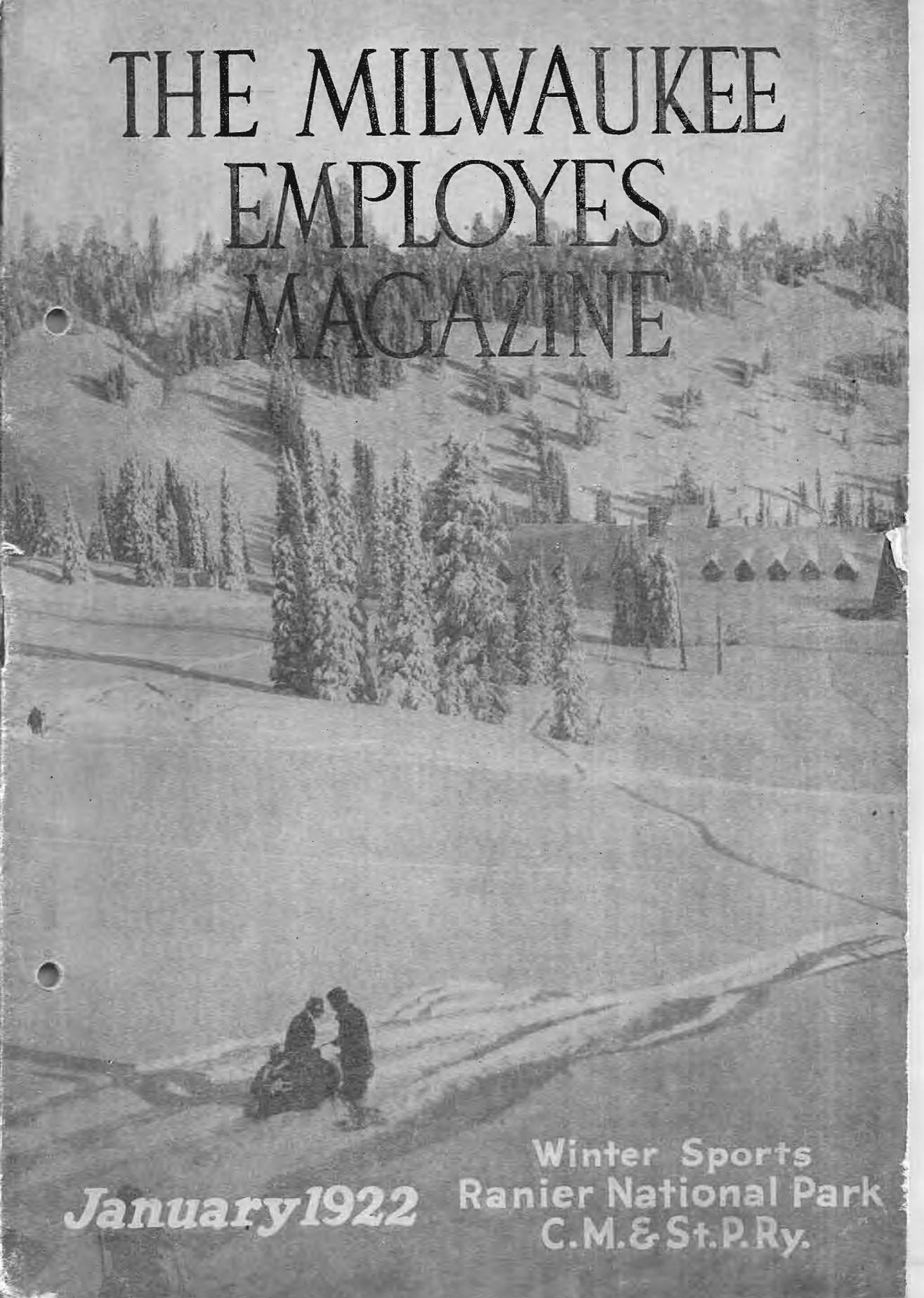


THE MILWAUKEE EMPLOYEES MAGAZINE



January 1922

Winter Sports
Ranier National Park
C.M.&St.P.Ry.

"Safety-Valve Steve"

Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it *wears* best. Well—we're pulling out now. See you later.

*Garments sold by Dealers Everywhere
—We are Makers of the Cloth only.*

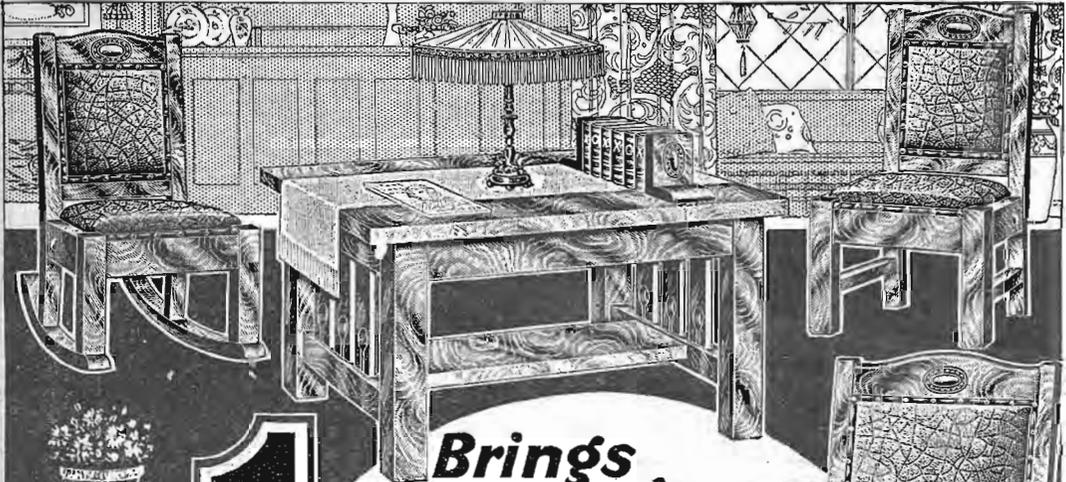
J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.
New York Baltimore



Stifel's Indigo Cloth

Standard for over 75 years





1

**Brings
HARTMAN'S
Richly Upholstered
7-Piece Suite**

Quarter-Sawed and Solid Oak

Send only \$1 for this complete suite of library, parlor, or living room furniture. Use it 30 days on Free Trial.

If you don't say that it is even more than you expected, ship it back and we return your \$1 and pay transportation charges both ways.

