first meeting? If not, you missed a good lunch and a good time. Most everybody on the division came to Portage that evening. There is always a large crowd and many of these are your old friends whom you perhaps have not seen for a long time. Watch the bulletin boards for the date of the next meeting; everyone will be glad to see you there.

All mourn the loss of Conductor Henry N. Sprague, who was suddenly stricken with heart failure at Okauchee while in charge of Milwaukee and Madison passenger train No. 33. Mr. Sprague entered the service as a brakeman in August, 1880, and was promoted to a freight conductor September 6, 1895, and later advanced to a passenger conductor on May 26, 1915, being in the service of the railroad 33 years. The sympathy of all the employees of the La Crosse division is with the bereaved family.

W. A. Springer was appointed general yardmaster at the La Crosse Terminal, effective January 15. It is very gratifying to note that La Crosse division men are given the opportunity to qualify for better positions. The entire division joins in congratulating Mr. Springer and wishes him success. We all know Bill will make good, as all the freight conductors on the La Crosse Division do.

#### Des Moines Division Frenchy

Division Passenger Agent Harry Warren and wife went to California during the latter part of December, the former remaining two weeks, but Mrs. Warren will stay for an indefinite period, visiting her people there.

Roadmaster T. C. Barrett has resigned to accept the position of roadmaster on the Mineral Point division. He is succeeded by J. Flanagan formerly roadmaster on the Iowa division.

Former Trainmaster A. Dutton has been appointed trainmaster for the Dubuque division.

Yardmaster Wm. J. Dargan of Chicago, paid this division a visit during the month of December. We are indebted to him for some fine cigars for the men and candy for the women at Christmas time. Many thanks, "Bill."

We regret to announce the death of Agent H. C. Raabe of Lavinia, Iowa. He has been succeeded by W. J. Stout.

Will Keefe, traveling freight and passenger agent, accompanied by his wife, spent Christmas

day in the "home town" at Jacksonville, Ill. They report a fine time.

Mrs. Clara McMillen, chief dispatcher's clerk, spent Christmas visiting her son Wayne at Great Lakes Training Station, Chicago.

*The "hand that feeds you" requires also to be fed. Get the business moving over your railroad.*

#### River Division News Items "Jerry on the Job"

The holidays are over for another year and everyone is back on the job again and, outside of the strained financial condition of most of us, no ill-effects were reported, with the possible exception of Miss Agnes Spychala, stenographer to Superintendent Rossiter. For your own information, I might state that she went down to her home in Antigo, Wis., to spend the Christmas holidays. As near as we can figure, it is a malady of the heart. Possibly it was the result of something she had partaken of in the way of food, and then, again, it might be the result of meeting a certain young man from Milwaukee while she was home, as she mentions him not less than ten times a day. Well, you know what absence does.

John Mortenson is the young gentleman in the trainmaster's office occupying the position vacated by Miss Roth. Heretofore, he has hung his hat and coat in Superintendent Meyer's office at Austin, but he realized the error of his way and decided on a change of base.

We were very sorry to learn that Miss Gusta Furst sustained a painful injury to her hand several days ago, but we are glad to say that she is back at her old place in the timekeeper's office. She says she went down to her home in Lake City to see if the lake was washing her doorstep clean and while there she claims a window fell on it, bruising several fingers. However, far be it from us to doubt her word, but we would like to mention the fact that she was not the only one with her hand bandaged up at the same time, and also that she was acquainted with the party who had his hand bandaged up. Possibly it is only a coincidence, and then it might have been the same window.

Henning Stromquist, baggageman at Lake City, resigned recently to take a position with the American Railway Express Company at Montevideo. Herman Vollmers has taken his place.

Bill Kane, chief clerk, journeyed down to Chicago recently to help his cousin get married, so he said. We were worried at first that he was the one, but he is back smiling, so our fears were groundless.

Russell Risberg has temporarily quit giving the girls a treat in the line of dancing. He had reached such a degree of perfection that he had Vernon Castle looking like a piker. He recently purchased a new pair of skates and each night now he helps the owners of the Hippodrome Rink to make an honest living.

Conductor Harry Painter's vacation in California was cut rather short recently when he was called back as a witness in one of the company's lawsuits.

We will have to take our hats off to Conductor E. A. Waldusky when it comes to fire fighting. He recently received special commendation from Superintendent Rossiter for his excellent work in assisting to extinguish a fire which destroyed the engine house on the Black River draw.

Agent Brandt at Wabasha has been promoted to freight handler. Owing to the rush of business he has found it necessary to go out and shows the boys a few of the fine points of trucking. Outside of pushing the truck off the platform every once in a while, he is getting along fine, or as the local gossip would put it, "He is progressing as well as could be expected."

I regret that I have not more items from the stations on the line, but from the number received it would seem that everyone had the writer's cramp last month. Don't be bashful about sending in items. You can send them care of the superintendent. I think the Editor will give us the space, but if not, Miss Hulda Sens of Winona has promised to lend us her patented paper stretcher. So—Let's Go!

## Special Commendation

### The True Milwaukee Spirit

The following letter was sent to Miss Whitty, Northern Division correspondent, by a grateful passenger:

"Oconomowoc, Wis., January 13, 1921.

"Dear Miss Whitty:

"While on my way from Randolph to Oconomowoc, I left my purse on the train while changing at Minnesota Junction. The brakeman, who was Mr. Robert Gadow, of Portage, found it shortly after, and through his honesty it was returned to me. I am writing this, asking you to kindly publish this item in the railroad magazine, as I certainly appreciate Mr. Gadow's honesty in returning the purse to me, which contained valuables and quite a large amount of money.

"Yours very truly,

"(Signed) IRENE PETRICH."

The following employes have been specially commended for meritorious service:

Machinist Helper Edward Eckman, South Minneapolis, for prompt action taken to prevent derailments, when he discovered a broken rail in the engine yard on January 2.

Albert Hunter, coal house man at Lime Springs, for alertness while on duty, discovering a broken beam on train 761, December 26, and calling the attention of the crew so the train could be stopped and then walking forty car lengths through deep snow to assist the crew in removing the same.

Section Foreman Fred Jones, Beloit, Wis., for watchfulness and prompt action when he noticed a dragging brake beam on extra east-bound freight train at a point about one mile east of Beloit Junction. He immediately signalled the crew and train was stopped before further damage occurred. Such attention to the company's interest is greatly appreciated by the management.

P. & L. E. car 33161 arrived at Marmarth at 2:35 a. m., November 29, loaded with grain and was ordered held by Messrs. Horn and Tarter, account of a loose wheel. The finding of this loose wheel in a standing inspection is unusually creditable and undoubtedly saved the company a large claim.

Roadmaster F. E. Crabb and F. Zopf discovered a car with one wheel off the track, December 20, and arranged to have train stopped in time to avoid a serious derailment.

Coast Division Brakeman A. W. Mathews discovered a brake beam down under tank of engine 2704, train 117, at Maytown, December 28, stopped the train and had beam removed. But for this careful attention and quick action a serious derailment might have occurred.

Agent R. H. Laub, Luton, Iowa, for attention to duty, noticing bad order car in extra 8049 while passing his station. He stopped the train, and it was found that the car had a sprung journal. The timely discovery undoubtedly prevented a derailment.

Conductor S. A. Sheets, River Division, for efficient work in noticing hot wheels in car on CR&Q No. 47's train, November 23, while that train was being detoured over our division. His prompt action in calling their flagman's attention to these wheels may have prevented an accident.

Fireman Ray Thompson, Iowa Division, for assistance rendered another fireman. No. 62 was having engine trouble and had to have the fire cleaned at Ferguson. The fireman on No. 62 was a new man, making his first pay trip, and Fireman Thompson voluntarily assisted him in cleaning the fire, thus saving a delay. Such service is always appreciated by the management.

Fireman Rohrer, a new fireman on Iowa Division, for the effort he made to get his train into Atkins terminal after the stoker on engine S316 had failed. The engine was in bad condition, but he managed to maintain steam enough to get in without relief, thus saving a delay to an important train.

Operator H. G. Esmay, McGregor, Iowa, for discovery of a fire, evidently started by tramps, and

putting out same before it did any appreciable damage to the car.

Engineer E. Eseke and Fireman Carl Muller, for exceptional attention to company's interest, they personally repairing broken water glass mounting on engine S516, without causing any delay to their train. This was heroic work, and only those who know and are interested in their work would have attempted to make repairs under similar conditions, as at the time the boiler pressure of the locomotive was still at 125 pounds.

K. C. Division Brakeman W. H. Winger, for discovery of dragging brake beam under car in No. 64, while train was passing him at Brompton. Train was stopped and further damage averted.

Section Foreman Leo Lombardo discovered brake beam down in train moving from Galewood to North Chicago. Train was stopped and rigging removed before car was derailed.

Fireman R. R. Meldrum, by his watchfulness, probably saved the depot at Jamaica from burning on January 12. Mr. Meldrum, who is an extra engineer, was firing on No. 6 and while passing the station noticed that the roof was afire. He reported the matter to his engineer, who stopped the train and called the agent and his force. The fire was extinguished without much loss to the company.

H. & D. Division Fireman John Nordquist, firing engine 8062 on train No. 263, December 3, had a stoker failure at Correll and Mr. Nordquist hand-fired the engine from Correll to Aberdeen, a distance of 127 miles, in order to avoid any unnecessary delay to this important train.

The matter of watchfulness seems to run in some families and the strain was discovered in the family of Chief Carpenter E. Collings of the Iowa Division, when his son-in-law, J. H. Becker of Persla, discovered a broken arch bar on C. N. W. car 75630 in train No. 99 on January 1. Mr. Becker was at the station when the way-freight pulled in. He reported the defect to the agent and attention was given the car before a derailment resulted. Mr. Becker, while not an employe of the company, was commended for his action.

### Liked Our Service

Mr. A. R. Burr, special agent, Department of State, has written the following letter to E. F. Bowman, city passenger agent at St. Paul, commending our service:

"St. Paul, November 22, 1920."

"My dear Bowman:

"If I may ever have had any misgivings relative to the character of service rendered by the railway with which you are associated, or hesitated to recommend it as the acme of perfection to the crowned heads of foreign countries as well as to the uncrowned dignitaries of our native heath, all doubts were dispelled when a communication from the British embassy was received, wherein your road, officials and train employes, as well as my good judgment in routing them via the St. Paul, were paid an unusual compliment.

"The representative of the department with which I am associated, who accompanied the ambassador on his tour, likewise paid you a high compliment and terminated his letter as follows:

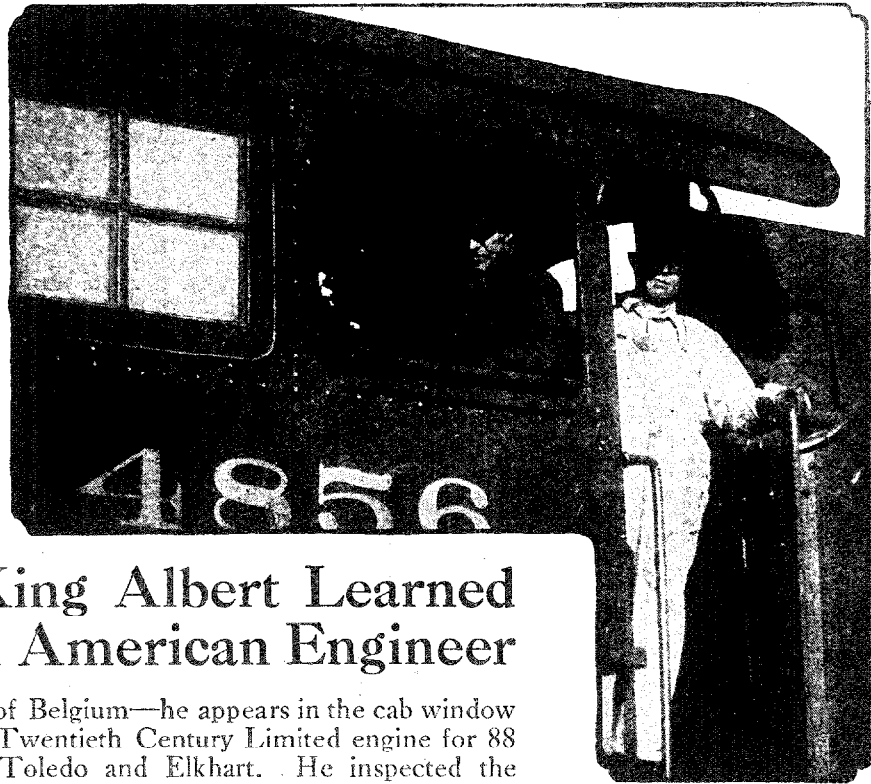
"The return trip was very pleasant; all the C. M. & St. P. officials were more than kind and did everything possible for the comfort of the party. You can rest assured that the Milwaukee will be remembered in all future trips."

"Now, don't get puffed up over this, and remember that whenever I may be of service to you in the way of routing friends and others via your railway, am only too glad to do so."

W. C. Wright, operator at Tower A-68, on December 16, about 6 a. m., noticed a fire about three-quarters of a mile west of Tower A-68 and went there on a speeder and found the snow fence burning. He extinguished the fire promptly and saved the balance of the fence. He has been highly commended for his prompt action in this respect.

# Hamilton Watch

"The Railroad Timekeeper of America"



## What King Albert Learned from an American Engineer

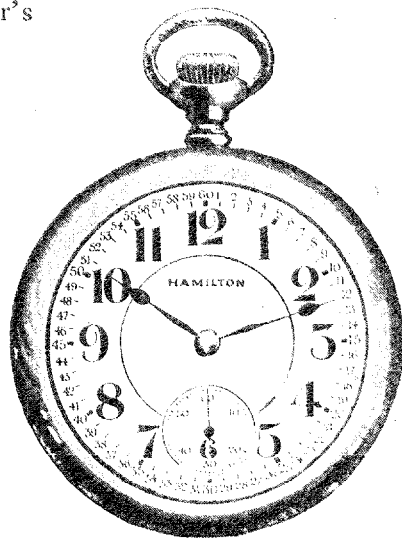
King Albert of Belgium—he appears in the cab window—rode on the Twentieth Century Limited engine for 88 miles between Toledo and Elkhart. He inspected the mechanism; he learned the method by which the engine while in motion scooped water; he sat in the engineer's seat and ran the engine.

As they approached Elkhart, Engineer J. A. Lux—he appears in the gangway—pulled out his watch. His Majesty consulted his, and they compared time. After one look, "What watch do you carry?" asked King Albert. "A Hamilton," answered Lux. "Is it a good one?" inquired His Majesty. "Well, I've run trains by it for 25 years," said Engineer J. A. Lux.

King Albert put away his watch. Before leaving America he bought a Hamilton.

It's the accuracy of all Hamiltons that makes railroad men run the crack trains by them and practical kings want them. Their owners meet time inspection with a smile.

When you buy, ask to see the models of Hamiltons which are famous as railroad watches, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$27) and up. Write us for "The Timekeeper"—an interesting booklet showing how fine watches are made and how you should take care of one. The different Hamiltons are described and prices given.



HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

## On the Steel Trail

### USE THE CARDS—THE TRAFFIC REPRESENTATIVE WILL DO THE REST!

#### Wooden Shoes Doin' Red

Due to the decrease in business, three switch engines were pulled off in the Green Bay yards some time ago. One afternoon job was put back the other day and we hope to see the rest of them on in the near future.

What are all the wives and children doing on the annual passes? You explain it to them Elmer.

Fireman Sam Grant has taken the way freight running between Elkhart Lake and Milwaukee. Prepare early, Sam, for the big run at Elkhart this coming summer.

Fireman "Toxi" McGuire has arrived from Channing and has taken a job on the west end.

The Wausaukee branch job has been cut down to two days a week, running Tuesdays and Fridays.

Engineer George Green fell off of the tank of an engine, injuring his foot. From all reports, George will be laid up for the better part of the winter.

Engineer Charles Don Levy, newly elected "griever" for the engineers, has taken up his new duties on this division. Watch the mileage, Charlie.

Congratulations to Mr. and Mrs. Rig Dwyer to the tune of a nine-pound baby boy.

Fireman E. Lindberg made a ten-day visit with his folks at Indianapolis, Ind.

Engineer Gregory La Chapelle has taken the Appleton branch. There is a decrease in business, but no decrease in the switching around Appleton.

Engineer Henry Franzen has returned home from the hospital, after undergoing a few operations. There is such a thing as operations running out of style, Henry.

Machinist Helper E. Leuke injured his hand a short time ago. We expect to see him back to work in the next few days.

All passenger trains change engines at Green Bay shops now instead of at the depot.

The instruction car, on the book of rules, spent a day in Green Bay. I guess you men understand how to register on meeting each other along the road.

We extend our sympathy to Engineer A. Rasmussen and Boilermaker Helper J. Rasmussen on account of the death of their father.

Miss Florence O'Connor of the store department, Green Bay, has been laid up for the past few days with a slight attack of the grippe.

Freight Checker E. Madigan of Green Bay celebrated Christmas by taking unto himself a wife. Edward says two can live as cheap as one. Don't forget, Mr. Madigan, hats and shoes are still up in the air.

The "Lip Brow" is being done away with by the boys of the superintendent's office, also the freight office. Keep them on boys, the girls don't mind and besides, cold weather is coming on.

Lead Boilermaker F. Armstrong at Charring left on the eighth to attend the boilermakers convention at Minneapolis.

Machinist Harry Hogan was taken ill recently and had to go to Green Bay for medical treatment.

Boilermaker Claus Ellengson was brought down from Charring to Green Bay on account of serious illness.

Logging business on the "Golden Slipper Line" has been very quiet so far this winter, but seems to be making a start now, as weather conditions are becoming more favorable.

Night Roundhouse Foreman George Laiser has been absent from Charring for a few days, he

having the ill luck of losing his 14-month-old baby. All the boys extend their sympathy.

A new bowling alley has been installed at Charring and has taken great with the boys. Engineer L. Thiele holds the championship but is open to all comers. Louis says that whoever takes it from him will have to go some.

The machinists' installation of officers was held at Green Bay. A very nice banquet and dance was given following the installation.

President H. E. Byram was on the division January 12, and talked to the member of the association of commerce at the Beaumont Hotel, Green Bay.

John Hart was around to see the old bunch during the holidays. Glad to see you back, John.

Maggie, we hear you lost a hat New Year's eve. Never mind, I know, where you can find one just like it.

Miss Scheller of the superintendent's office is carrying around a black eye. When asked where she picked it up, she claims that the sidewalk met her. Be careful, Miss Scheller, as it costs money to have the sidewalk hit you nowadays.

#### Janesville Jottings

Another sign of spring—our smiling foreman, Fred Schultz, has donned his straw hat. The boys are wondering whether spring is really here or if the trip Mr. Schultz took to Kansas City has had any effect on him.

Business has begun to pick up a little at Janesville, here is hoping that it keeps coming.

Roadmaster R. J. O'Connor has been transferred to Milwaukee as assistant to the roadmaster at that point. Mr. Barrett of Des Moines, Iowa, has taken up the duties of roadmaster at this station. We all wish both of these gentlemen the best of luck in their new positions.

Irene Peterson has accepted a position as stenographer for O. D. Appelle, claim adjuster.

F. D. Hines, first trick yard clerk, is back after a two weeks' visit at his home in Kentucky.

Superintendent J. A. McDonald was in Janesville January 5 on business.

Conductor Gallagher of the Mineral Point Division has established quite a record as a clog dancer around the large city of Gratiot.

John Lawrence, warehouse trucker, is wearing a broad smile and also passed the cigars around. He is now a grandfather. Congratulations, Mr. Lawrence.

And, as usual, our efficient car clerk, Willard Skelly, is spending the week end in Milwaukee.

Lead Boilermaker Robert Young attended the boilermakers' staff convention at St. Paul, January 11.

Engineer William Dee is laying off on account of illness.

Caller Harold Churchill and Fireman Willard Shipley are making several calls to the large city of Cross Plains. What's the idea?

Brakeman James Dowd made one of the most recent discoveries. What was it? He saw the first robin of the season while standing in front of the house at 100 Linn street. Was that "Mickey" you were talking to, Jim?

Frank Wausaw and his army of men are still keeping the engines and the roundhouse in prime condition.

Engineer Herman Dallman is rejoicing over the arrival of a son.

Caller Ahrbecker is planning a trip to Elgin. Willie must have his pleasures.

#### Granger Calling a Crew

"Hello, Central, give me 968 Blue,"  
I'll report you, then someone will be out of a job.  
Hurry along, I've got to call another crew.

You heard what I said, don't be such a snob. Yes, that's the number; you heard me before. Give them a good ring, they sleep on the second floor.

"Hello," "Hello," is this you, Wright? You're wanted for the dog run at 9:30 tonight. What! you say it's rather a late call; No fault of mine, I can't do it all. What engine? How should I know, The 741—I'm not sure—I suppose so. What fireman? Say I'm in an awful mix. But I'm sure you'll get Earl Fix. Well, say—what do you think I'm here for? You're not the whole crew, I've got to call a few more.

Hang up the receiver and hurry down. Madison wants you to get out of town, cut out the rough stuff—Ta-ta, so long—When you get down here I'll be gone.

J. L.

#### Minneapolis Shop Happenings

James Nellins

We noticed in the Milwaukee Shop Items, H. W. Griggs, editor, that one Jensen was one of the busiest men about the shops, but you ought to see our Henry Nordale.

It is a sad duty to make mention of the death of Travelling Engineer Frank T. Lee, which occurred in Milwaukee on December 14. Mr. Lee came to this district about one year ago and through his gentlemanly way of conducting business, made friends with everybody who met him. It seems too bad that such a fine gentleman will be seen here no more and there is general regret expressed over his sudden demise.

The general manager, J. T. Gillick and General Superintendent Motive Power Silcox were at the shops on December 23.

There is regret expressed over a rumor that Harold H. Rupp, motor car inspector, northern district, is about to be transferred to the Milwaukee district. Sorry to have you go, Friend Rupp, and trust you will make good in the new location.

Our new safety first man, Mr. Cobb, has reached Minneapolis and will hereafter be located here and give his attention to matters concerning the Safety First movement. Mr. Cobb is a very nice gentleman to have here and he is beginning to show his popularity right away.

It was a great pleasure to see General Boiler Inspector Edward H. Young and his right hand man, J. Gorman, show their sunny faces at the shops today, preparing for a staff meeting to be held here. They are both fine fellows and always come in with a smile that cannot be knocked off with a sledge hammer. Call again gentlemen.

It seems nice to see Machinist Roy Ronning back at work in the roundhouse after an absence undergoing an operation for appendicitis. He appears fully recovered, to the joy of his fellow-workers.

Roundhouseman John Garrity is also back on the job after an enforced absence, due to being hit by a motorcycle. Don't dispute their right of way, John.

Harry J. Schumacker, who has been acting as lead boilermaker in the roundhouse for a number of years, has surrendered the job and is now one of the boilermaker welders in the shops. He is succeeded by John Goodrich, who appears to be taking well with the job.

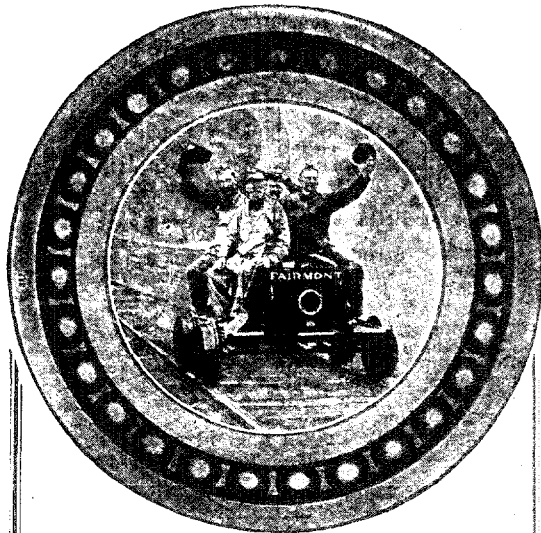
John Stevenson, machinist in the roundhouse, is off duty due to a personal injury.

Machinist Perry L. Jones, machine shop, is off on leave of absence, hunting, trapping and fishing. Well, Perry, there are lots of fellows here that are fond of bear meat, venison, fish and other kinds of game.

That was a good picture of our car department office that appeared in the December issue and now an explanation of the parties may be in order. That young lady in the back row, and at extreme left is Miss Grace Tuttle.

The next toward the right of Miss Tuttle is Agnes Sherve. This young lady has been away for some time on account of sickness, but you cannot keep a good person down.

Then we come to Miss Thea Nelson, the original shop lady clerk. Being the first lady clerk in the car department, and has remained on the job continuously ever since.



The MAN on the job is recognized to be the Man Who Knows what is best equipment for the work in hand.

The fact that there are many more Fairmont Railway Motor Cars in use on the Milwaukee Railroad today than all other makes, indicates that the Men Who Know are buying Fairmont Motors.

Get posted on the most modern, compact motor yet offered for track cars.

**Fairmont Gas Engine  
& Railway Motor Car Co.**

FAIRMONT, MINN.

—COUPON—

Fairmont Gas Engine & Ry. Motor Car Co., Fairmont, Minn.

Send me full information about the New Ball-Bearing Fairmont Railway Car.

Name.....

Position.....

P. O. Address.....



Now we see Lloyd Tebo, and we see a right fine young fellow too.

Next to Lloyd is James Ryan, a good running mate to his pardner. Lloyd at his right.

Then comes Elmar Hauger, another pardner who knows a good thing when he sees it and remains on his job.

Then the next lady is Miss Marie Kukla, well worthy of being called sweet Marie, but on account of bashfulness we will not do it.

Now that next little lady gazing westward toward the western sky, is Miss Nestly Miller. As fine a little lady as you ever met in your life.

Now we introduce Mrs. Thorne, a very retiring lady as one can see by the picture, but one who stays at the job through all conditions.

Front row, sitting at the left, is Hjalmar Berg, who some say is the handsomest of the bunch.

Then comes Donald Tuttle. Nothing can be said about Donald but something good, and he is making a good record in his job.

Next is Walter Johnson, surely a grand appearing fellow.

Who apparently knows a good job when he has it. Then comes Arthur Johnson, another fine lad.

The next man. But who is there that does not recognize Thomas Halloran. The veteran of the car shop office force. That continuous smile is there and do not be conceited enough to think you can knock it off for it is not moveable.

The modest gentleman on the extreme right is Chief Clerk Herbert Miller, and although he is the chief he is about the most modest young fellow on the place.

Well, you are a pretty good looking mess of boys and girls, and you look to be well taken care of, so remain steadfast on your jobs.

#### Trans-Missouri Gossip

"M. F. H."

Switchman H. C. Bell, who has been very ill with pneumonia, has been discharged from the Moberge hospital and is able to be around.

Harold Jennings has returned to his old job, that of mechanical department timekeeper.

Miss Bernice Flora has accepted a position in the chief dispatcher's office made vacant by Mildred Tait, who has left for a vacation in the eastern states.

Clyde Caldwell spent Christmas at his home in Chippewa Falls, Wis.

James Traynor, otherwise known as "Dad" to every one around the offices, is able to be back at work after being confined to the hospital for some time.

Bob Rogers, roadmaster's clerk, is spending his vacation at different points in Michigan and Illinois. Miss Joe McCarthy is taking his place.

C. H. Bleichner and family will leave soon to spend the winter in California. Mr. Bleichner is just recovering from a long siege of pneumonia and it is thought that the change of climate will benefit his health.

Misses Ann and Louise Marx spent New Years at home with their parents in Miles City.

Mrs. D. D. Spayde and daughter, Dorothy, have arrived in Moberge to make this their permanent home.

Miss Joe Bamberry spent several days visiting at Miles City recently.

E. M. Schaefer, yardman, is in the Iowa Lutheran hospital at Des Moines, having had a serious operation. He would be glad to hear from some of his friends.

P. B. Strickland has been in town on official business this week. He tells us that "Junior" is now able to converse intelligently with him regarding business matters.

Machinist Bailer has been appointed night roundhouse foreman at Moberge.

W. C. Fuller and family have been visiting at Cherokee, Iowa.

Superintendent Fuller is trying to familiarize himself with his wife's washing machine, shied and backed into it and we now find him sitting on a cushion.

Charles Fowler is spending several weeks with friends in Wisconsin.

Brakeman George Heltkemper underwent a

slight operation at the Moberge hospital recently.

C. H. Cartmell is confined to his home with an attack of la grippe.

The following changes have been made on account of reduction in forces. One truck pulled off at each of the following stations: Moreau Junction, Wakpala, Watauga and Keldron; branch line dispatcher and night chief dispatcher at Moberge, three call boys laid off at McIntosh and car checkers now handling the work of calling in addition to their other duties, one call boy laid off at Moberge, also three car clerks. Several changes have been made in train service, way freight on the south line has been abandoned, as well as the one on the north line, one way freight has been pulled off between Moberge and Lemmon. In fact there has been so much slashing and cutting going on that one is not able to keep track of it all.

W. P. Moran, former night chief dispatcher, is working as third truck dispatcher at Moberge.

"Ding" Childers has been on the sick list for the past week.

Mr. and Mrs. O'Hern, agent and operator at Wakpala, are taking a leave of absence and are now in California.

Operator G. E. Leighty has been at the Moberge hospital for some time.

Agent J. A. Frundel and wife are taking a short leave of absence. R. T. Hayward, former cashier at Bowman, is taking Mr. Frundel's place while he is away.

Mrs. J. J. Clinker and two sons, Charles and Cletus, visited at Tama and Aiden, Iowa.

Zella Harris, payroll clerk, spent Christmas at Aberdeen.

Mr. and Mrs. Max Obst spent a couple of weeks in Minneapolis the last of December.

Mrs. Fred Nelson has returned from a visit with her parents in Iowa.

#### Iowa (Eastern) Division and Calmar Line

J. T. Raymond

Mrs. George Vandercook spent the holidays with her brother and family at Rock Island and has gone from there to visit with her son, Harry, at Deer Lodge. She has disposed of her residence and flat building in Marion.

Engineer H. S. Scampton left Marion the latter part of December to join his wife in a visit with her sister in Salt Lake City, Utah.

Engineer Harry Conger, wife and daughter, Helen, of Moberge were holiday guests of Mrs. Conger's sisters, Mrs. L. Burrows, and family of Marion.

Conductor J. E. Coakley, wife and son, Lloyd, and the F. J. Cleveland family visited Omaha relatives and friends Christmas.

Operator A. J. Campbell came through the operation performed on his leg at the Washington Boulevard hospital, Chicago, nicely and resumed work January 10. Bert speaks very highly of the fine consideration he and Mrs. Campbell received at the hands of the Milwaukee Company officials in Chicago, who look after cases of this kind in their department. All testimony indicates they are whole-souled gentlemen.

During the fore part of December while Agent M. E. Burns and family were visiting at the home of a sick sister, some one broke into their residence at Green Island and stole \$350 worth of Liberty bonds. We are certainly sorry to hear of such a loss as this, for if there is any man on the Milwaukee railroad who earns his salary and is entitled to enjoy the fruits of his labor, it is M. E. Burns.

Sympathy is extended to Conductor and Mrs. Finley S. Craig in the loss of their little baby, James Finley, who was born December 23 and passed away Christmas night at Marion.

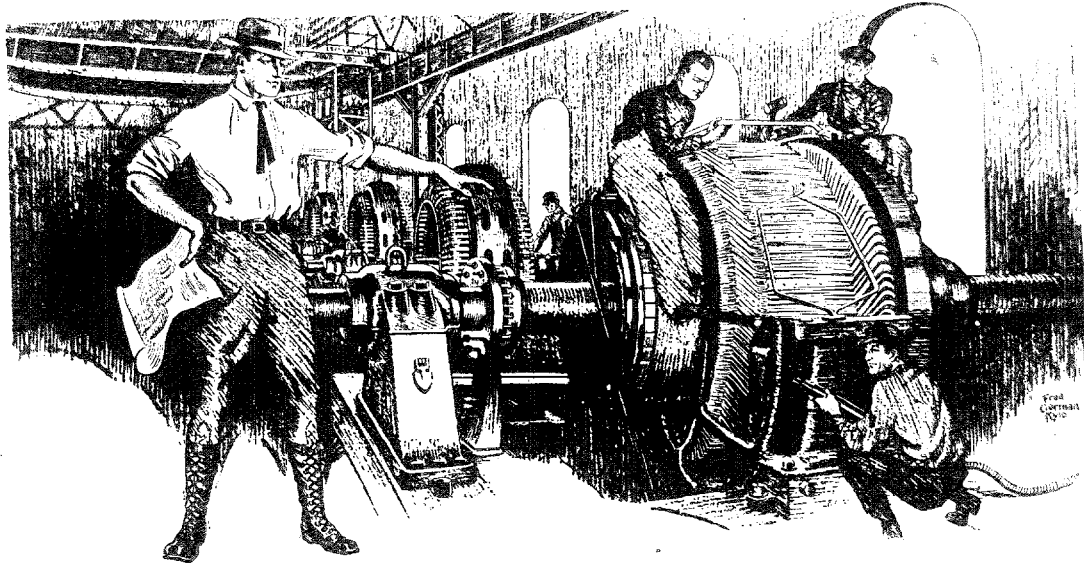
The marriage of Miss Bertha Koch of Cedar Rapids to Mr. Louis J. Pazour of Marion occurred in Grace Episcopal parsonage December 22.

Dispatcher Fisko Marshall of Dubuque spent Christmas with his parents, Superintendent and Mrs. C. H. Marshall.

**ROUTE YOUR FRIENDS "MILWAUKEE"—USE THE CARDS!**

Be a Certificated

# "Electrical Expert"



## "Electrical Experts" Earn \$12 to \$30 a Day WHAT'S YOUR FUTURE

Trained "Electrical Experts" are in great demand at the highest salaries, and the opportunities for advancement and a big success in this line are the greatest ever known.

"Electrical Experts" earn \$70 to \$200 a week. Fit yourself for one of these big paying positions.

### Be an "Electrical Expert"

Today even the ordinary Electrician—the "screw driver" kind—is making money—big money. But it's the trained man—the man who knows the whys and wherefores of Electricity—the "Electrical Expert"—who is picked out to "boss" ordinary Electricians—to boss Big Jobs—the jobs that pay.

### Age or Lack of Experience No Draw-Back

You don't have to be a College Man; you don't have to be a High School graduate. My Course in Electricity is the most simple, thorough, and successful in existence, and offers every man, regardless of age, education, or previous experience, the chance to become, in a very short time, an "Electrical Expert," able to make from \$70 to \$200 a week.

### I Give You a Real Training

As Chief Engineer of the Chicago Engineering Works I know exactly the kind of training a man needs to get the best positions at the highest salaries. Hundreds of my students are now earning \$3,500 to \$10,000. Many are now successful ELECTRICAL CONTRACTORS.

### Your Success Guaranteed

So sure am I that you can learn Electricity—so sure am I that after studying with me, you, too, can get into the "big money" class in electrical work, that I will guarantee under bond to return every single penny paid me in tuition if, when you have finished my course you are not satisfied it was the best investment you ever made.

### FREE—Electrical Working Outfit—FREE

I give each student a Splendid Outfit of Electrical Tools, Materials and Measuring Instruments absolutely FREE. I also supply them with Drawing Outfit, examination paper, and many other things that other schools don't furnish. You do PRACTICAL work—AT HOME. You start right in after the first few lessons to WORK AT YOUR PROFESSION in a practical way.

### Get Started Now—Write Me

I want to send you my Electrical Book and Proof Lessons both FREE. These cost you nothing and you'll enjoy them. Make the start today for a bright future in Electricity. Send in coupon—NOW.

L. L. COOKE, Chief Engineer,

## CHICAGO ENGINEERING WORKS

Dept. 812,

1918 Sunnyside Ave.,

CHICAGO, ILL.

**Electricity Means Success**

**USE THIS "FREE OUTFIT" COUPON**

L. L. COOKE,  
Chief Eng.  
Chicago Engineering Works,  
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Chicago, Ill.

Dear Sir: Send at once Sample Lessons, your Book, and full particulars of your Free Outfit and Home Study Course—all fully prepaid, without obligation on my part.

Name.....

Address.....

December 17 Baggage man Charles Hayward suffered a bad scalp wound caused by falling from a truck while loading a hog in baggage car on No. 25 at Monticello. Mr. Hayward resides at Monticello and was immediately taken home.

Veteran Agent Tom Lynch of Delaware left December 23 for an extended sojourn in California. We hope he may enjoy every day of his visit.

Agent E. M. Snyder has been transferred to Strawberry Point, and is succeeded at Waucoma by L. H. Baker, formerly station helper at that point.

Miss Coral Groesinger spent several days during the holidays visiting her mother in Chicago, who is receiving treatment in a hospital there.

Mrs. J. W. Held of Wausau was the guest of Marion friends several days the latter part of December.

Business is rapidly "picking up" and empty boxcars have all disappeared on this division.

Brakeman F. H. Dougherty was off duty a while on account of having his tonsils removed at St. Luke's hospital in Cedar Rapids.

Brakeman C. M. Brown is at Excelsior Springs, Mo., seeking relief from rheumatic pains.

Frank A. Varner has been in California since September and has received an extension of his leave of absence.

Born, January 9, to Agent and Mrs. W. T. Bright of Elwood, a girl. Congratulations to the family.

Conductors Charles N. Dow, C. R. Cornelius and J. H. Dignan are off on an extended leave of absence. Conductors Lee Tolbert, F. S. Craig and A. F. Fuller are acting as relief. Mr. Dignan is in California.

Brakeman L. E. Morrow had the misfortune to

his duties after spending the holidays with his mother, Mrs. D. A. Miller, at Sioux City. He also visited W. A. Foster, former roundhouse foreman at Atkins.

Not bragging on Atkins, but we believe we have one of the best upkept plants on the system. Look out, Savanna!

Fred Welter, boiler maker, has again resumed his duties, after being confined to his home with the mumps. Fred says he had a "swell" time.

Carl Johnson, machinist helper at Atkins, is reported sick at this writing.

Lee Layton, engine inspector, is confined to his home with smallpox.

W. E. Cooper, R. H. F., was a recent visitor in Chicago.

Carman Patrick Hogan of the Atkins car department was passing the cigars around Monday morning, in honor of his marriage to Mrs. Lottie Kearns, which took place Saturday, January 8, at Marion. Best wishes, Pat.

#### C. & M. Division News Items

R. M. C.

Section Foreman J. McEvoy of Spring Grove, Ill., deserves honorable mention for his watchfulness in going over the road. He discovered the sixth cap from the west end of Bridge No. A-43, located west of Fox Lake, badly cracked, and reported same promptly.

E. H. Bannon, trainmaster, is the proud father of a fine baby boy. The young trainmaster arrived with the new year, being born on the morning of January 1. Many happy returns, Ed.

Miss Mary Hickey may now be called "auntie," for she is Aunt Mary to a little niece born on January 6. Mary's brother, who is the proud father of this fine baby girl, is connected with the American Railway Express Company.

*Have YOU ever asked your tradespeople whether they patronized the Milwaukee?*

fall while alighting from No. 8 at Tama, January 8th, fracturing one of his ribs. He is improving slowly.

Wilson Certain, one of the veteran employes, residing in Marion, has been seriously ill for several weeks with a bad case of blood poisoning, caused by an injury to a finger. He has been taken to St. Luke's hospital, Cedar Rapids, where his right arm was removed, and is getting along as well as could be expected.

We are favored with some items from Atkins this month, sent in by two "live wires."

Section Foreman John Hertig passed away and the funeral was held at his home at DeWitt, December 18. Mr. Hertig was fifty-one years of age. Surviving him are his wife, son and married daughter living at DeWitt. He had been in the service of the Milwaukee Road for twenty-six years and was highly respected by the officers and his co-employees.

The Magazine extends sympathy to the family in their bereavement.

It is said H. C. Strayer, cashier Cedar Rapids freight house, has become so interested in the play "Uncle Tom's Cabin" he has threatened to give up baseball and go on the stage. All wishing a critic's view on this play are requested to get in touch with him.

Mrs. Harlan Briggs, wife of Boiler maker Briggs, is reported critically ill.

Pipefitter Sherman Fontaine and his helper, LeRoy Reynolds, left Monday night for Green Bay, Wis. We learned they went there to hunt deer. (Possibly it was "d-e-a-r.")

J. L. Forster is acting as assistant foreman in Kenneth Hillerage's place, who is in Washington Boulevard hospital, at Chicago, receiving medical treatment. We all hope for Kent's speedy recovery.

E. C. Luense, carpenter at Atkins, who has been critically ill for the past two months, is improving. We all hope that he will be back to work soon.

A. A. Moon, machinist at Atkins, is reported critically ill in St. Luke's hospital at Cedar Rapids.

Miss Carrie Hess, clerk at Perry, was an over-Sunday visitor of Miss Margaret Zion, clerk at store department, at Atkins.

George Struck, chief caller, has again resumed

Miss Flora Yorgey, road and material clerk, is also the "proud aunt" of a little niece born during the first week in January. Aunt Flo has not met her yet, though, as this little "miss" resides in Rochester, Minn.

Engineer W. B. Chamberlain will leave soon on an extended trip through the west. He expects to visit at Moberidge, Tacoma, Portland, San Diego, Los Angeles, Salt Lake City and Omaha.

Train Baggage man Herman Stans and wife are also planning on a trip through the west. They expect to go to Kansas City, Los Angeles, San Francisco, Salt Lake City, Denver and Omaha.

Trainmaster Bannon and Examiner Hurst of the C. & N. W. Railway were quite busy on January 11 and 12 examining all the boys on the C. & N. W. rules.

Chief Clerk Erickson and family spent the Christmas holidays at LaCrosse visiting his folks, and spent the New Year holidays at Savanna with his wife's folks.

Brakeman Chester Holden spent Christmas at Wilson, Ill., down on the farm, with friends.

Miss Lillian Brandner, stenographer, spent the Christmas holidays at Minocqua, Wis., with her sister.

Mrs. F. L. Tucker, timekeeper in this office, was on the sick list for a few days, but is again back at her desk feeling much better.

Our new mechanical coaling plant at Corliss was put in operation on January 7. The capacity of this plant is 200 tons. The coaling plant at Rondout has been discontinued with the exception of coaling the switch engines at that point.

The C. & M. Division is all dolled up with twenty-five new L-2 engines, Nos. 8200 to 8224, inclusive.

Miss Flo Yorgey has joined the rest of the "Smart Set"; she now wears woolen hostery and oxfords. Some class, Flo!

One of our fair ones has often remarked that she "likes them dark—the darker the better." I am inclined to believe her now, for the other evening she ran right into the arms of a very black one in the main waiting room of the Union Depot. Of course, it was a mistake.

Miss Eleanor Bennett, clerk in the superintendent's office, is being kept quite busy these days—killing the cockroaches around her desk.

The water tank at Morton Grove has now been

shut down. Conductors Kress, Carr and Corbett report that the suburbanites are very much pleased over this, as they claim they are now able to get home five minutes earlier. Gee, what five minutes mean to some people!

We handled the N. S. R. A. special over the C. & M. Division on time, which is the usual C. & M. Division service.

Freight Brakeman Charles E. Thompson has been off sick for a couple of weeks. We are all glad to see him back on the job. Caboose 0663 got its annual cleaning on his return.

At present writing, Assistant Chief Clerk Knoebel's two children are very ill with bronchial pneumonia. We all hope for their speedy recovery.