A Full Year to Pay

Only by seeing this splendid quarter-sawed and solid oak suite can you realize how it will add to the appearance of your home. Only by examining it can you appreciate what a record-breaking bargain it is at our smashed price. Furniture like this can be bought nowhere else at near our price. **Handsome Fumed Finish!** TABLE, solid oak with top 24x36 in. ARM ROCKER, solid oak with quarter-sawed top panel and rounded arm rests; seat 16x19 in. SIDE ROCKER, solid oak with quarter-sawed oak top rail, seat 16x14 in. ARM CHAIR, 37 in. high and SIDE CHAIR, 36 in. high, with seat 16x14 in. Table and chairs stand on noiseless glides. Ornamented backs and seats upholstered in durable, imitation Spanish brown leather. Comfortable spring seats. TABOURETTE, 16 1/2 in. high with 10 in. top, is solid oak. BOOK BLOCKS, heavy enough to support a liberal number of volumes. Shipped (fully boxed, "knocked down" to lessen freight charges) from factory in Central Indiana, Western N.Y. State or Chicago warehouse.

Order No. 112DMA7. Reduced Bargain Price \$37.95. Send \$1.00 now. Pay balance \$3.00 per month.

FREE Bargain Catalog

368 pages of the world's greatest price smashing bargains. Everything you need in Furniture, rugs, linoleum, towels, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc. — all sold on our easy monthly payment plan and on 30 days' FREE Trial.

Post card or letter brings this big bargain book Free.

"Let Hartman Feather YOUR Nest"

HARTMAN

Furniture & Carpet Co.

Dept. 4172 Chicago, Ill.

Copyright, 1922, by Hartman's, Chicago

Upholstered
Backs and Seats
Comfortable
Spring Seats



HARTMAN Furniture & Carpet Co.

Dept. 4172 Chicago, Illinois
Enclosed find \$1.00. Send the 7-piece Living Room Suite No. 112DMA7 as described. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay transportation charges both ways. If I keep it, I will pay \$3.00 per month until the full price, \$37.95, is paid. Title remains with you until final payment is made.

Name.....
Street Address.....
R. F. D..... Box No.....
Town..... State.....
State Your Occupation..... Color.....

CONTENTS

	Author—	Page
Sted		5
Getting Business for the Company.....		6
The Reduction in Grain Rates.....	T. W. Proctor	7
Our Unknown Dead.....	G. J. B.	7
Oxyacetylene Welding and Cutting of Metals.....	Alfred S. Kensey	8
A Lesson in Loyalty.....	A. J. Hillman	11
Motor Car Efficiency	Chas. Rozell	12
Take Care of the Small Leaks.....	A Veteran Engineer	13
Faith	H. R. Jones	14
The Proper Handling of Cross Ties.....	F. S. Pooler	15
Hustling Hutchins	Lucille A. Ellison	16
Current News of the Railroad.....		17
Notes on Reclamation	Reclamation Comm.	19
One Hundred Percent Efficiency	Jos. A. Jelley	21
Safety First	A. W. Smullen, G. S. S.	23
At Home	Hazel M. Merrill	24
Special Commendation		27
On the Steel Trail		30

YOUR CARD

Listen, Milwaukee Ry. Employees!

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

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

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

PRINTING DEPT.

141 West Ohio St.

Chicago



JOHN J. BURNS

*"More miles to the pint;
Better service to the mile!"*



*"When Galena Oils go in
Lubrication troubles go out."*

The Test of Railway Lubricants

There is nothing to compare with the test of actual service in determining the quality and durability of railroad lubricants.

The very nature of the work—its widely varying degrees of weight, speed and temperature—demands strength and stamina far beyond the capacity of the average "good lubricants".

Oils that may satisfactorily fill the requirements of ordinary machine lubrication will invariably break down under the strains of railroad work, unless endowed with essentials of strength and endurance peculiar to basic quality.

Galena lubricants, above all, are quality products. The stocks from which they are manufactured are built to Galena specifications from the finest crudes that nature produces. The exclusively Galena Compounding processes—developed by this company through its more than half century of specialization—adds the further physical properties necessary to the high type of lubricating efficiency always identified with the use of Galena Oils.

The superior quality of Galena lubricants and the exceptionally valuable lubrication service that accompanies them, make possible the unequalled performance records on hundreds of American railroads—records that prove by both mileage and fuel saving their ultimate economy.



Galena-Signal Oil Company

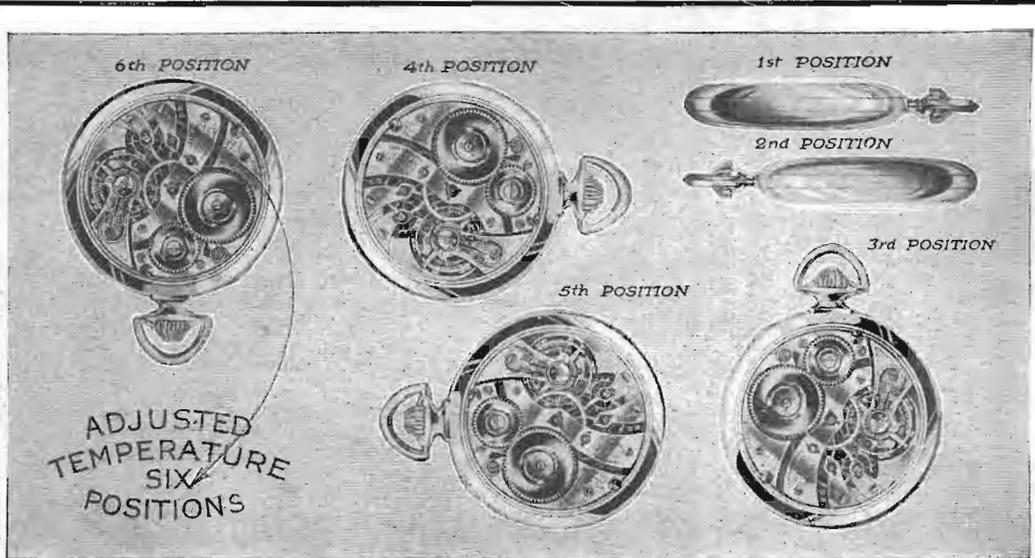
New York

Franklin, Pa.

Chicago

and offices in principal cities





See that your watch has these six position adjustments

You can tell by the stamp on the movement

THEN you needn't worry about future changes in watch inspection demands

Originally, railroad watches were not adjusted to positions.

Later three position adjustments were required.

Now, the inspectors are not allowed to

pass any watches adjusted to less than five positions.

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

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

SANGAMO SPECIAL and BUNN SPECIAL

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

Ask your jeweler for these watches

ILLINOIS WATCH COMPANY
Springfield, Illinois

THE
MILWAUKEE EMPLOYEES
MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

Single Copies, 10 Cents Each

Outside Circulation, \$1.00 Per Year

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

VOLUME IX

JANUARY, 1922

NUMBER 10

Sted

On December 22nd, E. K. Stedman, familiarly and affectionately known to Milwaukee employes as "Sted", passed away at his home in Spokane, after a long illness.

Sted was known all over the System through his contributions to the Magazine, but to the employes of the different localities where he was employed, there was a stronger bond—that of long association with a kindly, genial soul whose delight was in making others happy—whose faithful service earned for him the confidence and high regard of his superior officers and the trust and loyalty of his fellow workes.

In the early years of the Magazine, Sted was timekeeper in the office of the superintendent of the Columbia Division at Malden, Washington, and while there he began his series of valuable contributions to the Magazine, full of human interest, of quaint humor and of things as they were on this railroad and among its employes. His efforts were largely toward the coordination of the work of the division correspondents, and to him, very largely, was due the growth of the splendid get-together spirit which obtains among the Milwaukee news-gatherers.

Sted was an apostle of nature. With rod or gun he went into the solitudes and lived close to the heart of Life. Often he returned with the outward evidence of a sportsman's prowess, but always there came with him the gentle spirit of the great outdoors to abide with him and be a part of his daily life.

When our "boys" began to go over seas, Sted asked what, if anything, he could do to help, and it was given to him to write cheerily for the boys to whom the Magazine would be sent "over there;" hopefully and with encouragement to those who did their bit by keeping the railroad going. Even in those years, his health was failing, but he stood valiantly at his task until the war was over. Very soon thereafter a nervous disorder developed, and he became hopelessly incapacitated. Through all of his suffering, his railroad friends have stood by him staunchly, and have helped to make the long, long trail easier of approach.

Fare on into the sunshine, brother, and fare well; the clouds are lifted unto a glorious day.

Getting Business for the Company

Last spring, President Byram proposed a campaign of "Every Employee a Business Getter", which has resulted in getting considerable business, during the months since its inception, that would otherwise, perhaps, have gone via other routes; but more than the result of actual business secured, important as that is, has been the spirit of cooperation developed out of the common desire to help keep the wheels a-moving. From time to time since the campaign was inaugurated, lists of those who have used the post-card solicitation, or otherwise influenced passengers or freight to go our way, have been published in the Magazine. The lists have been far from complete, owing sometimes to the modesty of those who have done the good work, and to the difficulty of securing an accurate list from the many offices all over the systems to which these post-cards are forwarded.

While the idea "took" in some localities more strongly than in others, yet the general result has proved that the employes of this company are anxious to work hand-in-hand for the good of the service and for the financial advancement of the company. The Milwaukee has not been the only railroad to push campaigns of this kind—the idea was taken up by most of the trunk lines. On the B. & O., the Veteran Employes went into it as a body, with gratifying results; and while the Veteran organization of that road is nowhere near as large as on this line, yet they were able to secure within six months, 2234 cars of freight and 345 passengers. Something for "The Vets" of this road to think about.

Employes in all departments on the Lines West have gone into the business getting with great vigor, and have been singularly successful at many points. At Miles City, Montana; the employes went into the matter in a systematic way, and by thorough organization,

with a good committee to manage the affair, they have influenced a great amount of business Milwaukee way, and have also taken pains to make friends for the company among all the business houses in that enterprising little city. This wide-awake committee sent out the following circular to their fellow employes by way of a statement of the results of their combined efforts and of encouragement in the good work that is before them. The circular reads:

Miles City, Mont., Nov. 22nd, 1921.

To C. M. & St. P. Ry. Co.,
Employes at Miles City, Mont.

Greetings:

In March, 1921, a bulletin was posted requesting employes to solicit business for our line—both freight and passenger. The undersigned committee, representing you, has been working with the freight and passenger agent at Miles City since then and we feel at this time we should report to you so that you may know in just what measure the merchants of Miles City have responded to our solicitation.

All the large shippers, with one exception, have been very generous since our first visit and have endeavored to route all shipments via C. M. & St. P. In fact, they have in many cases phoned our agent for routing instructions to insure the Milwaukee getting the business. We will make no statement of the percent of increase shown but will say that the freight business at Miles City has shown an increase of several thousand dollars each month of the current year over the corresponding month of last year. This has been of mutual benefit to all; the shops have worked better time; the road men have been directly benefitted, and so has the merchant using the service of our road to bring his goods to Miles City. In checking up the different division points we find Miles City shops have been favored above all other points on the system in time worked by the shop men and this is due in a large measure to the fact that Miles City merchants have favored our line.

If each employe, in making purchases at local stores, would insist upon goods that have arrived in Miles City via the Milwaukee Railway and refuse to accept merchandise received via the N. P., it would still further increase the business of our line and more quickly restore to employment more of our men. Any business done by a competitor of our line does not put a dollar into our pockets. We are pleased to report the feeling existing between the merchants and our local freight office is excellent; we are told the service has improved 100 per cent; all carloads upon arrival are promptly "spotted" at industry or team tracks; all claims (which we find are few) are promptly adjusted; rates are quoted; and all information asked for is cheerfully and quickly given in a courteous manner.

We are giving good service, shipments from Chicago reaching Miles City in from six to seven days; from the Twin Cities in three days; and recently special car daily from the coast with Spokane and Butte stop only has been put into service, insuring about five days from Spokane. With this service, we feel that in asking a merchant to route all of his competitive business via our line, we are only asking that to which we are entitled in view of the fact

that we Milwaukee employes are supporting in large measure the merchants of Miles City. We will shortly issue bulletins showing percent of business given us by both the wholesale and retail merchants.

There was a rumor recently circulated to the effect that a certain merchant had made the statement that he did not care for the trade of Milwaukee employes. This was made without regard to the truth, as coming in contact with this firm we found one of our most loyal supporters, one who never forgets, as he told us that his very existence depends upon our trade and who, long before the committee was organized, had a sign over his office window, reading, "Route all shipments via the C. M. & St. P. Ry." That no injustice may be done, it would be well for us to find out the truth of a statement of this kind, when it is reported to us in the future. We want to be fair to all and we want to patronize all merchants of Miles City who patronize the C. M. & St. P. Ry.