Trainmaster Ryan, Assistant Trainmaster Breckenridge and Yardmaster Cull of the Milwaukee Terminals recently took a little trip out on the C. & M. Division with their "auto." It was a good beginning but a poor ending, however, for they ran into a street car on their way.

#### S. O. S. Tide Flats, Tacoma, Wash.

R. R.

"Give Dorsey the ball, he will always gain yardage."

That's the slogan of the C. P. S. Bunch. There is no question but that the C. P. S. star right half back played far better than any player on the two elevens during the game with Camp Lewis' Bunch. Time and time again he got through for from five to fifteen yards. He grabbed a forward pass in the first canto that sure looked like a touchdown. In the last four minutes of play C. P. S. started with the ball from their own 40-yard line. Line plunges by Dorsey and his ability to forward pass brought the ball to the 6-yard line—the whistle saved the Army's meat.

Here's to Dorsey for a successful season next year.

Everyone here enjoyed the holidays and returned happy and contented to work on January 3.

On January 3 we got a new clerk, Miss Vernie Muter; we hope she feels "at home" with us here. We want her to stay.

LOST? Jene and Eddie left us for the University of Washington. We know they'll do well and succeed in their chosen lines. All the same we are missing them.

A. C. Bienert is suffering from an old infection of the eye. He is getting along fairly, and we all hope to see him well soon.

Miss Nickleson, our stenographer in the time department, was hurt in an auto accident, which caused her absence from the office for some time.

The vacation ledger balanced up here the first of the year. Everyone back from the east and south. All happy and actually talking about another one.

"Attention Chuck" of Minneapolis, Minn. We differ on your opinion of "Good Looking" people. Will venture to say anyone of those in "sald picture" would take more than a beauty prize at a beauty show. It isn't looks so much as personality with some judges.

Our war heroes will soon get said state bonus which will be greatly appreciated. Although it was a long time coming, it beat the national bonus at that.

Miss Betty Hagen returned from Yakima, reporting spent the New Year's holidays there, having a good time. Some place, or is it an "attraction" as all vacations as well as holidays Betty spends there.

Rumor has it J. J. Dorsey is the next in line to be among the diamond givers; of course, I can't say this is officially true. But I do know "the Miss is a lovely girl."

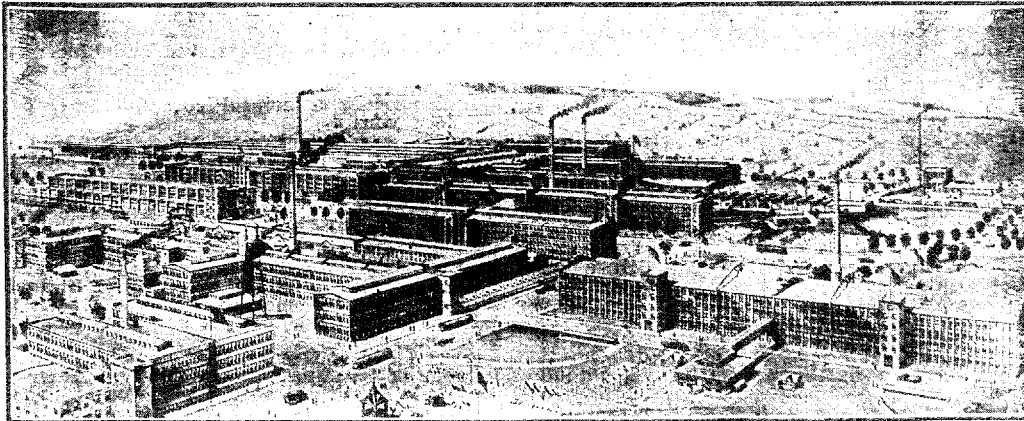
New diamond around the—oh, I mean in Al Pentecost's office. Oh, Santa brought it from P. R. H. to M. S. So now Mary is some happy girl.

H. J. Morse, our Renton man, is with us here at Tacoma, replacing Edwin Johnson. Welcome to our bunch. Hope you're here to stay with us.

Louis Ray tells us he has an "auto" with four wheels and "everything." I guess it is a "Fearce Arrow," commonly known as Ford.

Rose returned to work from sick leave in time to get a pay check and went home happy with the prospects of a new suit. Next morning—sad face. Lost her check. Awfully worried, and then about

### Bird's-Eye View of the Endicott-Johnson Plant



Endicott-Johnson employs 13,000 people. The output of the five large factories is over 81,000 pairs of shoes daily. We buy the raw hides in the markets of the world and tan our own leather. The daily output of the six large tanneries is 15,100 sides of leather. Total floor space of the entire plant is 60 acres. 3,951,000 yards or 2245 miles of thread used every day. 10½ tons of tacks and nails used daily in the making of shoes. 12,000 good, wholesome meals are served daily to our workers at a cost of 20c per meal.

## ENDICOTT-JOHNSON

Shoes for Workers and their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

half an hour, phone rings, check found. Where? Oh, in Milton's machine. Everything all right now.

Billy Smith with his old faithful Ford, is still making the "record run" from Puyallup.

Great excitement on the phone after the clerks dance. Now, Leo of the signal department, you must dance with Mary at all dancing parties after this and then they'll be no congestion on the Co. Lines.

Puzzle: Why are all the boys so sad faced lately and what kind is their favorite chewing gum?

Answer: No smoking on these premises.

News is awfully scarce here; everyone was so busy over the holidays, and being homesick I missed all the scandal and news. Hope to do better next time.

M. Conley, clerk of the machine shop, reports having a good time during the Christmas and New Year's holidays in Seattle.

Doesn't it seem strange not to hear that familiar "Is everybody happy?"

Mr. Pentecost has gone east to attend a standardization meeting.

G. McDonald, representative of the Gen. Electric Co., left us for Deer Lodge on January 3.

We had some of our old friends with us for a visit lately. P. T. O'Neil, D. M. M., of Spokane; G. E. Cessford, D. M. M., of Bellingham, were the recent visitors at the shops. We are always glad to see our old friends; come again.

R. A. James, traveling boiler inspector, was at the shops during the past week.

Glen: What was the reason your chair was vacant on January 3?

Clark Eppled is proud of his Ford coupe, and we noticed Chief Clerk Snyder is the speed passenger.

Otto Schuetze, blacksmith foreman, has returned from his much needed rest.

Dad Marvin and Joe Smith are still on the job, even though their names do not appear as frequently as before.

Chief Engineer E. Meshishnek has again returned to work looking much better after a brief illness.

Things seem rather quiet around the shop nowadays. Here's hoping all the boys will soon be back to work again.

#### Signal Department Bubbles—Lines East

##### Suds

The inspectors passed around a box of cigars recently. While we all know the inspectors are a bunch of good fellows, there was a reason for the cigars. They received a flock of checks as back pay.

John Ellefson has been appointed relay repairman, assistant to John Bishop. John Ellefson was formerly maintainer at Rio, Wis.

Margaret now has a large pair of glasses. She doesn't use them very often at work, but she can see characters more plainly at the movie show.

H. B. Cranford was in to see us recently. H. B. doesn't forget the boys on the third (3rd) floor when he is in the city.

So F. A. Showalter went through Milwaukee without looking us up. You fellows on the west end, don't be afraid to drop in and say hello. The most of us are regular guys. It seems to me, I sent this same F. A. Showalter a bunch of prints once, and never got any acknowledgement of same. Just remember, room No. 1, second floor.

Ruth Stollenberg and mother of Savanna, Ill., were callers the past month. Ruth has a new sedan and promised to take any signal department visitors to Savanna, around, and show them the sights. Come again, Ruth.

J. C. Mill made quite a trip to his fruit farm at Florida. As Mr. Mill just got back this morning, haven't had a chance to learn much about the trip, especially how the fishing was. He did bring back some grape fruit grown on his trees.

F. D. Morehart's little daughter, Emma Rae, has been very sick with pneumonia, but to date seems to be improving. It is hoped that she will have completely recovered in the near future.

They bought an alarm clock lately. Ask him how it goes off.

Maintainers, for a time at least, are forced to take two days off a month. Joe Munkhoff came up recently, on one of his days off, and said hello to the boys.

Elmer is planning an ice fishing trip for the boys, so look out for some ice fishing records going by the boards.

The bowling scores to date are as follows:

	Won	Lost	Avg.
Cashiers .....	32	16	807
Accountants .....	31	17	794
Signals .....	31	17	782
Telegraphers .....	30	18	796
Special Agents .....	21	27	745
Chestnut Streets .....	18	30	731
Rates .....	16	32	730
Terminals .....	15	33	723

Individual averages. First ten—C. Schwab, 185; E. Johnson, 182; F. Coerper, 182; A. Hoerl, 171; E. Brock, 170; F. Draeger, 169; E. Hoerl, 165; G. Hiltel, 165; E. Muckerheide, 164; E. Moran, 164.

#### Illinois Division

##### Mabel Johnson

Glen got his name in the Magazine and this is what he wrote:

#### MORE NEWS

Mabel, you're some correspondent.

And for you, I'm terribly strong.

At last I've my name in the "paper"

And I've tried, Oh, ever so long,

To get it there, but never successful.

And try as I did, I would fail,

For I've cut up many a "caper"

But they almost got me in jail.

But now, as I'd give up trying,

Despondent, disheartened, and blue,

I, at last find my name in your "column"

And Mabel, I sure am for you.

G. H. R.

I really wanted to answer before, but here it is. It pays to advertise, and "More News" is my slogan.

#### COME-BACK

for

#### MORE NEWS

Glen, I just don't altogether "get you."

But for "More News"—I always am glad.

And, if for a "slam" you write me—

Will say, for that, I am sad.

I sure will give you "notoriety."

For I too, I'm strong for you—

And hoping it's mutual between us,

Count on me—I say—continue.

So please don't be disheartened and blue,

For "More News" is in store, that's true,

Your ability in verse, I consider terse—

And needing a helpful correspondent, I sure need you!

M. T. J.

Conductor C. E. Abel and wife will soon leave for California to spend the winter. He promises to send us a bunch of roses when he gets there.

Engineer C. A. Johnson and wife also are enjoying the winter months in California. They will visit Mrs. Johnson's mother at Morgan Hill, Cal., as well as sightseeing through the west.

Conductor F. J. Garvey and wife of Elgin have received their transportation and will soon leave for the Southland to spend a few months in Florida.

Special Officer George Layton and Agent A. J. Reinehr of Savanna were in Chicago, where they attended the funeral of William Gleason, who for 34 years was the faithful station agent at Savanna. The burial services were private and simple in form, being held in the chapel of Graceland cemetery. Mr. Gleason was 87 years of age. His death was very sudden, having retired at night feeling as usual, and passed away in sleep. He had many friends in Savanna and was very well known among railroad employes.

Mrs. John Westfall, wife of Machinist Helper John Westfall at Savanna roundhouse, fell and broke her arm several weeks ago, and is not improving as fast as her family and friends would like to have her. We hope she will soon completely recover.

Machinist Lewis Rabun and wife of Savanna are to be congratulated on the arrival of a son to their home December 22. Little Thomas William has the best wishes of the office force. Mrs. Rabun formerly was clerk in the superintendent's office.

Miss Mabel Fennie, daughter of Conductor H. H. Fennie of Savanna, returned to Oxford, Ohio, to resume her studies after spending the holidays at home. Ever Fennie, son of Conductor Fennie, returned to Champaign, where he is attending school.

Brakeman E. C. Allen, who was in Savanna spending the holidays with his family and relatives, returned to Denver where he has been for some time in the interest of his health.

Mrs. R. M. Dugan, wife of Conductor Dugan, enjoyed a trip to Portland and Seattle recently.

Mrs. E. K. Stedman and daughter, Kathryn, of Spokane, Wash., were guests of Savanna friends recently. We are sorry that our magazine friend did not accompany them. You all know who I mean.

Frank Losey, who for sometime was agent at Spaulding, is again on third trick as operator at Savanna. Welcome on the doormat for him, too.

Pretty nice to be popular with the newsies—mighty serious when they deliver the goods right at the office. All jokes aside, Johannsen's candy right fresh from the factory was fine. Clara and Della will invest more in those chocolates.

One would think after the Christmas rush that mail wouldn't be so heavy. But still continues the same as before between the superintendent and general superintendent's office. An office boy has been suggested, but there is rushing business and no pay. Mae-be though.

Who would ever think that anyone so level-headed as Clara would make out an expense bill of 2 1/2 per cent of waste at 12c a gallon.

With all the Beaver board in the superintendent's office, halls, doors, chairs, typewriter desks, etc., you are running chances of your life going around the corners, and we sometimes think that:

Life is strife for every man  
For every Son of Thunder  
Be a lion—not a lamb,  
And don't get trampled under.

Passenger Brakeman Peter Mersch has been relieved on Nos. 25 and 26 on account of sickness.

It has been reported that 1,000 cars of Colorado sheep are expected at Kirkland some time during the month of January. If business has been somewhat slack on the Illinois Division, guess it will not be at Kirkland, when the "sheep come in."

Conductor W. J. Brown, who has been doing the extra passenger work out of Savanna for some time, will no longer be a "man of leisure," for he is again on the way freight and no leisure job there.

Congratulations are extended to Special Officer George Layton on account of his recent marriage to Miss Lydia Vomhoff of Savanna. Mr. and Mrs. Layton have the best wishes of many Illinois Division friends.

Believe Cupid has been busy on the Illinois Division. We also understand that Conductor H. A. Wilson was recently married. Congratulations are extended.

**Makes Friends for the Railroad**

General Passenger Agent Haynes passes the following letter to the Magazine, as a deserving compliment to a courteous agent:

"Renville, Minn., December 28, 1920.

"General Passenger Agent,

"C. M. & St. P. Ry.

"Dear Sir:

"Your agent here, Mr. Purdy (to whom, by the way, I am an utter stranger), gave me such efficient and courteous service the other day, that I am moved to comment on it and to report the thing to you, as something almost unique in my experience with small-town agents. You have, in him, a mighty fine, efficient man, who is making friends for your road.

"I dropped into Renville recently for a visit with relatives, and upon inquiry I find that I am only one of many who have kind words to say for this man.

"Very truly yours,  
"(Signed) A. M. MEVIG,  
"Superintendent of Schools,  
"Lamberton, Minn."

**WE NEED THE TRAFFIC—USE THE CARDS!**



**Send No Money**

Snap this bargain up right now before it is too late. Only limited quantity. Amazing underwear bargain. Greatest offer ever made. **Two Guaranteed \$4 Each, Wool Unionsuits, \$5.75.**

**Save big money on your underwear.** Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only \$5.75 on arrival, no more; we pay delivery charges.

**We Guarantee to refund your money** if you can match these 2 wonderful wool unionsuits for \$8.00. Order this amazing bargain this minute before it is too late. Just give name, address and breast measure.

**BERNARD-HEWITT & COMPANY**  
Dept. U872 900 W. Van Buren, Chicago

**AFTER 40?**

A pleasingly written booklet for those near or past middle life. It concerns a simple, drugless treatment that cannot interfere with daily work or doctor's care. It has delighted thousands, is prescribed by hundreds of physicians and indorsed by intelligent laymen all over the world. Not a book about infectious diseases, but wholesome truth. Just say: Send me, free of all charge,

**"PROSTATOLOGY"**

If depressed in spirit; if backache, retention or tender feet annoy you; if nerves are gone, if bladder weakness and disturbed slumber undermine your health, you will bless this book. Do it before you forget where you saw this notice.

**THE ELECTRO THERMAL CO.**  
67-A Kirk Bldg., Steubenville, O.

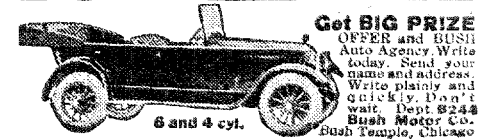
**PILES Don't Be Cut UNTIL YOU TRY THIS Wonderful Treatment.**

My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

If you have piles in any form write for a FREE sample of PAGE'S PILE TABLETS and you will bless the day that you read this. Write today.

**E. R. PAGE, 307 Page Bldg., Marshall, Mich.**

**BUSH Car FREE**



**Get BIG PRIZE OFFER and BUSH Auto Agency Write today. Send your name and address. Write plainly and quickly. Don't wait. Dept 8244 Bush Motor Co. Bush Temple, Chicago**

**TYPEWRITERS**

Guaranteed standard makes, fully inspected, strongly rebuilt, \$5.00 down, 6 months to pay balance. Send us your address and we will mail you at once details of the

**Most Startling Offer**

in typewriter values. Don't miss this genuine opportunity to secure your machine at a price you'll gladly pay. **\$5.00 DOWN**

International Typewriter Exchange  
Dept. M.E. 177 North State Street, Chicago

**Motoring on the Milwaukee  
Up and Down Hill on the Rocky Mountain**  
*Nora B. Decca*

Have you bought any oil stock yet? Oh, yes, you have too—everyone has; but, have you bought any of Fireman Phil Fauver? There is a clever little booklet telling us all about it, being passed around by the brothers and it says therein that M. E. Beyer is president; Engineer H. H. Hamilton, vice-president; L. J. Nicholas, secretary; P. A. Fauver, general manager, and Assistant Superintendent Hamilton, of the Missoula Division, a director. There are pretty pictures and lots of maps inside, and understand there is every prospect of real oil coming out of the wells, too. Best of luck to the newest oil company, and may they make a fortune.

E. E. Waterstratt, who has held the position of roundhouse foreman, master mechanic, coal-dock foreman, yard checker, and every other thing with any title or salary connected with it, at Bozeman, for the G. V. for the past three years, has been promoted and is westward bound for Malden, Wash. He was relieved by S. E. Miller of Moberidge, and here's hoping he will not try to get an engine out of the roundhouse without opening the doors.

Agent Kerby from Lombard went to Chicago, bag and baggage, last of December and while there was elected general chairman of the Order of Railroad Telegraphers, Division 23, which leaves us short an agent at Lombard, probably. We are glad to learn of his good luck, however. Mr. Pittman is taking his place at Lombard.

Another Jaw Boner gone wrong. Engineer Everett is now rushing madly over the division on the head end of the limited trains. Whoever would have thought we would come to this? Engineer Asher has gone to California for a winter with his folks, at Oakland.

Mrs. B. L. Wiltrout left the middle of January for Los Angeles, where she expects to spend the winter. Assistant Superintendent Wiltrout spends most of his time lately on work trains and pig specials, so he may soon follow her, if he has to work like this all the time.

Fireman Frank Varlett Long, on the Piedmont helper is on passenger now, as is also Pat Oregon, who won't let the train get out until he finds his lunch box. Sometime she is going to forget it and there will be an awful delay to a through train.

Engineer Brautnall is on the Northern Montana, having been cut off the board on the main line. Firemen Shauger, Lowerty, Chollar, Bennett, Himes, McGrath, Sauer and a number of others are up there also, while business on the main line is so dull.

Mrs. Fannie Miles at Piedmont, second trick operator, was off for a few weeks around Christmas, relieved by Operator Thornton, who has since been made cashier at Harlowton, where Operator Rowell of DJ office at Deer Lodge was made car clerk after the job was pulled off at D. J.

We were honored by a short visit the first of January from Agent W. N. Ross of Miles City. He handed out a few clever and original cards.

The small child of Fireman Frank Hamilton has been very sick, but is much improved again.

Brakeman Jenkins has had a sick child at his house also, who, we understand, is better.

The third trick at Martinsdale has been closed, but did not learn where Mr. Axtell has gone.

Conductor Saint has returned from an extended trip east, where he visited, among other places, friends in New York City.

Engineer Robinson and family are in Florida for a few months. This is a fine time to go there, so far as work is concerned, but as for the climate, there isn't anything to leave home for, this winter.

Fireman Sam Haffner is now on the Piedmont helper, where a lot of the bumping started and forgot to stop. Fred Elmer was bumped off of passenger and also Pink Simms. Fireman Gosnell from Piedmont is now on the Butte switch engine.

Agent F. L. Thomas of Bozeman made a flying trip to Minneapolis recently, a witness in a cattle suit against the company. D. J. Haggerty also went along with him.

Miss Frances Flynn, operator at Bozeman, relieved by Miss Mary Scheck, to whom we are very thankful for notes received. Spent her Christmas holidays in Butte with home folks.

Engineer Charles Davies and wife of Piedmont are visiting the East. Think they went on the train account of the car being too fast for pleasure riding.

Conductor Dautremont is over on the Northern Montana on passenger and Cosgrove drew the passenger stub, on ten days between Harlowton and Lombard for accommodation of Northern Pacific passengers until the new time card changing No. 15's time went into effect. They were always ahead of time, everywhere, because they had such a good engine crew. Tommy said he wished those other trains would get out of his way and let somebody run that wanted to.

Operator Eddie Bleichner of Butte yard was called to Moberidge the first of the month by the serious illness of his brother, C. B. Bleichner, train dispatcher there. Understand he is greatly improved at this writing, however.

Fireman Gniot, who has been on the Northern Montana for some time, expects to move to Great Falls shortly. Fireman Eddie Snelzer, who is there also, has already moved from Three Forks, and Fireman Bennet expects soon to do likewise. If there are any more cut off, we are wondering what those brothers who were there ahead of the rush will be doing—who can they bump? Here's hoping there won't be much more of it, and that what there is won't last long.

Some folks dug holes in the side of the bluff west of Eustis and pounded them full of black powder and a lot of other things they used in the late war, and said that now the bluff will rise right up in the air and come down—in the river—and we will be done with rocks falling on the track every time one of those powerful electric locomotives shakes the state of Montana going by here. So they lighted a match to the fuse or whatever they light with a match when they blow things up, and the whole hill rose slowly and gracefully up into the balmy spring like air and fell right down onto the track, right of way and everything belonging to the Milwaukee railroad, so business has been good in one spot. A few passenger trains were detoured via the Northern Pacific and Mrs. Sterling and Mrs. Vantwigen



# Ford Auto

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "T"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

**SEND ANSWER TO-DAY**

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes. Bicycles, Cams, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do. Everybody wins. Someone gets this new 1921 Ford Auto free. Why not you? Address

**FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.**

and some of our other friends didn't see their husbands for a week, but it is all right again now—everything but Tom Koga, who tried to stop part of the Rocky Mountains and has his leg in a nice solid plaster cast for a while. I forgot to tell you last month he is the proud father of a small daughter, born in December, and we all offer congratulations.