Respectfully submitted:

C. T. Blankburn,	Store Dept.
E. L. Deuson	Mech. Dept.
Carl Jacobson	Car Dept.
J. G. Cain	Transpn. Dept.

The Reduction in Grain Rates

J. W. Proctor, General Freight Agent.

I feel certain that we are not all familiar with the proposed 10% reduction on all products of the soil that will be affective in the near future. It would therefore seem consistent at this time to call to the attention of every employe the fact that by a conference with the Commission this Company's revenue will be again cut to the extent of very near four million dollars; it having been decided by the Government that the farmer in this country is suffering to such an extent that in order to market his products rates will be reduced in all sections of the United States.

This brings to my mind how helpless the transportation companies are to maintain the integrity of their earnings when the carriers are deprived of millions of dollars, with the problematical understanding that this will go back into the hands of the farmers.

Now should come the era of prosperity, it being a well-known fact that the wholesaler has in a measure reduced the prices to the retailer, but the retailer still contends that he is entitled to his pound of flesh and is maintaining as far as possible his war-time profits. How near-sighted some of us are, for when the retailer wakes up to the fact that the great public are the purchasers and that we have entered an era of economical buying, he will realize by financial disaster that his stocks are still on the shelf.

The farmer now passing through the period of financial depression should begin to market his grain and in that way secure through his country bank funds on deposit, and unless, in my humble opinion, the retail price of articles is reduced in all sections of the United States the country as a whole will not secure the benefits that the Government feels they are entitled to. The money will be hoarded, for, as a rule, the farmer himself is of a thrifty nature and will conserve as much as possible his resources.

Every fair-minded man should awake to the fact that once more the revenues of this great transportation company, and that of every railroad in the United States, have been again reduced millions of dollars, with no possibility in sight of securing an offset to so large a decrease in their gross revenue. No private enterprise in the world could stand up under such conditions.

Our Unknown Dead.

Once again to native shore returns
He who symbolizes sharp heartburns
For those whose deeds of valor earns
Our gratitude.

A Mother's heart so torn and racked by
strife
To Country gave her one gift of life,
An only son.

She knows not where or how he fell,—
No one saw or lived to tell,—
But praises God we honor well
Her unknown boy.
We who are left and here remain
Declare they have not died in vain.
Our Unknown Dead.

—G. J. B.

One Way Traffic (On the Northern Division)

Dale Newall Carty

There is only one road to the town of Success,
And the name of the road is "Work;"
It has room for only honest guests,
Traffic's blocked to those that shirk.

The road is open all hours of today,
It heeds neither time nor date,
And now is the time to start on your way,
For tomorrow may be too late.

Nearly all of the way is an uphill road,
If will seem like a tough old fight,
But once on your way just bear up your load,
And keep going with all your might.

You will pass through many towns each day,
Such as Failure, Gloom and Despair.
At each of these stations just keep on your way,
For "Work" does not tarry there.

After you have entered the town of "Success,"
Though your load may have been hard to bear,
Once inside you will find both comfort and rest,
Just be thankful you started for there.

Oxyacetylene Welding and Cutting of Metals

Paper Read by Alfred S. Kensey, Professor of Shop Practice, Stevens Institute of Technology, Hoboken, N. J., and Advisory Service Engineer, Air Reduction Company, New York, N. Y.

The oxyacetylene torch has revolutionized the whole art of welding and cutting metals. From time immemorial a weld has been looked upon as a compromise, a substitute for the unbroken bar of continuous grain or fibrous texture, a patched job. And even at that there were but two metals which really could be welded.

Then a few years ago came the oxyacetylene torch with all its possibilities for the making of 100 percent welds, not only of a couple of metals, but of all the metals of engineering practice. Let us consider the merits of this new way of making welds and of cutting metals.

Oxyacetylene Welding

There are four principal methods used in welding metals:

1. The Forge Weld, which depends on the metal being heated to a soft plastic state and then hammered together.

2. The Oxyacetylene Weld, which uses the principle of fusion by heating the metal to the molten condition and flowing together the two parts to be welded.

3. The Electric Weld, which uses both the plastic and the fusion principles of joining the metals as represented by the Electric Resistance Weld and by the Electric Arc Weld.

4. The Thermit Weld, which obtains its heat from the chemical reaction of aluminum and iron oxides, and uses the principle of plasticity in its Thermit Compression Weld, and that of fusibility in the Thermit Cast Weld.

It now will be noticed that there are but two physical principles used in all welding of metals, i. e., Plasticity and Fusion. The change from the old style forge plastic weld to the new oxyacetylene fusion weld was what brought about such an expansion of welding a few years ago, and it will be of special interest to note that the launching of this new way to make welds took place in the railroad shops of this country.

One may wonder why the welding of metals by melting and flowing them together, which at first was called Autogenous Welding, because the weld was of the same material as the parts welded, called the Base Metal, has not been used long before it was. This is explained by the fact that such a method of welding required a heat of a very high temperature and of confined area which was not available until the advent of oxyacetylene torch. A forge fire could heat high enough for a plastic weld, but if it melted

the joint the metal would be lost in the coals of the fire. So while the blacksmith forge weld of steel was made at a temperature of 2200 degrees Fahr., the oxyacetylene weld was formed at the melting temperature of the metal which was about 2500 d. f.

Now it has been the mere change of welding principle which has made the oxyacetylene weld so valuable, that of itself would not have been so important. The quality of the weld and the wide scope of its application are what has put the oxyacetylene process in practically every metal working plant of this and other modern countries. Let us consider the qualifications of the oxyacetylene weld, but first we do well to understand its source of heat supply.

The Oxyacetylene Flame. The flame from the oxyacetylene torch, as its name indicates, is derived from the burning of pure oxygen and acetylene. The oxygen is made by compressing ordinary temperature to about 300 degrees below zero and puts it in the form of liquid air. The liquid is then warmed so that its two principal gases, oxygen and nitrogen, are separated by the nitrogen first boiling off and flowing away from the oxygen, to be followed by the oxygen which is stored in a different receptacle. Then this pure oxygen is compressed into steel cylinders and thus made available for shop use. Notice that the oxygen is usually sold in quantities of about 200 cubic feet, which in order to be made easy to handle is compressed in cylinders at 2000 lb. pressure. The same quantity at a much lower pressure would require a cylinder too large for a man to handle. Air oxygen is almost 100 percent pure, and any impurity it might contain would be nitrogen, which is non-explosive and can do no harm.

The value of the oxyacetylene flame lies not only in its high temperature but also in the application of the heat as it melts the metal to be welded. The flame burns with a long envelope, in the center of which is a small incandescent cone. The hottest point in the flame is at the tip of the cone. Therefore, it is a common practice to press the flame down on the metal to be welded until the cone almost touches the job, which causes the envelope to cover the molten metal and thereby insulate it from the air. This prevents the air from oxidizing the molten metal, the grains of which are left in the best possible condition for cooling to the original solid state. Added to this is the safeguard of "border combustion" to protect the molten metal. That is, as the carbon from the acetylene and the oxygen from the

torch burn they throw off at the point of the cone hydrogen and carbon monoxide. These gases cannot burn inside of the flame because of the high temperature at the cone tip. They therefore move outward till they reach the ordinary air where they are cooled. Then they unite with the oxygen of the air and burn, the hydrogen forming water vapor and the carbon monoxide changing to carbon dioxide. The carbon dioxide has a strong affinity for oxygen and it therefore consumes that part of the air on the border of the envelope of the flame which might otherwise pass through it and oxidize the molten metal.

It therefore will be seen that if a welder will do his part he has in the oxyacetylene flame the means of producing practically a perfect weld, for the records show that oxyacetylene welds can be regularly produced, giving a tensile strength of from 95 to 100 percent. If such results are not obtained, the cause may be found in the following mistakes made by some welders who have not had proper training.

1. **The Vee of the Weld.** The proper bevel for a weld is 45 degrees on each end, giving a total of 90 degrees between the two faces. If this angle is made less, so that the faces come closer together there will not be sufficient space to get the flame down to the bottom of the vee and that part will not be welded. Also at the bottom of the vee should be left open so that oxides can pass out, and the flame can get through and lick underneath the ends of the metal to be welded.

2. **Fusion.** The welder should never fail to remember the importance of thoroughly fusing the filling metal to the sides of the vee. Just dropping the molten welding rod on the unmolten solid sides of the vee is only sticking the two metals, not fusing them, and such work is worthless. Good results are sure to follow the simple practice of first bringing the base metal almost to the molten condition and then feeding the rod into the vee, taking care that the rod is small enough to melt promptly when the base metal has started to run.

3. **Welding Rod.** Some welds are spoiled because of the use of the wrong welding rod. That is, the rod may be wrong because of its poor chemical composition, or too weak in tensile strength. Welding rods must be properly selected for the job. To use a cheap rod in an important weld usually results in the weld being made brittle by the high sulphur in the cheap rod. Nothing is gained by using scrap steel or iron for welding rod. Neither can a strong weld come from using a soft iron rod which will have a tensile strength of 45000 lbs. per sq. inch in say a steel locomotive frame having a tensile strength of about 80000 lbs. The weld will fail.

4. **Reinforcing a Weld.** Welders sometimes think that piling a lot of additional filling metal on top of the already filled vee will add much to the strength of a weld. But if the tops of the sides of the vee are left sharp there is liability to crystalliza-

tion in the corners after the weld is in use, which would easily break through the reinforcement of the weld. Also if the reinforcement is only on one side, there is a single instead of a double vee, there is apt to be an eccentric pull when the strain comes on the weld, which will tend to crack it open on top of the reinforcement. Double vees should be used on all the heavy welds, the tops of the vees should be rounded, and the reinforcement need not go beyond say 15 percent of the thickness of the base metal.

5. **Flame Adjustment.** Three types of flame can be gotten from an oxyacetylene torch, a neutral flame, a carbonizing flame and an oxidizing flame. It is all a matter of a little adjustment of the torch valves. The neutral flame is the proper one to use in most cases, although at times the carbonizing flame is the best. But an oxidizing flame is always injurious and should be carefully avoided.

Once a welder understands the principles of making a good oxyacetylene weld it will not be difficult for him to turn out good work. But he should know that a good weld must possess three characteristics, i. e., Tensility, Ductility, Density.

Tensile Strength. Of course a weld should be as strong as the two parts it joins. In a forge weld this is impossible. But in an oxyacetylene steel weld even a flush weld can be made of 100 percent tensile strength by using a rod stronger than the base metal, and by reinforcement the weld can be made to have a higher tensile strength than that of the metal welded. This, however, also depends on the welder knowing how to handle his torch properly. At this point it will be well to speak of a fallacy which often misleads some who have made approximate tests of welds. It sometimes is thought that because a welded bar beaks just outside of the joint the weld is the strongest. Often the reason why this occurs is that the welder has oxidized the metal adjacent to the weld so that the grains are weakened and the metal has less strength there than anywhere else. Again it may be that the welder has not properly preheated the metal near the weld so that there would be a gradual expansion of the grains from the cold metal well back of the weld to the molten metal in the weld, but has heated up the weld so quickly that there will be a line of weakness on each side of it due to a sharp change in size of grains. Or it may be that the weld contains locked-up stresses due to improper welding, and which could easily have been removed by annealing the weld. In railroad welding the tensile strength is of much importance and it has been one of the things which has made oxyacetylene torch so valuable to railroad shops.

Ductility. In steel welds the ductility of the metal is also an important characteristic. This is usually found in the bending qualities of the metal, and should be present in the weld as much as in the base metal. The neutral non-oxidizing nature of the oxyacetylene flame makes it possible to

preserve the ductility of the metal in the weld. A good example of the value of this may be found in a weld of a locomotive frame. Sudden excessive bending loads may have to be met by the weld. If it has been oxidized and made brittle by the welder, the weld will break. If made properly it will bend with the rest of the frame member and return to position with release of load without cracking.

Density. Another fine qualification of the oxyacetylene weld is that its metal may be made as close-grained as the base metal. This means that the weld is not porous, and that it will resist water, gas or steam pressure without leakage. A good illustration of this is to be found in a weld of a cast iron locomotive cylinder. Cast iron is usually hard to melt and cast without creating blow holes, but the oxyacetylene torch can weld the metal by melting and flowing it and then leaving it to solidify with a density practically equal to that of the rest of the cylinder. There is no excuse for making a porous oxyacetylene weld.

Uses of Oxyacetylene Welding

The first use of oxyacetylene welding was in the Motive Power Department of a railroad. Since then it has spread to the car department, the maintenance of way, the buildings and bridges, the signal and the reclamation departments.