In closing I wish to ask if anyone having a photograph of the late John W. Ross will kindly let me know of it. Mrs. Ross remembers of someone taking a Kodak picture of him, which was a good likeness, and she thinks perhaps this is a good way to learn of it. She will greatly appreciate finding it, if there is one left.

#### Wisconsin Valley Division *Lillian*

On December 30 the railway conductors gave a dance at the Eagles Hall in Wausau. It surely takes some of our conductors to trip the light fantastic. Everyone reports a good time.

Jean Langhorst arrived at the home of Mr. and Mrs. Lewis Wilcox on December 2. Congratulations are extended to the happy parents.

Miss Anna Larson did some shopping in Chicago recently. No doubt it will be "One Day in June" with Anna.

Mr. and Mrs. P. H. Nee and Miss Katherine Gorman spent Christmas at the Gorman home at White Lake.

Mrs. and Mrs. H. O. Wheelock spent Christmas at Mayville, Wis., with Mrs. Wheelock's parents.

Harold Reinhold, who is attending the "U," spent Christmas with his parents, Mr. and Mrs. E. J. Reinhold.

Mrs. Lillian Atkinson and Miss Ella Godard have just returned from a shopping trip to Chicago. I think the stores there must be pretty well cleaned up by the number of clothes they bought.

Frank Mathies, switchman, fell off a moving car on December 24 and was quite seriously injured. We are very glad to be able to report that he is up and around now and will soon be able to take up his duties.

Hulda Johnson, timekeeper in master mechanic's office at Madison, spent the holidays with friends and relatives at Tomahawk and Wausau.

Mark Jenny and family of Merrill spent a few days at Minocqua recently. We don't know how he did it, Merrill being such a well laid out town 'N Everything.

Elgin Fowler spend a great deal of time at Wisconsin Rapids. I think she ought to get a position in Wausau, it would save a lot of dead-heading.

We are sorry, Steve, that the hunting, trapping and fishing season is about over, and that for a pastime you were compelled to try and convince yourself that you were a good salesman. However, we wish you a lot of good luck selling your knives and razors.

Thomas Murphy went to Chicago to visit a very dear friend of his over the holidays. We understand he took a sparkler with him.

I think of all the hunters on the valley Bill Streeter has them all beat. For further particulars ask some of the men working at the shops at Tomahawk.

#### Iowa Division *Ruby Eckman*

The Iowa Division employees have all entered into the Saving Campaign with an interest and are glad to note that space in the Magazine is to be devoted to suggestions which are offered, as they can then be put into practice all over the System. The local officials are finding that they have many employees who are taking an interest in the work.

The Employees' Magazine is getting quite a record. Not long since they made the "Line" in the Chicago Tribune and in the December issue of "Everybody's" they made the "Prose and Worse" column.

Jack Jacobs and Hugh Jones, first and second shift ticket clerks at Perry depot, have been getting considerable newspaper space lately. In the page of the Perry Chief devoted to Milwaukee Railroad interests, mention was made of the boys beating the high cost of living by farming all the vacant lots in their neighborhoods and finishing the job by fattening a hog and taking care of it after it was butchered. The item was extensively copied by Iowa papers.

Switchman Paul Rhodes and wife are the parents of a daughter, born January 8. Paul is employed in Perry yard.

Iowa Division employees were grieved to learn of the death of Eugene Coapman, general manager of the Southern Railway. Mr. Coapman worked at Perry as a train dispatcher when J. M. Bunker was chief, L. B. Beardsley was assistant superintendent, and A. J. Earling, superintendent, back in 1883. That was long before some of the correspondents can remember, but there are many old-timers on the Iowa Division who knew him well.

Perry roundhouse and car department employees made up a purse of over forty dollars, January 11, to help a poverty-stricken family on their way to Nebraska. They had become stranded at Perry and were given their meals and the money to help them along. The man applied for work at the roundhouse and their plight became known in that way.

Peter Reel, for many years an employe of the Milwaukee in the track department and the father of Conductors Dan, Joe and Peter Reel and Car Inspector John Reel, has been critically ill for some time and the end is expected at any time.

Mrs. Howard McCurran was out from Dubuque in January to visit her husband, who is working as a machinist in Perry shops.

Fred Osborne, familiarly known as "Barney Oldfield," from the reputation he made in the old days by fast running, has decided that the Milwaukee at Perry is a pretty good place to work, so has returned from Austin, Minn., and has taken a switch engine job in Perry yard.

C. E. Anderson, clerk at the roundhouse, acted as best man at the wedding of Francis O'Malley and Bernice Antone in Des Moines, January 12. The bride is a daughter of Fred Antone, former machinist for the Milwaukee.

The engineers on the West Iowa Division have now been assigned to regular engines after having their engines in the pool for a number of years on account of the shortage of power.

Brakeman J. J. Coan, whose wife died a few weeks ago, took his children to Denver in Janu-

VAUGHAN

P.&amp;M.

HENGGI

YARDLEY

## RAIL ANTI-CREEPERS

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

**THE P. & M. CO.**  
**(ENGLAND) LTD.**  
**LONDON.**

RAILWAY EXCHANGE  
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**THE P. & M. CO.**  
**LIMITED**  
**MONTREAL**



# Try My Winter EGG MAKER For 30 Days

Send me no money. Just the coupon. My great Winter Egg Maker is called "Two-for-One." I want to send you some to try. Joe Brabec, Jr., of Mount Olive Ill., gave his hens "Two-for-One" and got 336 eggs last November from 12 hens. Mrs. T. T. Simons of Milltown, Ga., got 462 eggs from 19 hens in one month. Mrs. J. A. Doll of Corinth, Mass., in February got 709 eggs from 25 hens. Mrs. T. W. Wills of San Diego, Calif., writes that her 42 hens laid 1,260 eggs in one month. Mrs. R. Hagi of Buckeye, Ariz., got 93 eggs a day from 100 hens in February. Your hens can do as well if you give them "Two-for-One."



## I Guarantee It to Produce Winter Eggs for You at a Cost of 1c per Dozen or It Won't Cost You a Penny

If your hens are moulting they need help in getting over it quickly. If your hens are over the moult they need help because the process of moulting has weakened them. That is why they are droopy, lazy, listless.

My great Winter Egg Maker contains Iron Sulphate for the bone building and strengthening, Precipitated Calcium Phosphate for shell-forming material, Ginger for a general tonic, invigorator and to sharpen the appetite, and Aloes as a gentle yet effective laxative and intestinal antiseptic. These four ingredients are just what hens need now, just as weak soils need nitrogen or other ingredients.

## Send No Money

I want to send you my great Winter Egg Maker, "Two-for-One," to try 30 days. Don't send any money now. Just send me the coupon. I will mail you "Two-for-One" prepaid. Try it 10 days, 20 days, or thirty days. Watch for results. If you are not completely satisfied, "Two-for-One" won't cost you a cent. The publisher of this paper guarantees that I will refund your money at once upon your mere request if you are not more than pleased. Send me the coupon now, without money, and begin getting big egg yields at once, as so many thousands of users are doing. Don't put this off—write me now before you forget.

**H. E. GOODRICH, President**

**Kinsella Company, 238 Bonheur Bldg., Chicago, Ill.**

H. E. GOODRICH, President  
Kinsella Company, 238 Bonheur Bldg., Chicago, Ill.

Dear Mr. Goodrich: If my hens do not lay extra winter eggs at a cost of 1c per dozen as a result of "Two-for-One," you guarantee to refund my money on request. On this condition you may send me the following, as checked, on 30 days' trial.

- One package of "Two-for-One," for which I will pay the postman \$1.00 on arrival.
- Three packages of "Two-for-One," for which I will pay the postman \$2.25 on arrival.
- Ten packages of "Two-for-One," for which I will pay the postman \$5.00 on arrival.

NOTE: The remedies below will help you make more money with your poultry. Order now. All sent on our money-back guarantee. Send no money now.

- 1 large six bottle of Kinsella Houp Cure, for which I will pay postman \$2.00 on arrival.
- 1 four-ounce can of Kinsella Lice Paste, for which I will pay postman \$1.25 on arrival.
- 1 four-ounce jar of Kinsella Scaly Leg Remedy, for which I will pay the postman \$1 on arrival.

Name \_\_\_\_\_

P. O. \_\_\_\_\_

State \_\_\_\_\_ R. F. D. \_\_\_\_\_

ary to make their home with their grandmother.

Machinist John Eisle, who is laying off for the winter, has been spending some time with his son in Chicago.

Friends of Charles Seigel, who has charge of the steam ditcher which has been working on the Iowa Division and which has been stationed most of the time during the last two years at Atkins, were sorry to learn of the death of his 14-year-old daughter Mildred, which occurred in December. The little girl had been sick but a short time with spinal meningitis. Her father was summoned home to Milwaukee on one day and her death occurred on the next. The family have made their home in Milwaukee, as Mr. Seigel has been working at various places where the steam ditcher was needed.

Agent W. C. Bliss and wife of Persia were called to South Dakota the fore part of January on account of the death of Mrs. Bliss' mother. G. B. Madsen, relief agent at Yorkshire, handled the station during his absence and C. L. Kinner of the Perry office force went out and took charge of Yorkshire station.

Engineer and Mrs. Ira Hurless have gone to Florida, where they expect to spend the greater portion of the winter.

Mr. and Mrs. Arthur Horne are the parents of a fine nine-pound boy, born to them in December. Arthur is an engineer on the Iowa Division and was with the 13th Engineers in France.

Assistant Roundhouse Foreman Fred Dollarhide of the Perry force was down in Texas in December and January, hunting big game. Fred had such a delightful time that he can hardly be coaxed to go hunting in Iowa now.

Conductor Frank Dow reported for work the latter part of December, after having been off duty four months with an injured shoulder.

Operator and Mrs. O. P. Byrd welcomed a fine baby boy into their home at Neola the latter part of December.

Conductor F. L. Tice, who is assigned to the east end way-freight run, was quite badly hurt the fore part of December when he slipped from an engine.

Engineer Herbert Christensen and wife are the parents of a son, born to them in December.

The Order of Railway Conductors and the Ladies of the O. R. C. held a joint installation of officers on December 29. The affair was preceded by a fine dinner and was followed by a dance. The trainmaster and his wife and clerk were among the invited guests and can testify that the ladies are fine cooks—at least those who prepared the dinner are. As for dancing, of course some of the fellows have railroaded too late to dance the up-to-date dances, but the way they swung their feet when "Aunt Sue" Rathman called the square dances wasn't slow. Yardmaster A. M. Peterson and wife of Manilla were in attendance at the meeting.

Marlow Stotts, first trick yard clerk, was again elected secretary and treasurer of the Milwaukee bank at their meeting in December.

Assistant Foreman George Fenner and wife took a trip to Florida in December to look after some land interest.

Fireman Timothy Larimore surprised some of his friends the latter part of December by returning home from Lohrville with a wife.

Engineer and Mrs. Charles Swift are the parents of a daughter, born to them on December 26.

Mason Hildrith, of the store department force, is back at work after an enforced lay-off on account of mashing the bone in his foot. He is still walking with a cane, but manages to get around all right.

Harry Berthoff, an Iowa Division engineer who went to California the fore part of December for his wife's health, was taken ill with pneumonia shortly after his arrival there and passed away about Christmas time. Burial was made in San Francisco.

A nine-pound boy was born to Operator and Mrs. George Disburg at Manilla on December 6. The lad was a little late for a Christmas present, but was welcomed nevertheless.

### Des Moines Division "Frenchy"

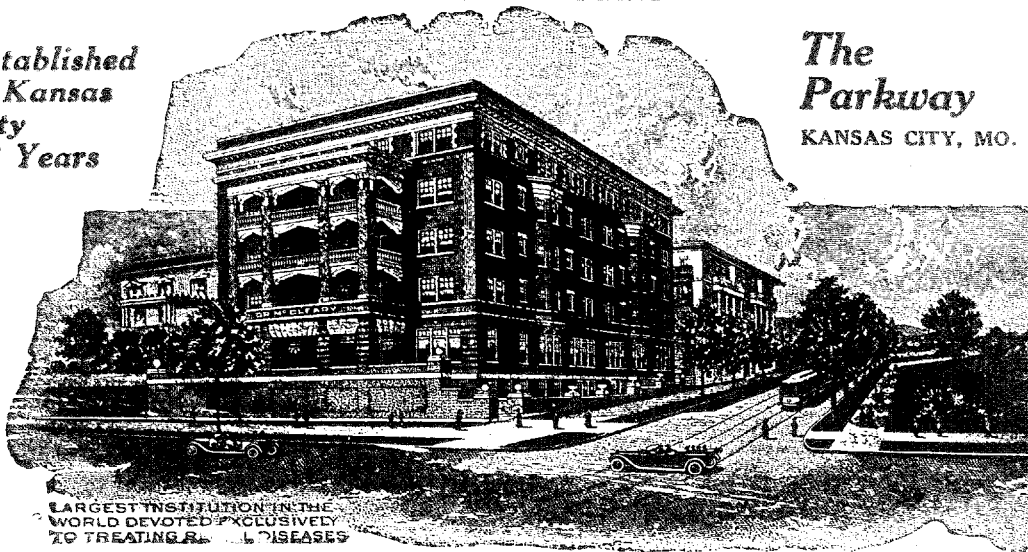
Mr. and Mrs. Clyde Kinney spent Christmas with Mrs. Kinney's people in Ablesman, Wisconsin. They were scarcely able to work for a few days after their return, which we attributed to

# Piles Cured Without Surgery

## IN ANY FORM

Established  
in Kansas  
City  
23 Years

The  
Parkway  
KANSAS CITY, MO.



LARGEST INSTITUTION IN THE  
WORLD DEVOTED EXCLUSIVELY  
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cauterly, no "red-hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

### I CURE EVERY CASE OF PILES I TREAT BY MILD SERUM-LIKE TREATMENT OR YOU NEED NOT PAY ME ONE CENT

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

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

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

#### THE KANSAS CITY CHAMBER OF COMMERCE SAYS:

"Dr. McCleary is considered very highly in the medical profession in this vicinity. He has a large establishment on Tenth Street and Paseo.

"We do not hesitate to recommend Dr. McCleary, as everything goes to prove that anyone will undoubtedly receive splendid treatment in his hands.

"We shall be glad to hear from anyone at any time if additional information is wanted."

(Signed) J. H. RAYBURN,  
Industrial Commissioner.

#### THESE BANKS ENDORSE:

The undersigned heartily endorse the above statement by the Chamber of Commerce and commend Dr. McCleary for his high professional standing and ability as a specialist in rectal troubles.

Commonwealth National Bank, National Bank of Commerce, Gate City National Bank, Central Exchange Bank, Columbia National Bank, Home Trust Co., Merchants' Bank.

(All of Kansas City, Mo.)

I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Seven-Day Trial Offer and Book on Rectal Diseases free.

**DR. A. S. McCLEARY** 651 THE PARKWAY Tenth and Paseo **KANSAS CITY, MO.**

the many good things they had to eat while visiting at the old home.

Miss Vyra Stowell has been appointed to the position of stenographer for the passenger department, succeeding Miss Neva Prince, resigned.

Brakeman Earl Hartshorn sprung a surprise on his many friends on the division by getting married January 6 to Miss Iva Malloy of Rockwell City. We extend congratulations.

We are glad to announce that Train Baggage-man Harry Berman has recovered from a recent operation and expects to be on duty very soon. His position was filled by Brakeman W. G. Ferguson.

Ed DeLacerda, formerly operator in the chief dispatcher's office, is filling the position of agent at Campbell.

Conductor Orin L. Appleby, who was absent about two months and a half on account of illness, has recovered and is now on duty.

Judging from the style of clothes Mike Hollette has been wearing lately, we are wondering whether he is seeking a position with a clothing firm or with Ringling Brothers' Circus.

The folks at Rockwell City are greatly concerned for fear they will lose "Bones" Owens. He has become such an adept in fixing adding machines that they fear the Burroughs or Dalton people will find it out and make him a much better offer than the C., M. & St. P.

We are glad to announce that Mrs. Finnicum, wife of Conductor W. L. Finnicum, is recovering nicely from an operation performed some time ago.

Mrs. Edson, wife of R. P. Edson, spent several weeks recently visiting her daughters, Mrs. McClary and Mrs. Williamson in Shelby, Montana. R. P. says he did not enjoy "batching" it during her absence.

Mrs. Price, wife of Conductor Frank Price, who has been seriously ill for some time, is improving wonderfully and all Frank's friends on the division are rejoicing with him over the good news.

## GET YOURSELF ON RECORD— USE THE CARDS!

### News Items from the Northern Division Hazel E. Whitty

On Sunday, December 19, while extra east bound No. 8008, in charge of Conductor Taylor was pulling into Hartford, the truck frame on one of the cars broke, derailing the car and breaking down a telegraph pole and also one of the city electric light poles, putting the movie show out of commission for the afternoon. With the assistance of Conductor Burke of Mayville, the car was re-railed and placed in the west end of the Hartford depot track. On the following day, the wrecker came and placed a new truck under the car and pulled it into Milwaukee.

It is our duty to record the acts of bravery our fellow employees perform. One day while No. 33 was backed in on siding to allow No. 10 to pass, Fireman Jas. Whitty noticed a gentleman skating on the mill pond. All at once the ice gave way and the gentleman sank to the bottom. Presence of mind enabled Jim to cut the bell rope and throw same to the man, who grasped it at once. With the assistance of a by-stander, Jim drew the man out and placing him in the engine cab, took him to the passenger depot.

Chas. Voss, brother of Emil Voss, pumper at Horicon, passed away recently after a long illness. The north end way-freight crew were marooned

in the prison yards recently. All the gates were closed on them, but it was necessary to take the prisoners to dinner so all the other members of the crew escaped except Harry McAvoy, who would not desert his engine. Harry never will get over the fine dinner that he got and we understand that he put in an application for steady board.

Rumor has it that John Lasley was recently married, but we know that that this could never have been accomplished without the aid of the matrimonial bureau.

Dennis Slattery is taking a vacation. Chas. Pupal is taking his place as section foreman in the Horicon Yards.

Mike Trummers, agent Iron Ridge, took a smoke of feather the other day. He says it was not very good smoking, but, he says, "What can you expect of Rockford and his crew?"

Lewie Smith, old timer on the No. Lake Line, woke up in the morning and found that one of his limbs was out of commission, as he had a bad boil on the knee. He tried to walk but could not do it and rushed his boy post-haste to town after a pair of crutches. There was none to be had so he had to let the train go without him.

Jed Taylor is still in the "dog" business. The last litter had five males in it and Jed says everything looks rosy for him now.

Guy Alexander had to give up the 0526 after having it for two years. Guy hopes things will pick up so that he can get back home again.

Economy and efficiency meetings were held at the roadmaster's office, Horicon, for the section foremen on the 11th and 13th of the month, respectively.

The most absent minded fellow on record is the man who thought he left his watch at home, and then took it out of his pocket to see if he had time to go back and get it.

It is rumored that our Fond du Lac is getting to be a very live town. Recently a man discovered that his wife was attending the theatre with another man. He rushed onto the stage and announced that if the lady that was there with another man other than her husband did not get up immediately and go, there would be some shooting going on. It is reported that eighteen women walked out.

Old lady to little boy: "How many quarts of milk do you get a day, little boy?" "Oh, about eight quarts." "How many quarts do you sell a day?" "Oh, about twelve."

There will be a write-up elsewhere in this issue of the magazine, written by Mr. F. S. Pooler, tie agent, on the subject of "Wood Preservation as Applied to Cross-ties." Mr. Pooler tells of the benefits derived by this treating process and incidentally touches upon the subject of the new tie-treating plant at Granville, Wis., which will be the first plant of its kind in the state.

### Twin City Terminal Division "Molly O"

Some "Heap Big Injun" Elec. Motor 1030, largest electrical engine in the world, stood in passenger station for three days and attracted crowds of interested sightseers. It is estimated that seven thousand people passed through this engine daily while it remained here. The engine is about 70 feet long, weighs 270 tons and cost in the neighborhood of \$225,000. It is intended for use in Deer Lodge district pulling passenger trains.

Miss Jean Smith leaves soon for California. We all hope that the "most glorious" climate will soon restore her health.

## R.R. Man's Knife \$1<sup>00</sup>

**INTRODUCTION OFFER.** Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle, will be mailed you for \$1.00 and this adv. For only 20c extra your name and address will be shown on knife.



Size 3 3/4 inches long.

give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than \$1,000 yearly, let us show you how to make more.

## EASY MONEY

\$75.00 to \$200.00 Monthly. All or spare time. Railroad employees, your spare time can be turned into dollars with a little effort. WE WANT A SALES AGENT IN EVERY LOCALITY TO

introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on the other side. Blades finest steel; handles handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every railroad employe will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than \$1,000 yearly, let us show you how to make more.

**NOVELTY CUTLERY COMPANY**  
331 Bar Street, Canton, Ohio

The employees of the telephone department wish to express their thanks to their many friends who remembered them so generously at Christmas time.

Little daughter of George Pasco had the misfortune to slip on icy pavement, dislocating her hip.

It is a real car this time—that new auto of Mr. Daniels.

We hear that Miss Lokken made trip home Christmas in a coupe just big enough for two.

Mr. Luce of city ticket office is studying time cards, figuring on trip to Grand Forks.