Motive Power. If we could accurately state the amount of money saved per year just in the locomotive shops of the railroads of the country by the use of the oxyacetylene process it would be a most surprising proof of its value for the construction and repairs of metal parts. Suppose each of 100 locomotive repair shops should save \$50 per day by the use of the oxyacetylene torches. That would make $100 \times 50 = \$5,000$ per day, or $5,000 \times 365 = \$1,825,000$ per year. Now, of course, there are more than 100 shops for the repairs of locomotives in the country, and to this also should be added an equivalent saving for the car repair departments, and say the same for the reclamation departments, and at least an equal amount for the total work of the maintenance-of-way, the building-and-bridges and the signal departments, making a total of at least $4 \times \$1,825,000 = \$7,300,000$ per year for 100 group shops. These are very conservative figures and were the real ones actually obtainable; they almost would seem incredible. So while there can be no doubt as to the economy of the oxyacetylene process, we believe this economy can be much improved by the making of better and more durable welds. Oxyacetylene welds can be made which will not fail, and this should be the aim of every welder and every shop foreman.

A good example of the saving by welding is that of a locomotive cylinder. A badly broken cylinder formerly had to be removed and a new one put in its place. This cost from \$1,000 to \$1,500 and kept the engine out of service about four weeks. Broken cylinders are now oxyacetylene welded at a total cost of from \$100 to \$150 and the

longer than four or five days. Here is a saving of say \$1,000 on cost of job, plus the value of saving about 25 days of the use of the engine.

Some very interesting problems are met in the welding of a locomotive cylinder. It is of cast iron which means that the metal has no plastic condition, that is, in heating it, the metal goes directly from the solid to the molten state, whereas steel for example passes from the solid to the plastic and then to the molten condition. This characteristic of cast iron always made it impossible to weld until the advent of the oxyacetylene locomotive does not need to be shopped torch. The welder must also be contented with the comparatively large percentage of chemical impurities, of which carbon and silicon predominate. The carbon is in two forms in the metal, graphitic and combined. If the weld is allowed to cool too quickly, the graphitic carbon will be changed to combined and be so hard that the weld could not be machined. But this can easily be controlled. On the other hand, if the welding is done carelessly, the silicon will be burnt out of the metal which will leave it hard and brittle. Again the welder will find it necessary to consider the unequal expansion and contraction of the cast iron, due to the varying thicknesses of the metal, and this may be taken care of by bricking around the cylinder so that it will hold a constant temperature while being welded, and also cool very slowly when finished. The proof of the control of all these obstacles lies in the fact that practically all locomotive cylinders oxyacetylene welded never fail in the welds. We know of one railroad which oxyacetylene welded 96 locomotive cylinders during the year 1920, and only had one failure of weld. There is no other satisfactory way to weld such cylinders. The work most always can be done without removing the cylinder from the engine.

One of the best jobs to study in motive power welding is that of a locomotive frame. The metal will either be wrought iron or cast steel, both easier to weld than cast iron but having peculiarities which the welder must respect. There will be the possibility of unequal expansion and contraction, the necessity of double veeing the weld and flowing the welding rod in liberal quantities, and also the problem of overcoming the liability of creating locked-up stresses in the weld and adjacent metal. Such welds should be annealed after welding to release any uncertain strains. There is no reason why locomotive frames should not be successfully welded, provided the metal is in good condition and not attacked by fatigue. A fine advantage of oxyacetylene welding these frames is that in most cases the welding can be made without dewatering the engine.

Locomotive firebox welding may also be referred to as typical of the modern methods of making repairs. There should be a little more thought taken in this work than has been the case in some shops. The com-

tion method of tacking the seams and back-welding is a compromise, and is the cause of weld failures which would not occur if the proper deflection between the two edges and welding continuously from one to the other end of the seam.

Other illustrations of the applications of oxyacetylene welding to locomotive repairs may readily be given, but instead of doing this, suppose we just glance at some of the many parts of a locomotive which may be oxyacetylene welded to get an idea of the scope of the work:

Air Pump	Brake Hanger Support
Air Signal Valve	Cellar, Engine Truck
Arm, Rocker	Center Casting, Truck
Ash Pan Door	Corner Patches
Axle Collar	Coupler, Reclaiming
Bar, Tail	Crosshead Flange
Beam, Brake	Crosshead Plate
Bell	Crosshead Wear
Binder, Spool	Cylinder and Chest
Binder, Strap	Door Patches
Bolster	Door Sheet
Box, Fire, Seams	Exhaust Nozzle
Box, Fire, Cracks	Frame, Truck
Box, Fire, Removing	Frame, Main
Box, Driving	Flue Sheets
Box, Journal	Flues, Superheater
Box, Smoke	Governor, Air Pump
Box, Truck	Injector
Brace, Boiler	Latch, Reverse Lever
Brace, Frame	Latch, Throttle Lever
Bracket, Equalizer	Lever, Fire Door
Links, Valve	Rod, Straps
Pedestal	Shaft, Crank
Piston Head	Tire, Spots
Piston Rod	Tire, Flanges
Pipe, Exhaust	Valve, Bypass
Pipe, Injector Feed	Valve, Check
Pocket, Coupler	Valve, Intake
Quadrant, Reverse Lever	Valve, Steam
Quadrant, Throttle Lev'r	Valve, Slide
Rivet Heads	Valve, Throttle
Rods, Main	Wheel, Bull
Rods, Side	Wheel, Pinion
Bracket, Pump	Wheel, Shaft

To be concluded

Railroads constitute one of the greatest assets of this Nation, as highways of travel and commerce; deprived of their rails, the country would shrivel and decline; well managed and nourished, they become most potent in the development of the States.

A Lesson in Loyalty

A. J. Hillman.

A Methodist minister in Seattle on a recent Sunday informed his congregation that if the members of his Church were as loyal to their Church duties as a certain porter on the Milwaukee Railroad was to his company he would always have a good attendance at all services and illustrated his remarks by the following story:—

Recently a gentleman was called to Spokane and left Seattle on the Milwaukee evening train. Considerable snow had fallen during the day, and the storm was still raging. It was a wet, heavy snow, and the traveler had some doubt as to whether or not the train would reach Spokane on time the next morning. Shortly after leaving the station the traveler asked the colored porter if he thought the train would reach Spokane on schedule. The porter replied:—"Yes, sir, boss—we is always on time." The train continued for 40 or 50 miles and came to a stop, and the anxious passenger again asked the porter if he was

sure the train would reach Spokane on time. Again the porter replied: "Oh yes sir, yes indeed—I is sure we will reach there on time."

A little later the train proceeded and the traveler went to sleep. The train after proceeding 15 or 20 miles more came to a stop for a second time and the snow was so bad that the train was still stalled when he awoke in the morning. He was considerably disappointed at not finding himself near his destination, and when the porter came through the car accosted him saying: "I thought you said this train would reach Spokane on time and here we are many miles from there. What have you to say?" "Well, sir, boss, you see it is just like this, nothing short of the good Lord Almighty could have kept it from getting there on time."

It occurred to me that if all of our employees were as loyal, and good boosters for the CM&STP as this porter, that we would have an organization that nothing could beat, and it might be we could all profit by the lesson of loyalty this story illustrates.

The LaCrosse Get Together Club

The LaCrosse Terminal Get Together Club held its December meeting in Woodman Hall, North LaCrosse, Tuesday evening, December 6th. It was one of the record meetings of the year, with about 125 in attendance. Papers covering many different topics were read by various department heads; and there were several interesting addresses and discussions on railroad subjects. L. K. Sillcox, General Superintendent of Motive Power was present and spoke on railroad conditions in general. Mr. Sillcox was given a rising vote of thanks by the club.

Other out-of-town guests were: M. J. LaCourt, W. M. Thurber, F. P. Miller, W. G. Bowen, J. W. Blossingham, A. W. Novak, J. Kelley, J. M. Hackett, F. J. Bolting, T. C. George, F. A. Crause and H. Moran.

Lunch was served by the ladies of the club, after the meeting, which was followed by dancing, the music being furnished by the Get Together Club Orchestra.

The papers which were read were all interesting and full of good thought, and only lack of space prevents their being published in the magazine. The subjects and speakers were: Terminal Operation Improvements, R. Brabant; Faith, H. R. Jones; Terminal Delays and What Can be Done to Avoid Them, W. A. Springert; The Importance of an Efficient Coach Cleaning Service, Fred Hall; Conditions in LaCrosse Terminals, J. O'Brien; Report From Fire Prevention Committee, John Kopacek, Chairman; Report of General Inspection Committee, W. A. Springer, Chairman; Report From Safety First Committee, C. Staff, Chairman.

The papers and addresses were of course local in their application and revealed a most satisfactory condition in the district covered by the activities of this most efficient club. The paper on "Faith" by Car Foreman Jones, being very applicable to all conditions of service, is printed on another

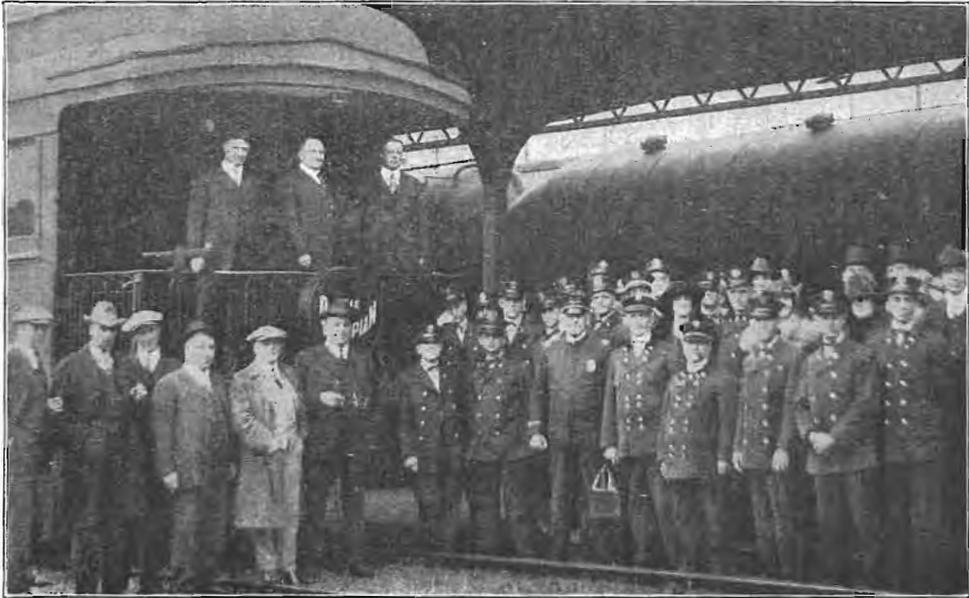
page. It is a thoughtful and timely discussion of the elements that must enter into a worker's appreciation of his job in order that success may attend his efforts, both in considering his own personal well being and the welfare of the work upon which he is engaged.

Surely a Catch.

Applicant—And if I take the job, I am to get a raise in salary every year?

Employer—Yes, provided your work is satisfactory.

Applicant—I thought there was some sort of a catch somewhere.—Anon.



Prize-Winning Seattle policemen and firemen leaving Seattle on the Olympian for the World's Championship Games; the trip being the prize awarded to the winning contestants.

Motor Car Efficiency.

Lewistown, Montana.

October 21, 1921.

Dear Editor.

If you have the time and space I would like to reply to O. I. Borseth's (Section Foreman) letter in the September issue of the magazine. He expresses my thought very plainly in regard to owning a motor car in handling section work.

I wish to state that more section men should write about the efficiency and what they gain between a motor car and a hand car. I also wish to say that my section lies on a 2% grade, one of the heaviest grades on the Milwaukee System, known as the Orange Hill Section. I will state that I have distributed all of my ties up this grade, handled all of my men without the assistance of a work train, and only asking the local to distribute a few carloads. I have placed in the track this season 3,000 ties with an average of four men. My roadmaster informs me that I have renewed ties 20% less than either of my adjacent foremen, who have still the old pull and push car. Also in changing out rail I have pulled 3,000 ties, or better, not counting the angle

bars nor the seven men, all of which I have taken up the Orange Hill. I have bucked the hardest winters and faced the fiercest storms and the old motor car is always ready to go when we arrive at the car house in the morning. I have trucked out gravel to raise all of my bridge approaches and in many bad places on curves use nothing more than the old motor car and the push car.

I have no difficulty in holding men now on the section but before I had the motor car my gang used to change from once to twice a month. I hold the same old men now. They are all broken in to understand the routine of the work and I am not continually having to break in new men.

I have many other things in mind on which I could write in regard to the efficiency of handling men and section work with a 6 H. P. engine and if I see that this appears in the magazine, will feel like writing again. I would like to hear from other foremen in regard to how they handle their work and if they can back their statements up by the reports in the Roadmaster's office.

CHAS. ROZELL.

Piper, Montana.

Take Care of the Small Leaks

By a Veteran Engineer

At the present time, when railroads are operating at an enormous loss, it is the duty of each and every employe to eliminate this loss as far as possible, by taking care of and preserving the company's property; not only large articles—articles of great cost—but even the very smallest article in use.