G. W. McMillan and family spent the Christmas holidays with Mr. McMillan's father and mother in Wisconsin.

Henry McCauley spent New Year's with his parents (and best girl) in Decorah, Iowa.

Frank Blyer went to Mankato for Christmas holidays.

B. Marshall says he never does anything to get his name into print. One of those "born to blush unseen" type.

Billy Golden spent Christmas away from city seeing "the girl."

R. F. Alterton, district adjuster, has just returned from a three weeks' trip to California.

Mr. Daugherty says he hopes 1921 does not give him quite so hard a bout as 1920 did.

The members of the claim department attended meeting in Chicago few days past week.

Emanuel Arlen, assistant signal supervisor, has taken leave of absence account ill health. E. D. Barton appointed in his place.

Mr. J. V. Delaney, special claim attorney of Chicago, was in Minneapolis last week, calling on old associates in the station.

We want to ask Charlie Fulnecky of engineering department about that Christmas poetry.

Bowling honors were taken by the accountants of the passenger station, when a fast contest was staged on the Court Alleys between picked bowlers from the superintendents' offices and the accounting offices. The "Soups" were represented by "Chief" Quirk, "Cusser" Hancer and Bill Kane. The "No-accounts" team consisted of "Hook" Ritter, Ted Tadson and "Pep" Brackett. The match was for the best four out of five games. The "Soups" left after the fourth game had been totaled for the following reasons:

THE SOUPS			
Hancer	148	144	135
Quirk	167	138	186
Kane	167	145	121
NO-ACCOUNTS			
Ritter	171	187	168
Tadson	165	173	144
Brackett	175	168	183

Traveling Accountant J. H. Lathrop and wife were callers at Twin City terminal accountant's office, on their way to Seattle.

Time Inspector Rutberbach has been checking up time at Minneapolis during the past week. Reports conditions A No. 1.

The T. C. T. accountant's office feels highly elated since receiving Mr. Sawyer's recent letter giving that division the honor of being the only one in the district without a payroll correction. We are knocking on wood.

Earl Covey, former timekeeper, is assisting Miss Georgia Perry in preparing back rolls. Earl says

he learned a lot of new words while acting as yard clerk at South Minneapolis.

The trainmen's dance was reported a very successful affair regardless of the fact that Misses Meyers, McNamara and Perry failed to attend.

T. J. Walsh, assistant auditor expenditures, Chicago, was a recent visitor. We are always glad to welcome visitors from the Chicago general office, as it makes the work seem more doing for a happy family.

**Boisterous Doings at St. Paul "Birdie"**

Happy New Year, everybody. "Better late than never" is the old saying and as the correspondent did not get the notes in on time we will have to apply this old rule.

Leap year being a thing of the past the following articles at Lower Yard have been packed in moth balls and stored away until other times: i. e. Sullivan, Ryan, Dugan, Ellis, Walsh and Lacher. Don't grieve, fellows, real antiques command high prices.

Speaking of birds, we now have three working with us, two Sparrows as fruit inspectors and the local office Birdie, specie unknown.

Yard Clerk Sheehan says that his father has used the hammer on the Merry Christmas and Happy New Year records and now spends his spare time playing "Erin I Love You."

Yes, Santa was kind to us all. B. McDonald fared the best, he having received the most gifts, including one silent working night latch key, (for use after the little game is over), one Morocco Hymnal and a bottle of jet black hair dye. We say he "done" well.

Ed Hanson and our rising detective, T. P. Sheehan, have decided to enter the first available typists' contest.

C. H. Cutts has purchased a new necktie, suppose he and Millie are going stopping. C. H. C. is somewhat handicapped, as Millie prefers someone with a chummy roadster.

It is no longer General Yardmaster Roers and Assistant Yard Master Ed McDonald, but now is the Honorable R. Horatio Roers and E. Damian McDonald, associate judges, 8th Judicial District, Hastings, Minn.


Does Agnes still go to Rosemont for the Saturday evening dances? Maybe Ag cannot get the "camel walk" and the "toddle" so has to hit the small town stuff.

Now that the women's barber shop is closed, we wonder what W. L. Walsh and Herb Ellis are doing for excitement.

Bocker Bay and his "left half" spent several weeks out on the west coast. This is the first time that Bocker ever rode on a real passenger train, as he puts it.—"have made many trips to and from the coast, over other lines, but from now on the St. Paul Road for mine."

At last we have found the man who did decide the ever burning question: "Can two live cheaper than one?" Det. H. Kanar's book on the subject will be off the press March 1. Bachelors and Bachelorettes, lower yards and local office, sit up and take notice, this book may be the means of our salvation.

George Larson is the new face in the commercial office; he is now holding the position vacated by Clem Haupers.



**Wrist Watches**  
See Catalog for all the latest styles. Big bargains on credit terms as low as **\$2.50** a Month

# DIAMONDS WATCHES ON CREDIT

**SEND FOR FREE LOFTIS JEWELRY CATALOG**

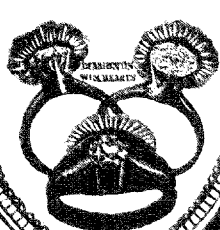
There are 123 illustrated pages of Diamonds, Watches, Jewelry, etc. Whatever you select will be sent, all charges paid. You see and examine the article right in your own hands. If satisfied pay one-fifth purchase price and keep it; balance in 8 equal monthly payments.

**The Best Gift of All—A Diamond Ring**  
Beautiful rings, any style 14-K gold mounting. Special values at \$50, \$60, \$85, \$125 up. Easy terms.

**Watches** 25-year guaranteed watches on credit terms as low as \$2.50 a month.

\* LIBERTY BONDS ACCEPTED

For elegance and artistic beauty, our Diamond Rings are unsurpassed



**LOFTIS BROS. & CO., The National Credit Jewelers**

Stores in Leading Cities. Dept. K-502, 108 N. STATE ST., CHICAGO, ILLINOIS

# The Safety Car an Economic Factor In Our Transportation Life

During the past few years the electric railways of the country have been confronted with rapidly increasing cost of operation, while their gross income has remained practically unchanged. A vast amount of study and attention has been given by the engineering and financial interests to assist the railways in the continuance of business under the existing unfavorable conditions.

The most encouraging results achieved by these studies have been the development and the many successful installations of the one man light weight safety car. Examples of what may be accomplished by this radical departure from the ordinary method of street railway transportation, may be found in almost every section of the United States. Briefly stated, the reasons for the success of this innovation are the following:

- 1- Improvement in service.
- 2- Freedom from accidents.
- 3- Increase in riding habit.
- 4- Lower maintenance cost.
- 5- Reduction in labor cost.
- 6- Reduction in power consumption.

As a result of these features, the operating company's net income has shown a marked improvement in almost every case. This increase in gross receipts, combined with the marked reduction in cost of operation, effects sufficient saving to insure profitable operation on roads previously run at a loss.

The effect of improved service by the use of safety cars is shown by actual results in the following cities:

	Per Cent Increased Service	Per Cent Increased Gross Receipts
Houston, Texas.....	80	60
El Paso, Texas.....	44	43
Tacoma, Wash.....	45	41
Seattle, Wash.....	55	67
Gary, Ind.....	62	46
Terre Haute, Ind.....	71	44
Tampa, Fla.....	51	51
Bridgeport, Conn.....	125	100

The total number of light weight safety cars in operation and on order in the United States at the present time is approximately 3,600, not including rebuilt cars, many of which have been equipped with safety features, and operated by one man. The General Electric Company has equipped 2,066 light weight safety cars with G-E motors and control. This tabulator includes cars operated in forty states and three foreign countries. In general, the rebuilt cars have been used only on lines of light traffic, and their general use is not recommended.

There is shown below the saving in equipment maintenance and power which can be secured by the use of safety cars.

### Power and Maintenance Charges Cents per Car Mile

	10,000 Lb. Car	16,000 Lb. Car
Equipment maintenance.....	3.5c	2c
Power .....	4.2c	2c
Total .....	7.7c	4c

A car operating eighteen hours daily on an 8.5 m. p. h. schedule, which is the average for city service in practically all parts of the country, will run approximately 56,000 miles a year. The heavy car costs for power and maintenance, when making this mileage, \$4,312; the safety car, \$2,240; a saving of \$2,072.

Platform expense for a two man car averages 14.1 cents per car mile. An all-day car, including a 5 per cent allowance for reporting and lay-up time, will run approximately 58,800 miles per year, costing in wages \$8,280.

It has been customary to pay the operator of a one-man car a higher wage than either member of a two-man car. The average platform expense for a safety car is 7.75 cents per car mile. At the rate the platform expense for the safety car operators would be \$4,554 annually or a saving of \$3,726 as compared with a two-man car.

Car for car, therefore, the Safety Car, on all day runs can save over \$5,700 per year, and would pay for itself within fourteen months. Car for car replacement is not recommended, as the best results are obtained by operating more cars on shorter headway, thus providing improved service. Experience has proved that most lines will stand at least 40 per cent improvement in service. This can best be accomplished by operating about 30 per cent more cars and increasing the schedule speed 10 per cent. For instance, instead of operating ten cars on a ten-minute headway, operate thirteen cars on a seven-minute headway, giving 8.5 cars per hour instead of 6, a 40 per cent increase. Reduced stops and higher accelerating and braking rates of the Safety Cars enables such a schedule speed increase to be easily made.

The electrical equipment developed by the General Electric Company, for the safety car, includes two 25 H. P. railway motors, a light weight platform type controller adapted for use with standard safety features, special light weight grid resistor, modified straight air brake equipment, also suitable for use with safety devices and a ten-foot air compressor for supplying the air brake and accessory requirements.

Boucher Bros. recently returned from a deer hunt and brought back something weighing 42 pounds dressed. Joe and Frank claim they shot it; R. H. K. says they enticed it away from its home with a bowl of pea soup and Slim Ballard after looking it over claims that it is not a deer at all; nothing more than a very young veal. Well they had something to show for their trouble, that is more than Pat Cook had.

H. E. Brock spent New Year's Day at St. Paul, rescuing the lost. We say, a good way to spend it.

Ben Hultman, former cashier, dropped in and wished us a Happy New Year.

No excuse now for the cashier department to have unsharpened pencils.

John O'Connell claims the St. Paul column never carries any news from the ticket office—good chance for you to send us some items, John.

All are invited to attend the debate between Yard Conductor Goodman on the negative, and Rear Man Ballard on the affirmative. Topic of debate: "Resolved, That It Is Necessary to Tie the Conductor Up in the Caboose So That He Will Not Get Left." All seats free.

**65,000 TRAFFIC SOLICITORS.  
LET'S GO.**

**Signal Department Wig-Wags—Lines West  
F. F. Seeburger**

In the last minute haste of writing up January Notes for this department, we overlooked mention of the change in heading. With you all helping we will try to do as well as "Slim." Thank you.

One thing more—according to the last write-up we have some chief. Don't believe any other man on the system could be in Kansas City, Chicago and Milwaukee all at the same time. What we intended saying was that Mr. Smith was in Kansas City and later Chicago and then Milwaukee.

Signal 18-5 on the Coast Division was knocked down by the snowplow on the evening of December 14, as a finish to the storm that started Friday, December 10, and was again in service December 19. It was fine business putting it back with a half-dozen feet of snow on the ground, but the best part of it was that General Inspector Tyler, Supervisor Allen and yours truly found out that "Mike" can make "some biscuits." Only bad part was we all had to hurry in, get all washed up so Mike could use the wash pan to mix 'em in and then he had to put in a whole pint of milk so he could use the milk bottle for a rolling pin, after which—well we ate them and are still very much alive—and they were good at that.

R. R. Lane made the Tacoma office a visit, the first time in six years. Come again, "Snowball," but don't make it so long between trips. Glen Smith relieved Lane at St. Joe the week he was off.

Tacoma shops signal material clerk, E. E. Bouchett, was visiting in Portland over Christmas with relatives, and H. C. Wade, Tacoma laboratory foreman, made a visit to California to see his sister. Mrs. Wade went along with Harry to see that he didn't get across the line into Mexico.

A. Ayres, maintainer at Easton, announces the arrival at his house on November 19 of a daughter, Mary Louise, but we haven't had time to celebrate with Andy as yet.

Supervisor Westernmark has a big new Chandler. How do you do it, Nels? We'll have to put in some time around Spokane to get the secret.

J. O. Dore is putting in a great deal of time around Piedmont, but we understand he is leaving for the Katie, or with her. Which is it, Jim?

The mascot that Supervisor Mallanny adopted had twins and Jim says "You're not the only one, Ed." Notes like these that I can't understand are, or would have been enough to drive a man to drink in the days before the Eighteenth Amendment and the Volstead Act were confirmed by the Supreme Court.

It is now definitely known that Al Biddle is not married even if he did move the Victrola down on Idaho street, but it is liable to happen most any time, as "Al" has almost convinced "Ann" that he can support her and the Reo on a main tainer's pay.

Harry Stage has returned to work at Superior, and C. C. Richardson is relieving A. Ringhouser at Gold Creek, but fortunately for "Chet" he didn't have to work New Year's Day, so he



2 for \$5.75

**Send No Money!**

Two wonderful \$4.00 shirts for only \$5.75. Save at least \$2.00. Everybody wearing these semi-dress Gray Flannel Shirts for business, work and sport.

**Cadillac Broadcloth Flannel Shirts  
Two \$4.00 Shirts for Only \$5.75**

Made of fine quality Cadillac Broadcloth Gray Flannel. Special Winter weight. Two extra large button down flap pockets, faced sleeves and matched pearl buttons. **Cut Extra Full. Coat Front Style.** Double-Stitched throughout. Soft turn-down collar with sateen faced neckband. **Thoroughly Shrink.** Try to match these shirts in any store at \$4.00 each. Yet we offer you **two** for only \$5.75.

**Send No Money** Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.75 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

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430 S. Green St. CHICAGO


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Railroad and  
Shipyard  
Equipment**

**DALE MACHINERY  
COMPANY, Inc.**

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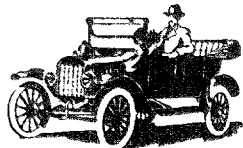
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 You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

**G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS**



## EARN A REAL PHONOGRAPH



Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. Now improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A MARVELOUS Machine in every way. Delighted thousands of homes.

**Send NO MONEY**  
 Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free.

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## Delivered to You Free

for 30 days' trial on approval. Your choice of 44 styles, colors and sizes of famous Ranger Bicycles. Factory-to-Rider lets you buy at wholesale prices, express prepaid, direct from maker.

**12 Months to Pay** lets you enjoy your Ranger at once. Many boys and girls easily save the small monthly payments. The Ranger is a better bicycle than you can buy anywhere at any price.

**TIRES** lamps, horns, wheels, parts and equipment at half usual prices.

**Send No Money** Simply write for our big, illustrated free Ranger catalog with lowest prices and best terms. Also special Rider Agent Offer.



**MEAD CYCLE COMPANY**  
 DEPT. F247 CHICAGO, ILL.

# INNER TUBE FREE

## 6,000 Miles Guaranteed

### SEND NO MONEY



Here is the greatest tire offer ever made. Never before such low prices. Brand new Inner Tube given Free with every one of our special reconstructed double tread tires guaranteed for 6,000 miles. We ship at once on approval. Pay only when convinced.

**Less Than 1/2 Price**

28x3	\$.65	34x4	\$1.05
30x3	\$.75	35x4 1/2	\$1.25
30x3 1/2	\$.85	36x4 1/2	\$1.35
32x3 1/2	\$.95	36x4 3/4	\$1.45
34x4	\$.95	36x4 3/4	\$1.75
32x4	1.00	35x5	1.35
35x4	1.15	37x5	1.55

**Also Free Raliner with each Tire**

**Write Today** No money now—just your name and number of tires wanted. Pay on arrival. Examine and judge for yourself. If not satisfied return at our expense and your money immediately refunded. Be sure to state size and whether clincher or straight side. Don't delay—send now. Immediate shipment.

Seven Fly Tire Co., 115 E. 26th St., Dept. 78 Chicago

got a chance to go to the dance and see his school ma'm at Superior.

Just received word that E. T. McPherson, maintainer at Piedmont, was united in marriage to Miss Irma Tuttle of Whitehall. Congratulations. "Ted."

Supervisor Mallanny says he has several maintainers who have applications in for membership into the "Cause Unknown or Clear on Arrival Club," also he has a number of applications from signalmen on other roads who want to work on the "Milwaukee" that don't belong to the above organization.

B. E. Sautter, helper at Butte, was off over Christmas visiting with his parents at Everett, being relieved by Dick Stephens.

The omitted time for maintainers covering Sundays and holidays is being worked up, or worked at, but Miss E. H. has a pile of old time slips about four feet deep all around her desk and she or no one else seems to know who worked or when, so it may be that these checks will be out about July 4.

A review of the 1920 signal performance reports shows this to have been the best year since signals have been installed on the Lines West. Mr. Smith has resolved that 1921 is to beat last year. This will mean every man on his toes every minute. Let's go!

L. A. Smith, office manager for Supervisor Mallanny, was off long enough to have an operation on his throat about the time he should have been celebrating New Year's. We are glad to report he is on the job again.

### Kansas City Terminals

L. E.

C. L. Carey, telegrapher at Coburg, spent Christmas at Kearney, Mo.

Mrs. Williams, wife of Brakeman Williams, left for California this month to join her husband, who has been there on account of ill health for some time.

J. E. McGerr, labor agent, called on the superintendent's forces the other day. Glad to see him.

Fred Starkey, with Foreman Tebrake's men, suffered a severe injury to his foot, December 17. The accident occurred while handling machinery in the elevator.

Foreman Leach "flivvered" to Cameron for Christmas.

Mr. and Mrs. Segur spent Xmas in Jacksonville, Ill.

The Navajo Oil Co. must have produced a good gusher, as we understand Paul Cassella is sporting a classy new car.

M. D. Shirley and daughter left for Ottumwa, December 23.

C. H. Marshall, superintendent on the Iowa Division, passed through Kansas City, January 6.

Mr. McPherson is pretty proud these days since he has had his office all painted up. We understand they even painted the door. Patience has its reward.

We apologize to our division accountant for not putting his name in the Magazine last month. Anyway, he went to Minneapolis with all of the other accountants to learn the new accounting system.

Mr. Fitzgerald entered the service of this company December 15 as ticket clerk. Glad to welcome him here. Leslie Crauthanks is street man now.

The Car Service Commission office closed shop December 15. What a sigh of relief was heard from the clerical forces.

Miss King of the general agent's office spent both Christmas and New Years at her home in Cowgill, Mo.

George Vossburg, a veteran Milwaukee switchman, died January 2 of pneumonia.

The Christmas of the Milwaukee employes in the terminals was saddened by the news of the death of the warehouse foreman, B. Williamson, on December 24. Our sympathy is extended to his relatives.

A special train of seven cars with shoe dealers attending a convention at Milwaukee left Kansas City on January 9. We understand that they were very well pleased with the service given by the Milwaukee Railway. In addition to this, the following special trains and cars were handled in the terminals during the past month: One

troop train of twenty-five cars and one troop train of twenty-seven cars en route for San Francisco, Calif; a military special of five cars to Camp Grant and one car of tourists for California.

Foreman James left December 22 for Atlanta, Ga. He will spend the holidays with relatives. He was inquiring about steamer accommodations to Cuba and we suspect he may visit the island.

Mr. Mork claims it is easier to move than pay rent. His friends missed him in Sheffield, so he has moved back to the old town again. All his friends were glad to see him back.

Assistant Yardmaster Swartz departed December 23 for Cedar Rapids, accompanied by Mrs. Swartz. They expect to have a pleasant vacation.

Earl says he doesn't mind taking eight or even ten girls with him in his car, especially when a certain girl is along. Needless to say, she has auburn hair and her name is Nell. He can see no one but her, anyway.

Just when we thought that December would be a banner month and that we would be able to report "no accidents" we had to receive a "171" for two of them. Better luck next month. We can't blame any of these accidents on the fog, however, although there has been plenty of that down here.

**Once More—Again—A Small Part of the Chicago Terminal News**

*Guy E. Sampson*

The year of 1921 is here with us at last,

And while the first month's just begun.

It's surely going fast.

Terminal employes join with the Hon. Burton Hanson in the splendid tribute he paid our deceased former official, D. L. Bush. Mr. Bush was well known to the majority of our Chicago employes, and our sympathy is extended to the bereaved family.

We noticed by the last issue of the Magazine that our old sidekicker, Mike Reynolds, of Ottumwa, Iowa, had been in Washington, D. C., on business. We are all wondering if he had any side trips that he enjoyed as well as he did some of the auto trips with the boys in "Billie" Walthers' big touring car last summer. Next time, Mike, you pass us up without a call we will read the riot act to you.

Former Lax Division employes now working here were shocked to hear of the sudden death of their old friend, Henry Sprague, and all extend their sympathy to the bereaved family.

Special Officer R. L. Krause had a narrow escape from sudden death recently when he encountered some boxcar thieves at Galewood. However, a bullet hole through his arm was as serious as it proved to be. A few days in the hospital and back on the job.

Recently we wanted the roundhouse on the 'phone and when we took down the receiver we heard the following from Paddy: "Anything to eat, Frances? Nothing but fruit. Why?" "Oh, the mice got into Tony's lunch and ate it up." We could not help remarking right on the 'phone, "Some item for the Magazine," and we received notice to get off the line. Well, a reporter has to get news some way, and if the folks along the line won't send them, we will have to pick them off the line. See?

We are informed that Mrs. Hayes, wife of Yardmaster R. P. Hayes, is spending this fine winter weather we are having in California, and that R. P. will make a trip west to accompany Mrs. Hayes home some time next month.

Special Officer Hammond and wife are rejoicing over the arrival of a son on December 19.

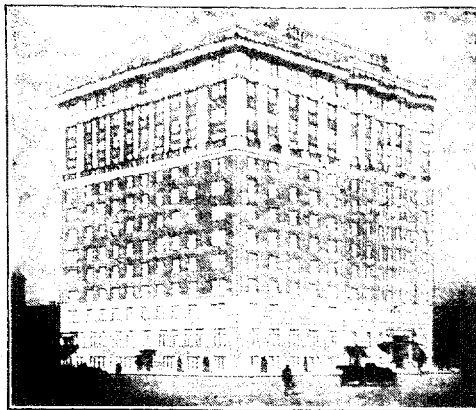
Just to give the outsiders an idea of the amount of business done in a part of the Chicago Terminals last year we quote the following report compiled by Weighmaster Howe, who presides at the South Hump scales:

South Hump—Cars put over the hump, 253,138; cars weighed, 12,876.

North Hump—Cars put over the hump, 222,528; cars weighed, 7,109.

This for the year closing December 31, 1920. The South Hump takes care of our eastbound business, while the cars passing over the North

**WE NEED THE BUSINESS. HAVE YOU USED THE CARDS?**



## Hotel Tuller Detroit Michigan

Headquarters for

Old Colony Club, Detroit

Detroit Automobile Club

World Salesmanship Congress

Detroit Transportation Club

Motion Picture Exhibitors Ass'n

### CAFE, a la Carte

Noonday Lunch, 75c

Dinner, \$1.50

CAFETERIA

MEN'S GRILLE

BARBER SHOP

TAILOR SHOP

## Jog Your Memory

Place a "follow-up" on your savings account. You wouldn't think of entrusting an important business solely to your memory. There is nothing more important than saving. We have a plan to remind you when you should make deposits. It saves a trip to the bank. Ask for our circular, "Saving by Mail."

**First Wisconsin National Bank**  
Milwaukee



Hump are westwardbound. This is only a small part of our business, as fruit, meat, stock and ice are switched out in the receiving and hurried through to destination. Most of our westbound time freight originating downtown reports from Galewood, and is not included in the business handled at Godfrey Yards.

Frances Swartz spent the Xmas holidays at Omaha with relatives.

Yardman Charles Gregory was absent a few days on account of sickness at home.

Your correspondent and family spent the holiday vacation on the J. H. Miller farm near Wauzeka on the P. du Chien Division, the same being Mrs. Sampson's parents' home. Mr. and Mrs. O. P. Sampson, your correspondent's parents, who reside near Portland, Oregon, also were a part of the happy family reunion and the time enjoyed there will never be forgotten.

A building has been moved to the South Hump to be repaired and used as an office for the yardmaster. This is something that will fill a long needed want. It required a lot of correspondence and showing of facts to get the same, but those interested feel well repaid for their efforts. Photo later.

The business has been so rushing the last month that we were unable to get the boys at O'Brien's or Cammeron's office to hand us any notes. Too busy was their excuse. Help you out next month. We surely hope so. We want 'em all.

Mrs. O'Keefe, wife of Yardmaster Jas. O'Keefe, entertained her two sisters from Beloit and Richland Center, Wis.

Yardman Roy Hayden came near finding his family waiting outside for him on his return from work recently. The Christmas tree, which had been lighted for the evening, suddenly became a ball of fire, which quickly spread to the curtains and furniture. Only quick action on the part of members of the family at home saved the entire residence. Roy says candles are out of date with him and only electrical decorations hereafter or no lighted tree.

Yardman Frank O'Malley said that we should not mention his name, so, of course, we dare not, but we see him and Dick Eckert sorting out the company coal and filling the shed every day, so we know they are busy, and still the crew don't seem the same since Linscott left it.

While our column is short this month, we are promised more next month. Every one interested in sending us news were too busy visiting during the holidays to think of telling us about it.

#### S. M. P. Kernels

##### "Hazelnut"

Bill Geil went home to Piqua, Ohio, for Christmas and Jane took a trot down to Dubuque. Manilla Voelkel went to Oshkosh and we hear that "he" came back with her. Chief Clerk McCormick spent Christmas at Waupun and Gordon Parks went to Beaver Dam.

Mae McMahon has left us and gone to the test room. We are surely going to miss her. Joe Macht has taken her place.

The Milwaukee roundhouse force has moved over to the old S. M. P. building and the old

roundhouse office has been torn down. Now the roundhouse boys don't even have to go outside the door to see the girls go by.

A certain young lady from the accounting department has made Mr. Kelly perk up a bit and take notice. We thought Kell was a confirmed old bach, but they say that is what makes the world go round.

I am sorry to say that among our vast assemblage of beautiful women, not one appeared with a sparkler after Christmas. We bachelor girls do have the best times, though, all by ourselves. (This casts no reflection on the old story about sour grapes.)

Do you notice how slim and willowy Rosie is getting since she took up gym work? Neither do we.

Marty Krueger came to work with his eye bandaged up for several days. He has requested me to inform everyone that it was nothing more than a cold. We would like to believe you, Marty.

Ori Boasnett doesn't like to see his name in the Magazine, but we find it necessary to inform every one that the shadow that appeared on Ori's upper lip for a few days was an attempt at a mustache, not a dirty face.

It would be cheaper for Frank Klug to buy a Henry and drive Myrtle home, than use three car checks to get home every night. He certainly must have a very late supper. It was not his own chair that he tore his coat on, either. It happened on one of his flying trips past Myrtle's chair.

Chief Clerk McCormick spent a few days at Aberdeen checking things over.

We wonder if Ed Zimmerman, lanky personal stenographer to S. M. P., broke even on that New Year's prescription he sold. What good is a prescription if you have to work.

Some one presented Doc Barlow, chief clerk to shop superintendent, with a cigar and he visited our office on the 13th and 14th smoking the same cigar.

#### Notes from the Aberdeen Division

W. H. Murphy

Claude Williams, who has been working as trick dispatcher at Aberdeen since May, 1920, is now back on the side table account of reduction in force.

On December 29, at Aberdeen occurred the wedding of Earl W. Hoppe, division master mechanic of the Aberdeen Division, and Miss Pearl Paulson, employed in the office of the division superintendent. Congratulations from all the Aberdeen Division are extended.

Who said the correspondent for the Magazine for the Aberdeen Division had died. We are right here to say that he has not and from now on all that has to be done to prove it will be to refer to the monthly edition of the Magazine. (Now we have to make good).

T. M. Fisher of the superintendent's office has organized a bowling team and entered them in the Commercial League of Aberdeen, S. D. The team will be known as the Olympians after the celebrated C., M. & St. P. coast trains, and is composed of the following members: Ray Hoefs,

## Nathan Manufacturing Company

Monitor Injectors  
Simplex Injectors  
1918 Special Injectors  
Boiler Checks  
Whistles  
Globe Valves  
Boiler Washers

Bulls-Eye Lubricators  
Klinger Water Gauges  
Delco Water Gauges  
Coal Sprinklers  
Gauge Cocks  
Angle Valves  
Boiler Testers

707 GREAT NORTHERN BLDG.

CHICAGO, ILLINOIS

Chas. Capon, T. M. Fisher, W. O. Hiddleston, C. E. Keatley, and Len Mashek. Mr. Fisher is of the opinion that he has a team second to none in the league and feels that they will be heard from later. It is hoped that they receive as much publicity as the Olympian trains and prove a good advertisement for the company.

Miss Betty, employed by the Van Noye Interstate Co., Aberdeen passenger station, has also missed the notes from the Aberdeen Division. Betty reads each edition with a great deal of interest and is a favorite with the employees of the Milwaukee at Aberdeen.

Miss Celinda Niemi, employed as timekeeper at the local roundhouse office, has been confined to her bed on account of an attack of la grippe. We trust she will be able to resume her duties in the near future.

R. G. Young, employed as blacksmith at the local roundhouse, has been elected to represent the employees on the safety first committee for the year 1921.

Mrs. H. F. Gibson, assistant division accountant at Aberdeen, has been sick for the past month, but has again resumed her duties.

Mrs. Fred Dreller is handling the mechanical and car department payrolls in the superintendent's office in place of Mrs. R. H. Taylor, who is away on a leave of absence.

August Rueland of the division freight and passenger office, spent Sunday, January 9, in Minneapolis, visiting friends.

Ray O'Connor, caller at the Aberdeen roundhouse, advised he would feel slighted unless he was mentioned in the next Magazine.

H. W. Williams, special representative from the office of the general superintendent of motive power, was a recent visitor at Aberdeen, and all were glad to make his acquaintance.

C. R. Murphy, special inspector, was a recent visitor at Aberdeen and gave us a few pointers on handling the timekeeping.

Miss Adeline Brown, stenographer in the superintendent's office, has been kept pretty busy while Mrs. Hopp was away on her wedding trip.

Christmas cards were received by the correspondent from Ike Erickson, Joe Stennes and Ernie Hegre, all of the Montevideo Milwaukee offices. Best wishes to you all.

Why not spend your winter vacation in Aberdeen on the golf links. No snow and Indian summer weather, so why go to California. Some mistake must have been made in assigning a Rotary to Aberdeen this year. We are keeping same for exhibit only of a machine that was used in this country in the early days when blizzards were not uncommon. (May have another story to offer at the next writing).

On December 4, at Aberdeen occurred the wedding of Sigfried Niemi and Chas. Metzger. Miss Niemi has been employed for the past two years as stenographer at the local roundhouse office. Congratulations from all are extended.

'Tis said that Caller Earl Coyne has quite a voice and knows the latest songs.

Dorris Healy says she can sew on buttons, darn socks, and do regular cooking now.

L. J. Faeth, chief clerk at the local freight house, is getting to be some bowler. Mike Kirk-

gasser from Montevideo is improving also, and making quite a showing on the Aberdeen alleys. Gus Rueland says all he needs now to beat 'em all is a pair of bowling shoes.

**Tacoma Local Freight Office**

*Mrs. F. C. Clover*

The holidays have come and gone once more and we seem to have had more than the usual amount of exciting events.

Fay F. Clover and Miss Dorothy Rau were married New Year's Eve at Summit View in the presence of fifty relatives and friends, who very sincerely wished them success and happiness. They are now at home to all friends at 1720 So. Prospect street. Fay and Dorothy are among the older ones in the Milwaukee clerical force at Tacoma.

Kenneth Alleman is now at the Tacoma General Hospital recovering from a severe operation for appendicitis.

Mrs. Geo. Twite is improving slowly from bronchial pneumonia.

Miss Fannie Conway was off a few days on account of illness.

Miss Sophie Hanson is back at the local office after having worked a couple of months in E. A. Lalk's office. She still wears the smile that will not come off.

Mrs. W. B. Alleman was at a local hospital a few days following an operation for her tonsils.

A. Goldsboro enjoyed a visit from his brother and wife of Los Angeles during the holidays.

Mrs. R. V. Bement is improving nicely from an operation for removal of her tonsils.

Miss Margaret Bolander bid in place made vacant by Dorothy Rau's resignation.

**Notes from Dock One, Tacoma**

Leap Year, before drawing to a close, wrought havoc in the ranks of the bachelors of our forces. The other day, after Christmas, Miss Minnie Rohrs, the charming assistant claim clerk at Dock One, appeared with a sparkler on her finger that made electric lights almost unnecessary, even on dark days. Upon closer inquiry the price tag was found in Ray Powel's pocket and you may draw your own conclusions. Congratulations to Ray.

Miss Coral Frost, whom we still consider one of the Dock girls, although she is temporarily in exile at the local office, likewise appeared about the same time with one of these popular cut-glass adornments and rumor has it that Keith Williams, now of the yard office, has made discreet inquires as to the whereabouts of the marriage license office. We offer our felicitations in advance.

Emmett Maloney on the wharfage desk is now the only bachelor left to us, and wanders around with deep gloom on his face. He says that apparently there will be no girls left available in Tacoma by the time he gets ready to marry.

Miss Margaret Bolander has deprived us of her sunny presence, having been bumped by Miss Grace Erickson, and has in turn bumped quite a swath into the local office forces, where she is now Mr. Alleman's stenographer. We hope for her return when business picks up again, as we all miss her bright smiles.

In the meanwhile Miss Erickson has to do all the typewriting and billing at Dock One, whenever

**RAILROAD POLICIES FOR RAILROAD MEN**

One leg, or one arm, or one eye, can't successfully do the work of two, else why do we have two of each in our makeup? If they are worth having, they are worth protecting. Protect them in the Railroad Man's Company. More than \$22,500,000.00 paid to 895,000 Policyholders and their Beneficiaries.

CUT OUT AND MAIL TODAY.

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

..... Division.  
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.  
My age is.....  
My occupation is.....  
NAME.....  
ADDRESS.....

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

## TAKE IT TO YOUR WORK

For grinding tools, grinding feed, cleaning grain, pumping water, and many other essential duties on the farm, the new electric power stand has been found most convenient and useful. This power stand consists of a small electric motor mounted on a portable stand, which can be carried from place to place around the farm. All that is necessary is a source of electrical energy of 32 volts rating. This motor has a flat-faced pulley for a flat belt, and a grooved pulley for a round belt. The motor can be easily detached, if desired, and permanently mounted to drive some particular machine. An adjustable rod is available to brace the motor and obtain the proper tension of the belt. The motor is entirely enclosed and therefore thoroughly protected from dirt or injury. Other uses to which this can be put are clipping horses, washing clothes, separating cream, churning butter, freezing ice cream and grinding meat. This power stand utilizes the lighting plant to full advantage.



No craving for tobacco in any form after you begin taking Tobacco Redeemer. Don't try to quit the tobacco habit unaided. It's often a losing fight against heavy odds and may mean a serious shock to the nervous system. Let us help the tobacco habit to quit YOU. It will quit you, if you will just take Tobacco Redeemer according to directions. It is marvelously quick and thoroughly reliable.

### Not a Substitute

Tobacco Redeemer contains no habit-forming drugs of any kind. It is in no sense a substitute for tobacco. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It makes not a particle of difference how long you have been using tobacco, how much you use or in what form you use it—whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff, Tobacco Redeemer will positively remove all craving for tobacco in any form in a few days. This we absolutely guarantee in every case or money refunded.

Write today for our free booklet showing the deadly effect of tobacco upon the human system and positive proof that Tobacco Redeemer will quickly free you of the habit.

Newell Pharmacal Company,  
Dept. 601 St. Louis, Mo.

Brother Ebbesen, who is now the chief mogul at Dock Two, borrows Miss Rohrs to help out over there. She handles it, too, if it takes until ten in the evening.

R. H. Gould, our chief accountant, recently took an examination at Seattle to qualify as certified public accountant, but is still with us. He has spent considerable time in Seattle lately, assisting the legal department at the general offices on intricate wharfage matters.

Showers for the brides are all the thing now. Mrs. Neilson, whom we used to know at Dock One as Alice Emms, leading off with the first one for Miss Dorothy Rau; another one was given to the bride at Summit, and three showers for Miss Frost are on the society program for next week. Leave it to the Milwaukee Dock girls to grace the society columns.

R. H. Gould was initiated into Masonry and J. C. Hennessy, our tall and handsome general foreman at the docks, is going to travel across the desert sands of the Mystic Shrine on Saturday next. We hear that they have installed a new sandpaper slide for his benefit, the old one not being long enough.

Recently two of the Blue Funnel liners, the Teucer and the Ixion, have again visited Dock One to discharge cocoanut oil, after an absence of several years. The oil business is growing rapidly; the L. C. Gillespie Company is now erecting two more large storage tanks for wood oil on the west side of the dock, next to the Puyallup River.

E. F. Collins, our genial chief clerk, and Mrs. Collins went to Yakima to eat their Christmas turkey with friends on that side of the mountains. He returned with a satisfied expression on his face.

## READ ABOUT THE CARDS ON PAGE 7.

### Milwaukee Terminals

#### Renay

Just a minute, please, until I crawl out from under this bunch of income tax cards. Phew! I wonder how many others are wishing what I am wishing as hard as I am wishing about those cards. Oh, well, they are almost finished, so let's not get discouraged.

Superintendent B. F. Hoehn called on us during the holidays, wearing his usual smile and having a handshake for all of us. Please call again, Mr. Hoehn, but don't wait so long.

The question before the house is "What are the boys of Muskego Yards going to do with their back pay?" Some of them have been seen looking into the jeweler's window, so maybe Dan Cupid will answer the question in a short time.

Art Brown received a new pair of overshoes from his best girl Christmas. Evidently she is under the impression that Art has cold feet. How about it, Art?

Bob Perry, our famous refrigerator demon, took a flying trip to Oconto to spend Christmas at home. I think by the smile on his face since he returned he saw a certain "someone" else. Go to it, Bob, we wish you luck.

The boys of Muskego Yard are surely a bunch of regular fellows. Have you seen the beautiful pins they gave Alice and Florence for Christmas. Lucky girls.

Just a little tip, Marie and Mabel. Our friend, Mr. Krause, of North Milwaukee, is married, therefore, stop "vamping" him via the "car record" way.

Gladys, what time is it, please?

Mystery solved! Hank bowled 197 without bowling shoes. No wonder the big total of 93 when wearing them. Better sell 'em, Hank.

Glen is trying to find the originator of "Where did you get that hat?"

Heard around the Union Depot—"Bring back, bring back, oh, bring back our Billy to us."

Three cheers for the Terminals. Dey sho am steppin' up some. Boy accountant averaged 199 one night. Go to it, Earl, and you'll be putting them on top.

A short time ago Harley McMurtrie, yard-master at Canal, found a badly intoxicated man sitting on the right of way at Twenty-fifth street, and was in danger of being run over by a

passenger train then due. Mr. McMurtrie removed the man to safety, and such acts are worthy of honorable mention. (By the way, Harley, did you ask him where he got it?)

The train dispatcher has issued warning to enginemen working in and around North avenue to proceed carefully, if they see red in the vicinity of the freight house. It would be a shame to run down two such good clerks as Armilla and Olga—not so much the clerks—but oh, what a crime to ruin those beautiful red blouses.

We are wondering why a certain young lady cashier brought all the mistletoe with her when she returned from her vacation in the south. Never mind, Myra, I had some, too, and it worked like magic.

Somebody is "blowing" themselves in on Al. But it really wasn't necessary, because they already have a wonderful "pull." (You know, girls, the kind that you pull the thread through, and when the linen thread breaks, you think of everything except what might fit in a Bible.)

Dan Cupid just "smashed" into the "House of Malone" this Christmas. Bess, Alice and Frances. We are wondering what will ever become of Muskego Yards and W. G. Miller's office without Alice and Bess. Oh, well, you can't blame the boys. They sure picked winners.

"Isn't it best to keep quiet while talking to a woman?" Ask Fred.

Now, Inez, this will never do. Coming to work in "Our Kah." Who is the lucky person, anyway?

It's alright, Joe, but just where were you those couple of days. Cross my heart, I thought we would have to close down the railroad.

Notes came in just fine this month, but somehow or other I don't seem to be able to get a line on the doings of the yardmen. Won't some of you come to the rescue and send in a little note now and then telling something about your "pal" or anyone else, or I am afraid I will have to don a pair of overalls, hop the beer transfer and "get" something on you?

S. M. East  
O. J. B.

While we hate to lose him at Minnesota Lake, we are glad to say that R. A. Peterson has been appointed agent at Winnebago. We hope he will like the new field and do well.

Another good man gone—to South Dakota. N. Moe, formerly operator at Jackson, goes to Winfred, S. D., as agent. R. M. Olson from Spring Valley goes to Jackson. Just like a merry-go-round.

At the superintendent's office we acknowledge a visit from Ralph Hanson and Herbert Norgaarden. Before leaving Mr. Norgaarden called in to say that in future his high regard for me entitled me to call him by his first name.

Miss Eleanor Moran of the superintendent's force spent a few days at Lancaster, Wis.

Alfred Larson, timekeeper and all around good pal, is vacationing in LaCrosse. While there he will probably look into transportation problems and the possibilities of river navigation.

Dispatcher F. M. Valentine is looking real chipper as a result of a visit to his old home in Wisconsin.

Agent G. A. Wright has gone south for a couple of weeks' business trip. No, it is not oil, but something pretty important. He looked in on us as he passed through Austin. During his absence, the interests of the station at Easton will be well looked after by that trusty veteran, O. A. Laugen.

Agent C. W. Stephenson and wife of Ramsey spent a few days in the Twin Cities and report the two towns growing right along.

Mr. and Mrs. E. Detcher went down to Osceola, Wis., to see ma and home folks.

We notice Yardmaster J. M. Plum back on the job after an extended lay-off.

J. Marvelette is back again at work, returning from California. He is feeling better, he says, and hopes to improve quickly now.

Agent Simon of Oakland visited relatives at Fulda.

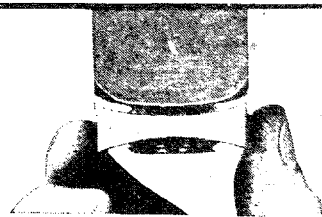
It is either the spring like weather or a change in feed that has got hold of Operator Vic. Gillet. He has been and took a vacation again, and now we understand Agent Berg of Wells is going to rest up a little.

## BALDWIN LOCOMOTIVE No. 54,000

Among recent shipments by us of new power for the Milwaukee Road was Locomotive No. 8237, which bears our construction number 54,000.

This big engine, by reason of its number, is attracting more than usual attention. High numbers to us mean added experience. In addition to building locomotives which will give the fullest satisfaction to their owners, we continually strive to simplify the work of the enginemen, and to so arrange the equipment and fittings that the crew will be safe and comfortable.

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**Baldwin Locomotive Works**  
Philadelphia



You don't require a wrench to apply

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 CHICAGO, ILLINOIS.**

### BE A BOOSTER. USE THE CARDS.

Section Foreman John Nelson, yardmaster at Mankato, is going to let somebody else wade through the snow when the blizzards fill the yards. For himself he will take a lay-off until the balmy spring zephyrs fan the frolicsome dust heaps through a straw hat.

With his ear to the ground, one of our contributors prophesies orange blossoms and a stately march up the aisle to a selection from Lohengrin presently. He thinks that the anxious individual waiting at the head of said aisle will be a brakeman on the Mankato branch. As we promised not to mention any names we will ask a certain Bill to write us personally about it, enclosing a self-addressed stamped envelope.

And now to quote Kipling:  
 "If you can fill the unforgiving minute,

With sixty seconds worth of distance run,  
 Yours is the Earth, and everything that's in it,  
 And, which is more, you'll be a Man, my son."

#### Dubuque Division

*J. J. Kelliham*

Business rather brisk between Marquette and Savanna, but a little slack on the north end.

The station of Harmony is bulletined for four months. Agent Andreson wishes to get away from the Minnesota temperature and will spend the winter in California.

A fine looking gentleman from Poplar Bluff, Mo., spent about ten days in the vicinity of Lansing inspecting the work done by the Western Union construction gang last season.

Operator A. L. Yeager has tendered his resignation and will move to Seattle.

The daily paid employes in the superintendent's office are now working five days per week. This is on account of a heavy reduction in business.

Conductor P. F. Welsh of Montevideo renewed old time acquaintances on this division last month.

Conductor Eddie Lee spent the holidays at Washington, D. C., holding somebody's hand.

Brakeman W. L. Hertner, while flagging for P. J. Handley on work train on the Preston line, thought he would give the boys a real feed, so took his gun and started out for a wild rabbit. Louie looked around and spied one about four feet from him and, looking him square in the face, up and let him have it. Paddy said the poor rabbit was blind and got one of his legs caught in the barrel of the gun. This happened on Wednesday and for revenge the "chef" cooked it on Friday, and as P. J. dare not eat meat on Friday he had to eat soft boiled eggs, while "Mose" and Louie had a real banquet.

A new train has been put on the Waukon line to handle stock. This train leaves Waukon at 9:30 p. m., arriving at the Junction at 11 p. m., connecting with No. 72. Returning, leaves the Junction at 11:45 p. m., arriving at Waukon at 1 a. m. It is very likely that some other changes will be made on the branch, as a hearing was held by the State Railway Commission the latter part of December and another one is scheduled for today (January 15).

E. J. Strong, roundhouse foreman at Marquette, has been transferred to Dubuque shops and Harry Hansen, former roundhouse foreman at Dubuque shops, will be in charge of the roundhouse at Marquette.

Miss Noble, roundhouse clerk at Marquette, spent Christmas with relatives at Mason City.

One bird wrote a letter and ask to have it answered in the Magazine. Yes, the "sope" box is nearly full—nothing else in sight. However, the meal ticket will have to be returned to H. S. to be camouflaged.

On January 10, G. A. Ehmer, division accountant, became the father of a ten-pound baby boy, and he is so swelled up about it that he never will recover.

Operator Albert Felder has taken a western trip for about a month. George Yohe, formerly

one of our agents but now cashier in the Clayton bank, helped out by working third trick at Guthenberg during his absence.

John Cavin, section laborer at New Albin for nearly thirty years, was instantly killed when struck by No. 63 about noon Friday, December 24th. He was patrolling track on a speeder and it is supposed from all indications that he had the car removed from the track and was hit in trying to save a can of oil, as the can was cut and damaged and found lying under his body. John, as he was called, was known by every employe who came in touch with him as one of the most faithful section employes on the Dubuque Division. The deceased leaves to mourn his loss a wife and six children. The bereaved family have the sympathy of all the employes on the division in their affliction.

Conductor Lester Swartwood is wearing a broad smile on account of the arrival of a baby boy at their home in Dubuque last month.

A gasoline engine has been installed at Waukon Junction to displace the steam engine used for pumping since the tank was built there.

G. W. Lowe, who has been working at Buena Vista for the past six months as relief agent, has been granted leave of absence so that he may get some relief for rheumatic trouble. W. E. Robertson is now in charge of the station and J. A. Robertson is working second trick.

Boilermaker Bert Green of Marquette was a caller at Milwaukee again. Pretty nice cousin.

A. J. Seeley, switchman at Dubuque yard, is highly spoken of as a fancy skater. It is said there is nothing too difficult for the portly Arthur to do on a pair of skates.

Miss E. Russell, night operator at Lansing, had a siege of whooping cough last month. Well, "Rusty," they don't have anything like that in Missouri.

O. H. Berg, freight inspector, has been assigned to law cases in connection with claims and W. F. Garvey of Minneapolis is in charge of inspection, etc., from Marquette to La Crosse, including the Waukon and Preston lines. O. Staner of Savanna is the inspector between Green Island and Marquette and the West Union and Cascade branches.

Electric locomotive No. 10300, the most powerful in the world, was on exhibition at Dubuque and Marquette the latter part of December while on her way to the Coast line.

On January 1, Andrew Dutton of the Des Moines Division was appointed trainmaster on this division. "Andy" served in that capacity on this division for a short time last year and the many friends that he made during that time welcome him back among us, and we all assure him our earnest and hearty co-operation.

Effective January 4, N. F. Kelsey, roadmaster at Farmington, Minn., was appointed roadmaster on the Dubuque Division, covering territory Green Island to McGregor and the Cascade and West Union branches, vice J. J. Lanin, assigned to other duties.

Trainmaster R. L. Blakesley has been appointed yardmaster in the coach yard in Chicago. Mr. Blakesley has been with us for over a year and made many friends on the Dubuque Division, all of whom wish him good luck in his new position.

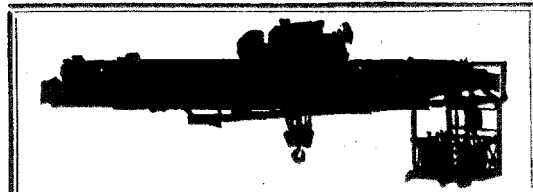
If we don't get some winter pretty soon, E. J. C. is going to have some ice trains from the Whisky Valley Division next month.

Engineer Reading is confined to the hospital at La Crosse, suffering from the prevailing malady, smallpox.

William Neuwoehner, caller at Dubuque yard, recently had a narrow escape from a very serious accident. He had gone to call George Strong, brakeman, when he crossed a vacant lot and fell into a cellar. The theory is that Bill was either apprehended by a holdup man or mistook some frate citizen's house for that of Strong's. Nevertheless, he made the run in record time.

On December 16, Mrs. Hazel Connell, wife of Joseph Connell of Marquette, died at the home of her parents, Conductor and Mrs. Dan Cronin, 398 Twentieth street, Dubuque. It was just eight months to the day since Mr. Cronin lost another daughter, and the family have the sincere sympathy of the employes in this sad bereavement.

The employes at Marquette roudhouse presented E. J. Strong with a gold watch, Elk and K. of C. charm when he left to take charge at Dubuque shops.



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**La Crosse Division**  
 C. W. Velaer

Among the many happenings during the month we are pleased to mention first that Fireman Carrier and Miss Nellie Jones attended the clerks' annual ball, held in La Crosse, at which they led the grand march. Miss Jones is considered one of the best dancers of La Crosse. She is a stenographer in Mr. Brabant's office. Miss Jones recently had the misfortune of breaking a mirror; it is understood she was consoled by Miss McCally. Better carry a rabbit's foot for the next seven years, Nell.

Art Williams, day engine caller of Portage, recently sprained his ankle. While his injuries were quite painful, we all hope to see him back on the job in a short time.

Freight Claim Agent F. P. Mitchell has been transferred from our division to the P. D. C. Division, and will be missed by his many friends.

Robert Miller, better known as "Briney," is frequently seen all dolled up walking down Carol street. It is generally understood he is looking for a "best man." How about this, Briney? Mr. Miller is night car inspector at Portage.

The Lucas twins, Paul and Tom, firemen on the east end, were off for a few weeks the latter part of December.

Miss Helen Lashier, formerly stenographer in the division storekeeper's office at Portage, has accepted a similar position for John Reinchr, storekeeper Tomah shops.

Car Foreman A. Z. Taylor of Miles City, Montana, formerly of La Crosse, spent the holidays with friends and relatives at La Crosse.

Engineer Wm. Roken and wife, spent Christmas with Bill's folks at Tomah. He said he stood up all the way from Milwaukee to Tomah to get a Christmas dinner at his old home.

Engineer Tom Divine of Portage, the oldest active engineer in the service on the La Crosse division, has been confined to his bed for the past month on account of sickness.

George Messer, former stroker instructor, has been appointed assistant foreman of the roundhouse at North La Crosse. We all know George will make good.

On Monday, January 3, the Middle district staff meeting was held at General Superintendent Thiel's office in Milwaukee, for the purpose of discussing and assigning engineers and firemen to regular engines. This will seem like olden times, as every one will know what engine he will have the next trip.

And best of all, Fireman Clay Zeitz is the happy father of twins—a fine big boy and girl, which were born on December 8. Congratulations, Clay, and thanks for the cigars.

A fine eight-pound baby boy arrived at the home of Mr. and Mrs. F. T. Ross, on December 28. Mr. Ross is the second trick operator at North La Crosse. Everyone enjoyed the cigars and are looking for more. How about it, Frank?

Do you know Jim Deneen captured four hold-up men in the North La Crosse yard; two being from Merrill and two from Chicago. A fine Smith and Wesson is his prize. The two other guns are in possession of District Special Agent V. L. Scholl of La Crosse. Lookout for Jimmy around North La Crosse yard night or day, because you will never find him in the hay.

**USE THE CARDS.**

**Notes from Northern Montana Division**  
 A. K. G.

Fireman Henry Peters and wife of Great Falls, spent the week-end December 17 to 20, visiting friends in Lewistown.

Robert Randall, formerly employed in the freight house, has accepted a position as timekeeper of the maintenance of way gang, at Lewistown freight yards. He relieved Dennis Godsil, when the latter went east to school.

"Lizzie" Eggleston has been assigned to the third shift hostling job at Lewistown for a period of six months.

Engineer Brenthanal of the Rocky Mountain Division has taken the Great Falls local, No. 95 and 96, on the N. M. Division.

Fireman Alverson of the main line has taken the switch engine at Falls Yard.

The following firemen from the R. M. Division

are now working on the N. M. Division: Fireman McGeath, Smeltzer, Goultte, Himes, Morrill, Brash, Shauger and Alverson. This on account of slack business on the main line.

Engineer Fred Burgoyne has gone to Oregon City, Ore., to spend the Christmas holidays with his family. He expects to be gone for some time.

Mrs. Roy High spent the New Year in Great Falls.

Alara Gough of the superintendent's office, also spent the New Year's holidays in Great Falls, visiting Mrs. Henry Peters.

Lucille Goggins, chief clerk, D. M. M. office, spent Christmas with her parents in Great Falls.

N. J. Neilsen and wife, relatives of Chief Clerk T. R. Gilmour, of the freight depot, came over from Ingomar, Montana, to eat Christmas dinner with them.

Fergus Lodge No. 498 gave their third annual ball Wednesday evening, December 15. There were about seventy-five couples in attendance, and every one is looking forward to the next one, which will be given soon.

Mrs. Geo. F. Baumgartner and little son Roy just returned from an extended visit with her parents in Dallas, Texas.

J. J. Foley, has been assigned to duties pertaining to oil development along the lines of the Milwaukee Railroad, with title of division freight agent, headquarters at Lewistown. Mr. Foley will cover the oil fields of Eastern Montana, keeping in touch with all developments of the new industry. Oil, leases, and royalties are the main topics with Lewistown people nowadays, since the Mosby and Cut Creek structures are now practically proven, and a wonderful future is predicted for this section of the country.

M. J. Coffey, traveling inspector of the Western Demurrage and Storage Bureau, is visiting in Lewistown.

Chief Clerk F. E. Wharton made a business trip to Harlowton, returning the same day.

H. R. Wahoske went to Seattle for the holidays.

H. W. Jackson, wife and daughter Grace went to Great Falls for a few days, visiting Mr. Jackson's mother.

J. C. Yull, roundhouse foreman, spent New Year's Day in Great Falls.

Machinist E. H. Walters returned from a week's vacation during the holidays. While away, he visited his parents at Deer Lodge, also made a business trip to Seattle.

**DIPPY DITTIES**

The yardmaster sat in his easy chair,  
The car clerk sat on the ground,  
Tobin blew in with 39 tanks,  
And the snakes went round and round.

(Happy H.)

Wishing you all a very happy and prosperous New Year, we are,

THE N. M. DIV.

**Items from the H. & D. Division  
"Me"**

The following piece of poetry was received by Freight Conductor E. B. Crooker:

"Alone on the depot platform,  
Bathed in the winter's breeze,  
Stands an empty beer keg  
With nothing in it to freeze.  
Shorn of its former glory,  
Drained of its last amber dreg,  
Beerless, bungless and friendless  
Stands this lonesome beer keg."

In the meantime, one of the division officials was traveling south on the Fargo line on a motor car. A dense fog draped Mother Earth as this motor car sped hurriedly south on the Fargo Southern, and it was quite impossible to see over 100 feet ahead. As luck may have it, the occupants saw the headlight of No. 463 at a short distance and jumped, avoiding any injuries or damage. However, Trainmaster Sizer received the following bit of poetry a few days later:

**"A PLEA FOR DOUBLE TRACK ON THE  
FARGO LINE"**

"The morning was damp and foggy,  
The way one scarce could see.  
But out on the Fargo Southern  
Sailed a motor car, blithe and free.  
Up from the hamlet by the lake  
A freight train wended its way  
Over the hills and valley  
On that nasty, foggy day.  
The motor car was fast approaching

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G. C. Zenius.....Ass't Cashier  
H. R. Fairchild.....Ass't Cashier  
A. B. Lathrop.....Ass't Cashier  
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**Lists St. Louis**

On that lonely single track,  
With never a hand to stay them  
Nor a voice to call them back.  
Train No. 463 was innocent,  
For theirs is the right-of-way,  
And little they thought a motor car  
Would dare to say to them: "Nay!"  
But the motor car came charging along,  
Through the mist, the fog and the rain,  
And smote the freight train square in the face  
And tried to climb its frame.  
So, motorists, this is the moral  
In this little jingle of mine:  
Either stay off the rails in a fog—  
Or double track the line."

It happened! When? On the 6th day of December. What, Side Table Operator Ruehmer was married. Mr. and Mrs. Ruehmer made a trip to Nebraska, visiting Mrs. Ruehmer's folks, and during their stay there E. J. went over to Dubuque to visit his cousin for a day.

Miss Della King, chief dispatcher's clerk, spent a few days in Savanna, visiting her cousin, Miss Swensk, and other friends.

Joseph Stennes, who has been working on some special work in the superintendent's office for the past two months, expects to be through tomorrow and intends to make a trip to Alaska in the near future.

Superintendent M. J. Flanigan just returned after spending several days in Chicago on business.

C. A. Leroy, chief clerk in the superintendent's office, spent the week-end in Aberdeen, S. D.

Operator E. T. McCormick of the yard office is on a couple weeks' vacation.

J. C. McDonald has been appointed division storekeeper of the H. & D., with headquarters at Montevideo. Mr. McDonald's predecessor, H. E. Rice, was transferred to the S. M. Division.

Mike Kerkastler of Aberdeen has accepted the position of assistant division accountant at Montevideo.

At a meeting held at Milbank on the evening of December 9, 1920, an organization was formed which was named "The Employes' Get-Together Club." The club was formed for the discussion of anything for the good of the service, such as rules and regulations, air and machinery, train handling and operation of the railroad in general, and also for social purposes.

All employes of the Chicago, Milwaukee and St. Paul Railway are eligible for membership and are invited to attend the meetings of the club, which are to be held on the first Monday and the third Tuesday of each month.

A set of simple by-laws was adopted, covering the purpose and name of the club, and the following officers were elected:

Chairman—Engineer A. A. Grove.

Secretary—Conductor T. A. Monroe.

R. E. Sizer, trainmaster, was present and gave a talk on Standard Rules, which was followed by a general discussion by the members present.

The club was not formed as a Milbank organization, but all employes of the road are eligible and a special invitation is extended to the officials to attend these meetings.

The next meeting of the club will be held on December 21, at 8 p. m.

(Signed) T. A. MONROE,  
Secretary.

**Tid-Bits from the S. M. West.**

A. D. Moe

Trainmaster Holmes, Traveling Inspector Early and Car Foreman Washburn made a trip over the division a short time ago and demonstrated the proper cooping of grain cars. They also gave a series of lectures to the grain men on the loss and damage to grain shipments due to the improper cooping of cars.

Roadmaster Kemp of the S. C. & D. Division was a business caller at local offices in Madison a few days ago.

Superintendent Meyer, acting Chief Carpenter Nichols and other division officials were in meeting with the mayor and city council of Madison recently to make arrangements for the paving across the tracks at Egan avenue crossing, which work has been postponed until early spring.

Section Foreman George Pappas and wife are to be congratulated on the arrival of a baby

daughter at their home. Mother and daughter are reported as doing nicely.

Word from Madison hospital, where Lineman Ashenbrucker has been confined since his injury when a digging bar slipped from the motor car upon which he was riding and penetrated one of his limbs, is that Joe is slowly being healed. We all sympathize with Joe over his unfortunate accident and hope to see him about soon.

Division Storekeeper H. E. Rice transacted business and inspected local store supplies at Madison recently.

Thanksgiving day, with all its evidence of the day when we all lay aside our tasks for a day to give thanks for our many joys and good fortune, was indeed full of blessing to Brakeman Joseph Lawler and wife, in the arrival of a baby daughter at their home. Joe will not hesitate to affirm that home now radiates with a sunshine that only a baby's smiles can secure. Congratulations of the S. M. West.

We hear that trapping of muskrat and mink is not at all profitable this winter. In fact, there is getting to be no profit on traps. Won't this be the grand old place to live when everything comes to perfection and the word "profit" is erased from every item of necessity and luxury alike and we take them all out and solemnly bury the stuff.

When at Madison, take notice of Assistant Chief Checker Merle George's clean collar. Merle admits the rest of us are careless about these things. We took everybody into our confidence as to "Why so particular at these times?" and each one intimated with words and signs that Merle has a steady. And so we know that now he must be careful of where he smokes, shine, haircut and singe, etc., so forth and so on, with a knowledge of all. Merle possesses a great many good qualities, we know, and will make some good girl a mighty nice husband.

## FEBRUARY SLOGAN. USE THE CARDS.

Lyle V. Olson, who looks after the company's interests at Artesian, which means that he does this, that and everything, like every agent will do, sprang a surprise on his many friends and showed up one day not so long ago and admits he is a married man. We didn't learn the bride's name, nor the date the happy event took place, but wish to extend our hearty congratulations to both.

Before the Magazine reaches your hands we will all have settled into the new year. Along with the rest of the good resolutions you have passed for the coming year, go ahead and make another—that you will make it your duty to pass along to the correspondent every item of interest that comes across your path. There are many such items you did not take the time or believed would help the good work along through the old year. Verily, if we had received them all, what a newsy Magazine we would have. Let's have them any time, but preferably so that they reach the correspondent before the middle of each month. The correspondent extends to one and all his most hearty wishes for a very happy new year, full of prosperity and good cheer to all.

### Lytton Building Secrets "Betcha Ma Life"

At a meeting held in the Stevens building, December 30, 1920, the bureau heads and assistants and traveling and special accountants banded themselves together in an association for the mutual benefit of themselves and the railway company. The following organization was effected:

Honorary President—O. P. Barry, auditor of expenditure.

President—R. L. Whitney, fuel bureau.

Vice-President—F. S. Patterson, traveling accountant.

Secretary—Blanche Keller, stenographic bureau.

Treasurer—Eleanor Hartenstein, miscellaneous bureau.

Short talks were made by Messrs. Barry and Walsh in which many valuable suggestions were given for the betterment of the various bureaus and the co-ordination of the work in the disbursements accounting department.

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To the one who suggests the most appropriate name for the association will be awarded the first prize of a fur-lined shirt.

Rumor has it that Traveling Accountant Patterson is in need of a new alligator traveling bag. We trust that he is not contemplating leaving our midst, for the reason that right-handed alligator bags are not to be had and, of course, Pat would have to rearrange his system of carrying the grip if we got him a left-handed bag.

At last a dream came true! The engineer auditor's office was removed to the LeMoyné building and the space vacated appropriated by the stenographic joint facility and payroll bureaus. With the present arrangement, it is now possible for a few of our Amazons to walk around with ease and also permits Sergeant Grieb to inaugurate a few more kicks in calisthenics.

Dark secret: What was in the note Louise Lipfert thoughtlessly left on Miss Keller's desk? Wire Oconomowoc. When is it your turn to be led by the halter, Louise?

Since when has Eleanor Hartenstein become so interested in the length of her skirt? It is a good thing mirrors cannot talk.

John Carr is happy. Placing him in the southwest corner, near the telephone, has eliminated the necessity of his buying a pair of roller skates in order to answer the telephone promptly.

We think that Miss Keller's scarf, a bright purple, is very becoming and, in order that she may have good reason for wearing it, we have arranged to open the windows for a period of thirty minutes every day.

Understand we will have more company after certain changes are made at Fullerton avenue. The cage for the paymaster's force is to be installed shortly.

Benzinger's is a popular resort, although we hasten to say that Al Saida has never been seen there.

Kal McGuire and the other comptometer operators working on our evening shift complain that Bill Netwig, during the lunch period, is calling up some fair damsel. Thought Fullerton avenue was closed after five o'clock. Which is it Bill? Florence, Harriet, Kal or Marie?

To appreciate one's most embarrassing moment, ask Miss Kennedy, our "heavy" file clerk, what happened opposite Holden's Shoe Store on State street.

Miss Dorothy Robertson has been transferred from the engineer auditor's office to ours when Mr. Crane and his forces departed. Evidently Dorothy is much interested in the Lytton building. Who it is, Dorothy?

"Scotty" Skacel, our genial traveling accountant, has been transferred from the west lines territory to Milwaukee, Wis., and is succeeded out west by chubby Fred Grabenstein.

Tim Meyers proved himself to be a brave man. Announcement of his marriage was made a few days ago. Congratulations, T. I.

Is Vancouver as wet as Seattle this rainy season? What say, Strassman? Are you now taking orders?

John Butler has returned to this office after completing his work on Form 101 for the government. Welcome home. Glad to have you back.

Our deepest sympathies are extended to Miss Blanche Keller and Lawrence Keller in the loss of their mother, who passed away New Year's Day.

Art Doehring's wife was operated on a few days ago. Trust that a speedy recovery will follow.

When Hillmar Johnson walked into our office last Monday morning he exclaimed, "Must be in the wrong place. Me for Savanna to fix things up." How is Irene?

Mike O'Brien, Izzy Kellar and John Nelson are again arguing about accounting. Wanted: First class interpreter.

Are you over your trip to Kansas City, Carl? No doubt Missouri, as from accounts it can't be Kansas. Am I right?

Five to the right, three to the left, four to the right. H-I. Won't work! John Carr.

Mike Samp, freight clerk, has moved to Schermerville. Have you started spring plowing? Don't forget to write to your Congressman for seeds.

Understand Miss Oberstadt of the purchasing department insists upon talking to W. F. Ryan

of our purchase bureau. Does Rose know this, Will?

Suspense account, Al. When do we eat?

For shrimmy lessons apply to Esther Jacobsen, who is ably assisted by shoulder shaking Harriet Kennedy.

#### S. C. & D. Division Notes

H. B. Olson

Our notes have been rather scant for the past few months for the reason "Ye Scribe" is on the west coast, down in Sunny California, where there is eternal "summer" (at least it seems that way to him), and getting things arranged, a little time has been lost, but now since we have gotten "squared around" we will endeavor to keep them coming with each issue.

The public as well as employes on this division were entertained at several of the stations in December by an exhibition of one of the mighty electric engines, No. 10300. At Sioux City this engine was placed just east of the crossing at Pierce street close to the passenger station, and it is stated that no less than 10,000 people inspected the mighty type of power which is the largest ever constructed. This engine was exhibited at Yankton, Mitchell, Canton, Sioux Falls and Vermillion, where thousands of people viewed it.

Our old veteran conductor Henry C. Conley, spent two weeks on his ranch in Colorado, and the rest made Henry good for another fifty years' service.

Chief Dispatcher W. C. Givens, wife and son, together with Conductor Earl Murphy, wife and daughter, spent Christmas at Mitchell.

Supt. C. H. Buford and family spent New Years at Madison, S. D.

Mrs. J. H. Brown and two daughters, wife of Agent Brown at Hawarden, spent a few days at Sioux City, visiting and shopping.

Trainmaster J. H. Ryan spent Christmas at Chicago with his family and friends.

Conductor John Reagan and wife have been in Chicago visiting with relatives.

Trainmaster W. F. Ingraham, Dispatchers H. L. Hoskin, E. H. Platte, Engineers Ben Rose, Hubbs, Houser, Cline, Brown, Sutherland, Master Mechanic A. Martinson, Roundhouse Foreman (Manilla) with Conductor Will S. Oppenude, took the Consistory and Shrine at Sioux City November 26, and we are informed things went off so smoothly it was not necessary to put a "meet" during the entire evening.

Yardmaster J. R. Bankson, Sioux Falls, spent Christmas at Sioux City with his family.

Conductors Webber and Fraser were vacationing during the holidays.

Agent C. Simpa and wife at Mapleton, visited at Sioux City recently.

Operator E. E. Lovejoy, wife and two sons Donald and Jackson, Sioux Falls, visited with relatives at Mitchell, Christmas.

Conductor C. M. Belknap took a few days' leave of absence during the holidays. This is the first vacation Charley has had for some time and we know he thoroughly enjoyed it.

Considerable snow covered this section of the country; however, only a few real cold days accompanied the storm. Traffic was delayed some, but weather in general has been good and we hope to weather it through.

#### Milwaukee Shops Foundry

Mrs. Thomas Kammer, wife of Theo. Kammer, moulder at the foundry, died January 11; our sympathy, Theodore.


Joe Van Cura, molder, has been on the sick list for a long time. We all hope that Joe recovers very soon.

Miss Bernice Collins, stenographer at the foundry, was off sick with the grippe for a few days. She has since recovered and carries the same old smile.

John Wagner, the most talked of man in the city, is still pounding sand. Mr. Wagner is the man that \$500,000.00 was wished on, but he refused to accept same, claiming that he never saved any one's life, and therefore can not be the party that saved a woman from drowning about 30 years ago.

John Weitz, Henry Blesner, Wm. Porsow, Wm. Kussaow, moulders at the foundry, made a fishing trip to Pewaukee Lake and report a very good

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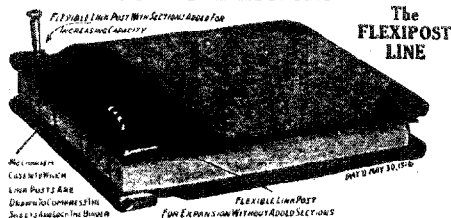
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catch of the finny kind. These men usually make good whenever it comes to handing out the fish stories.

A few of the veterans who have been employed at the foundry for the past 38 years, are still very active and are making some of the younger fellows sit up and take notice. Their names are as follows: Peter Henel, Frank Lapinski, Henry Raine, Wm. Parsow, Sr., Con Christiansen, John Hensby, John Reschlein, Albert Reichard, Chas. Wilde and Gottlieb Roddatz.

### Dubuque Shops Scandal Old King Cole

The first of a series of monthly entertainments to promote co-operation and good-fellowship was held at the Hotel Julien, January 18, in the Gold Room. The program included a banquet, card party, dance and musical program. Solos were rendered by the Misses Mayme and Hazel Ryan and Messrs. Louis Schwartz and Andy Coffee, while Blume's orchestra furnished music for the occasion. The affair was well attended, every department being represented. The committee, composed of Messrs. Parkinson, Kennedy, Kiesel, Kile, Ohde and Schwartz, deserve much credit for the success of the venture.

Roundhouse Foreman Harry Hansen has been transferred to Marquette, Iowa, to relieve E. J. Strong, who comes to Dubuque.

Master Mechanic E. W. Hopp and wife, of Aberdeen, S. D., stopped off at Dubuque on their honeymoon.

The minstrel show, mentioned in the January issue, is to be staged at the Grand theatre on February 7 and 8. Among the headliners are, Tom Gorman, interlocutor; Coffee and Sullivan, end men; Louis Schwartz, Al Breckler, and Geo. Ehmer, soloists; Herbert Spahn and his laughing saxophone; Irving Blume and his piano-acordion, and Joe Huber and his 25-piece jazz band. The advance sale of tickets assures capacity houses.

Engineer W. C. Luther and wife have departed for Palm Beach, Florida, to spend the winter.

William Mason and J. J. Waller of the accounting department, have returned from Passaic, N. J., their old home, where they spent their vacation.

L. H. Blänkenberg, has resumed his duties as erecting foreman, after an absence of three months, during which time he was acting as traveling valve setter, Southern District.

About twenty-thousand people inspected the huge electric locomotive, which was on exhibition here recently.

Miss Mildred Flannigan of the car department has returned from Elmira, N. Y., where she visited her grandparents, and is very enthusiastic about the east.

Sidney Haudenschild, formerly chief caller, having been elected county coroner, assumed office on January 1.

Blacksmith Frank "Rabbit" Haas, went coasting recently and sprained his back. The next day the "want ads" proclaimed a new bob for sale.

Messrs. E. W. Young, W. Douglas and E. Keck, attended the boilermakers' meeting, held in Minneapolis, January 11 to 14.

Daniel Lyons, for the past twenty-five years employed as a machinist in the locomotive department, died at his home, December 31, 1920. Mr. Lyons underwent an operation some time ago from which he never fully recovered. Being a man of sterling and upright character, he was endeared to all who knew him. The sympathy of every employee goes out to his widow and family.

Miss Hazel Ryan of the car department has returned from Ypsilanti, Mich., where she visited relatives and friends.

Leroy Hall, clerk in the boiler shop, has returned from a hunting trip around Boscobel, Wisconsin.

The Dubuque Shops Bowling League, composed of eight teams, is going to select an all-star team, and challenge some of the Chicago teams, particularly the freight auditors. We have a bunch of keen bowlers here, and they sure do walk the maple. Address all communications to Clarence Horsefall, care car department, Dubuque, Shops.

Radi Penchoff of the master mechanic's office is securing passports to return to England, the land of his birth.

Walter Leuschner has been appointed wheel shop foreman, relieving J. H. Bell, recently appointed shop order supervisor.

Miss Emma Behrens of the accounting department, entertained the girls of the various offices at her home recently, the guests representing stage celebrities. Miss Gertrude Pfiffner as "Gaby Deslys" and Miss Olive Romig as "Eva Tanguay" won first and second prizes, respectively.

Chief Clerk A. Ben Tschudi is confined to his home, suffering from a very severe cold.

Miss Jane Kimmich of the S. M. P. office, Milwaukee, visited the "old homestead" during the holidays.

Engineer Moore Hall, has been appointed wiper foreman. Mr. Hall was the victim of a very peculiar accident about a year ago, which incapacitated him to such an extent that he has been unable to resume his regular duties to date.

#### Car Accountant's Office "Maggie"

W. W. Scannel has been appointed "auditor of station accounts," effective January 15, 1921. It is with regret that we see him leave this office, but as it is another step on the highway to better things, he goes with the sincere good wishes of all in this office. May success and prosperity be his for time without end.

E. F. Hoy, our "chief clerk," has been appointed "car accountant," vice Mr. Scannel. The untiring efforts of all in this office will be exerted to their utmost to bring to him the success which we sincerely hope may be his portion of that state of perfection at which we all hope to arrive.

One of mid-winter's pleasures is to shoulder your trusty or rusty old double-barrel and travel hither and yon in search of the elusive rabbit. This is joyful living, indeed, but now we must pass from the sublime to the ridiculous and deal with an adventure of three nimrods from this office, who assassinated two perfectly good holidays by bagging a—; we must not get ahead of our story, and we therefore take our dear readers back to Christmas day, when the above triumvirate sailed forth with blood in their veins and something else in the air. After spending most of the day walking (they were broke), they finally trailed their game, when the mightiest of the three blazed away ten times, each time the bullet found a billet or the billet was bulleted and excitement was terrific, here was game for the strongest and one had to be strong; after waiting an hour to be sure the beast was dead, they crawled on each other's hands to see why it had not moved or shown fight, when suddenly—boys let's put on the gas masks—they found it to be a "skunk," and more, too, it was caught in a trap, or the three would not be down yet. Yea! verily, such is the life of a hunter.

Harry Kester, head of the statistical bureau, was "laid up" for a few days with the "grippe," but is back again with us. Par bon, n'est ce pas Harry.

What could be more cheerful than to have the Misses Stull, Eckerly and Mondrey say "Good Morning" to you on a dull gray day?

S. S. Teacher: Johnnie, where do little children go when they do not drop their pennies in the contribution box?

Johnnie: Please, mum, to the picture show.

#### A Ford for Sale

One Ford car with piston rings,  
Two rear wheels, one front spring,  
Has no fenders, seat or plank,  
Burns lots of gas, and hard to crank,  
Carburetor busted, half way through,  
Engine missing, hits on two,  
Three years old, will be four in spring.\*  
Has shock absorbers and everything,  
Radiator busted, sure does leak,  
Differential's dry, you can hear it squeak,  
Ten spokes missing, front all bent,  
Tires blowed out, ain't worth a cent,  
Got lots of speed, will run like the deuce,  
Burns either gas or tobacco juice,  
Tires all off, been run on the rim,  
Darn good car for the shape it's in.

If interested, inquire of Clarence Becker.

#### When the "S" Fell Out

"We are thorry to thay," explained the editor of the Skedunk Weekly News, "That our com-

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pothing room wath entered lath night by thome unknown thcoundrel, who thtole every 'eth' in the ethblathment and thucceded in making hith ethcape undetected.

"The motive of the mithcreant doubtleth wath revenge for thome thruppotedh Inthult.

"It thall never be thald that the petty thphte of any thmall-thouled villian hath dithabled the Newth, and if thith meet the eye of the detethable rathal, we bek to athture him that he underethimated the rethourceth of the firth-clath newthpaper when he thinkh he can cripple hopelethly by breaking into the alphabet. We take occathion to thay to him furthermore that before next Thurthday we thall have three timeth ath many etheth ath he thole.

"We have reathon to thuthpect that we know the cowardly thkunk who committed thith act of vandalthm, and if he ith ever theen prowling about thith ethblathment again, by day or by night, nothing will give uth more thaththfaction than to thoot hith hide full of holeth."

### Freight Claim Department

Mrs. Young is to be congratulated having moved into her own home with her two boys, Lawrence and Leonard. Our best wishes are extended to her.

We are sorry to hear of the continued illness of our contemporary, Col. A. E. Bauer.

We all sympathize with R. Kopplin in the loss of his infant daughter.

Owing to the continued illness of J. O. Olson, on the advice of his physician, he resigned his position January 1. Here's wishing him a speedy recovery down on the farm.

Our genial chief clerk, M. B. Mortensen is on an extended trip in the interest of the company.

Miss Gertrude Schwann of the salvage sales bureau has a very happy expression since the Christmas holidays, the reason undoubtedly is accounted for by the diamond ring she now displays. We all congratulate the lucky young man.

Miss Della Newmann was recipient of a diamond ring, which, of course, is understood by her friends in the claim department to extend to her their heartiest congratulations.

Why does E. W. Kuehn make those frequent trips to Roselle?

Miss Emma Kannenberg wishes to extend her heartiest thanks to all those who took part in aiding her in time of need.

The girls in the typing bureau are very intellectual. All of them bought sets of the works of the leading American authors from the representative of Scribner & Company, who recently visited the office.

## FILL THE IDLE EQUIPMENT. USE THE CARDS.

New from Bellingham  
 W. J. Maher

We presume that our contemporaries would be pleased to learn something pertaining to the isolated division, located at the extreme northwestern corner of the good old U. S. A.

It has been a matter of conjecture which of the two divisions is the appendix to the Grand Old System—Bellingham or Olympic?

Up here are new faces and old-timers. The new ones that have been gathered within the folds of the parent system are mighty fine fellows, imbued with that spirit which is conducive to the general scheme of "Co-Operation and Efficiency."

Glancing through the Red Book, it is with great pride that we note among the general officers, Mott Sawyer, assistant general superintendent, headquarters at Minneapolis, and then our memory goes back through the lapse of years when he was addressed as superintendent of the B. B. & B. C. Railway.

Our superintendent, H. G. Selby, with an odd twenty years of service to his record, was formerly in the traffic department around Mason City, and an old Tillicum friend of W. P. Warner, assistant general freight and passenger agent at Spokane.

Genial Frank Shook, car foreman, formerly held the same position at Spokane; George E. Cessford,

master mechanic, formerly of Tacoma, has a service record dating back to the "Garden of Eden."

There also is Charles Heward, storekeeper. The Tacomaites will remember him kindly. Miss Brooks is the affable superintendent's stenographer. She is always smiling and one feels refreshed even to get a good-morning salutation.

Chief Dispatcher Wilkins, an old-timer, is some dry wit—100 per cent original. Haven't heard of Sam going to any dances lately. There's a reason! Would he have us explain? Some gay old fellow, MacMahon, division accountant; formerly juggled figures for the auditor in Chicago.

We should like to go the length of the roster in detail, mentioning new timber as well as the old, but to do so would only burden February's edition; however, we shall briefly mention at this time those who, to our knowledge, have worked on the main line and rendering faithful service. If this find its way to the press room, we shall be encouraged to dip the ink again. Ed. Snegreen, master mechanic's clerk, formerly did service on the old Columbia Division during constructive days. In the car department the following have worked in other climes: Donald D. Stewart, Harlowton; Charles Dean, Spirit Lake, and Jerry Pierce, at Spokane.

In the roundhouse, Al Lackey, boilermaker, formerly worked at Tacoma.

And Ye Correspondent, schedule fancier here, was formerly on the Idaho-Columbia.

#### Tid-Bits From the S. M. (West)

*A. D. Mac*

As has been written and said before, "The storm has subsided and the weather is clear," and Engineer H. Sheldon is causing a merry echo o'er distant hill as he beats it east on old Ninety-four and heads us back on Ninety-five.

It's just about a cinch that our good natured old friend who is known as Joe and his last name O'Brien, will soon have the pass and be off for the golden west. Mrs. O'Brien will also seek the comforts of a milder clime on this pleasure trip which will include Seattle, Portland and Los Angeles.

Boilermaker Helper John Shaw, together with his wife, are numbered amongst our winter slackers. Bet our genial friend John has almost figured out a plan to move Pasadena, Cal., right out here and locate those sunny winter haunts on the S. M.

The Boilermakers' Convention at Minneapolis was a successful and well attended gathering. Boilermaker Christ Thompson represented the Madison roundhouse force at this meeting. While in the cities, it is said, that Christ also attended a big reunion of old friends for which excellent speakers had been provided to discuss such topics as the "Sun or Moon," and "Water or Flame." We understand it was either to determine which had the most "Shine" or which causes the greatest flush under tan. We didn't learn which made the best showing.

At this writing our faithful and efficient Machinist Helper Robt. Heniold, is reported confined to his home, account illness. Bob is always on the job and his absence is noted at the roundhouse.

In looking for familiar faces along the M. & B. Line you will find Agent V. A. Garlock back to work after a short illness; at Naples Miss Bess Campbell is back on the job after a trip of two weeks at Minneapolis. Relief Agent Heuer attended to the duties of Agent Garlock at Lake Preston during his illness, and also relieved Agent Bess Campbell during her absence. At Erwin you will find the smiling face of Agent George Stevenson, who says, "This is the life for me," just as he hands the conductor the clearance.

In a letter to one of the old timers, Engineer John Cline states that he is having a very good time. We don't doubt but what every day finds this jolly old fellow enjoying a dip in the salty brine. Then John can stroll around in one of those Palm Beach garments and now and then pluck a fragrant rose. And in the spring he will be back on the job to drag the loads in and out of Madison yard. Mr. Cline and wife are spending the winter in Los Angeles, Cal.

Miss Zola Crabbs, daughter of Roadmaster Crabbs is getting along quite nicely after an operation for appendicitis at the New Madison hospital.

H. R. Wells, Pres. Robt. Yokley, Vice Pres.  
L. K. Hillis, Cashier

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Agent Gregerson is handy in more ways than one. Now our desk needs a little paint on the corner where a shoe on somebody's foot scratched off the paint a few weeks ago. And from the looks of Miss Elmer's desk, I know you are an artist with the brush.

While our gang now is small,  
We're not pinned on the wall.  
Its greater volume of business we must see,  
And it never hesitates or falls over the Milwaukee.

#### Kansas City Division Biotic

Wapello Lodge No. 812, local branch of the Brotherhood of Railway Clerks, met in the Knights of Columbus hall Monday evening for the purpose of installation of the newly elected officers and for a general sociable time. The new officers are: President, J. M. Stark; Vice President, Alva Johnston; Secretary, Henry J. Bowen; Chaplain, R. W. C. Harryman; Sergeant-at-Arms, W. T. Hedrick; Chairman of the Executive Board, Elsie Wolfe. Following the installation of the officers, a delightful musical program was given, which was followed by dancing.

Miss Martha Browne, day operator at West yard, spent Christmas with friends in Kansas City.

Conductor John James took a ninety-day leave of absence December 17, and left for the coast. He is relieved by Conductor J. A. Tomlinson.

We regret to announce the death of the father of Switch Foreman Carney of Ottumwa, which occurred at Oskaloosa on January 10.

The homes of quite a number of railroad men living in Ottumwa have been quarantined on account of smallpox, diphtheria and scarlet fever.

Dispatcher George Shaw of Ottumwa, who was caught in the recent reduction, is working a trick for the M. & St. L. at Oskaloosa.

Retail shoe merchants, en route to the national convention in Milwaukee, passed over the Kansas City Division January 9 in special train, a duplicate of the Southwest Limited. They left Kansas City at 5:40 p. m., January 9, and arrived at Milwaukee 8:30 a. m., the following day.

Operator James D. McCarthy of Linby was married after New Year's. Details are lacking, but Jim, who is from Missouri, got a Missouri girl for a bride. Congratulations.

Congratulations are also being extended to Agent L. R. Carbee and Operator J. V. Tuomey, a baby daughter having arrived at the Carbee home December 21, and at the Tuomey home December 19.

On January 13, a twelve car military special was handled Kansas City to Davenport, which consisted of the 14th and 34th infantry for Camp Mead.

Traveling Engineer H. C. McCrum of Ottumwa, was off duty for several days on account of illness.

Night Chief Dispatcher John Niman, Operator H. G. Baruard, and Operator V. O. Metcalf have been unable to work for the past week on account of sickness.

Since Switchman Jay O. Parker of West yard, got his very large diamond, he doesn't care if his lantern goes out or not. Always has the sparkler, which is big and bright enough to give signals.

Operator E. R. Williams and wife of Titus, were called to Kansas City January 6, by the death of Mr. Williams' mother.

One of the signs of a mild winter is the fact that Conductor Geo. Bartlett has not considered it necessary to grow a beard.

Agent Geo. L. Gallaher of Sigourney, who is spending the winter on his fruit farm in Arizona, remembered the office force with a box of choice oranges, lemons and grape fruit at Christmas time.

Conductor Joshua Williams and Brakeman John Worman are laying off, taking a rest.

Mrs. Clo Saunders Carr, formerly trainmaster's clerk, visited the Junction yesterday. The girls in the building made her visit the occasion for a picnic dinner, and all who ate Clo's home-made bread declare her as good a cook as she was a clerk.

**GET YOURSELF ON RECORD.  
USE THE CARDS.**