Since reading Mr. Foster's article in the September Magazine, I have given the matter much thought, and have observed many examples of waste through thoughtlessness. We do not figure that when one of us throws away an article, even of trifling value, at the same time perhaps a hundred others are throwing away articles of similar value, and that these, when totaled will make quite a sum. If we each would reclaim and have repaired the articles in our use, when they become slightly damaged, it would result in quite a saving to the company in the course of a year. If we take an article to the foreman and ask to have it repaired, it is the duty of the foreman to have the work done as requested, and we have done our duty and the foreman has done his duty.

The company has a number of times called our attention to the matter of waste in coal. A scoop full of coal weighs approximately 30 pounds. There are perhaps 2,000 men shoveling coal on the Milwaukee road. By wasting just one scoopful of coal per day, by letting it fall out of the gangway, or by putting in an unnecessary fire when coming into a station or for any long stop, these 2,000 men have wasted in one day 30 tons of coal.

Co-operation between engineer and fireman would do much toward eliminating this loss of coal; especially in coming into terminals.

We are all very much inclined to censure

the company when we are furnished an inferior grade of coal, but while it makes it very hard for us, it is not our place to throw this coal out onto the right-of-way. Make the trip, do the best we can under these conditions, and then report the handicap we have been under in making the run.

Again, the company has asked that we use our influence to increase business. If each employe would secure the routing of one passenger or of one ton of freight per month over our road, the increase of business would be surprising; and remember that a portion of the returns has to come back to us in wages and working conditions. The writer secured data showing that at one terminal alone, and not a large terminal at that, there was paid in 1920 the enormous sum of \$1,780,000.00 in wages. It must have meant something to that growing city to have that amount of money turned into the channels of her trade. I know that simply showing that statement to business men and large shippers, secured for the company some re-routing as well as considerable new business. No matter how efficient an officer of a division may be, he must have the help and support of his subordinates, in order to make a success of his division.

My knowledge of waste comes, not from superficial observation, but from about 50 years of actual service, and year after year seeing unnecessary waste going on. We all know the necessity of co-operation. What do you say to each and every one of us doing all we can toward saving and toward increasing business in the next year?

I am appending a list of the sort of certain supplies furnished me by the storekeeper.

No. 4 Engine Scoops, each.....	\$1.23
No. 5 Engine Scoops, each.....	1.30
Engine Oilers, each.....	1.10
Tallow Pots, each.....	.35
Drinking Cans, each.....	.61
Engine Tool Boxes, each.....	1.56
Engine Brooms, each.....	.46
1-Gallon Cans, Oil, each.....	.45
2-Gallon Cans, Oil, each.....	.58
Engine Cushions, each.....	2.50
Coal Picks, each.....	.51
Engine Pails, each.....	.55
Engine Torches, each.....	.87
Coal Chisels, each.....	.63
12-Inch Monkey Wrench, each.....	1.40
15-Inch Monkey Wrench, each.....	2.04
12-Inch Stillson's Wrench, each.....	1.15
14-Inch Stillson's Wrench, each.....	1.45

Engineers' Hammers, each.....	\$ 0.95
White Lantern, each.....	1.34
Red Lantern, each.....	2.09
Red Flags, each.....	.16
White Flags, each.....	.16
Headlight Globes, each.....	1.92
Cab Globes, each.....	.26
Rerailing Frogs, pair.....	22.00
Switch Chains, each.....	13.94
Bell Rope, each.....	.23
Valve Oil, gallon.....	.70
Car, Oil, gallon.....	.34
Grease Cup Plugs, each.....	.20
Guide Cup Covers, each.....	.05
Rod Cup Grease, pound.....	.16
Colored Waste, pound.....	.13
Cab Window Lights, Average Size, 15 In.x28 In., each.....	1.36

Faith

(Paper Read by Car Foreman H. R. Jones at Meeting of LaCrosse Get Together Club December 6th, 1921.)

It is only five letters but did it ever occur to you that the whole business world is centered on this very word. You might wonder just what I mean. To make it plain I will put it in this way. What was the driving power back of Columbus when he sailed away to discover a new country, was it not his faith? That there was a vast country beyond the Atlantic his faith was like a burning flame that consumed all obstacles and gave him that determination to go on and on until he found this wonderful country. Was it not faith in the righteousness of his country's cause that made George Washington the man that he was, and won him the undying respect of all mankind, and through that faith, there was born a vast republic that we call today United States of America, where there is neither a lord nor a king, but where all men are born equal, and thank God where all men have equal opportunities, but it depends on how and what we are going to do with our opportunities. We are here tonight as employees of the great C. M. & St. P. Ry. and the question arises in my mind, have we got faith in the future of this road, and to what extent, because the future of this road, gentlemen, depends as much on us, if not more, than it does on the men in the higher positions of the road, and in my humble opinion, it is just how much faith in our road and ourselves, it is to that extent that we are going to prosper, when this spirit has taken a deep root in our heart. I believe absolutely that it will be like some electrical dynamo driving us on to try and do greater things and be honest and sincere in our efforts. It will wipe all selfishness and personal glory out of our system, and we will in due time reap our just reward, so let's get inspired tonight with that spirit of enthusiasm and fair play, and do unto others as you would they should do unto you, and all other good things will follow. It will mean that we will have better and cleaner engines, we will have better and cleaner trains, fewer terminal delays, fewer cars delayed in yards. What will all this mean? It will mean that the public will want to ship over our road and ride our trains because, we, the employees of the C. M. & St. P. Ry. have faith in our road and in ourselves to give 100 per cent service, and through this spirit we will be able to give better service than any other road. Yes, service. That is what we are selling to the public and they demand it, and it is to the benefit of ourselves as well as our road to make friends with the public; if we do that, the best advertisement our road can have is to get their goods over our road in as good a time as possible, and get our trains on time. Every delay is a knock whether it is a passenger train or a freight train. It means a dissatisfied shipper or passenger. To a group of intelligent

men as there are here tonight, I need not more than mention what effect it has on our business or go into details. It simply means this. The shipper won't ship over our road if he possibly can help it, if he is dissatisfied. Neither will a passenger ride in our trains if he is not fully satisfied with the service that he is getting. Sometimes I doubt whether we all realize the importance of having these trains run on time. For an illustration we have a business man from Japan taking our train at Seattle. He has to make connections at Chicago with either the N. Y. C. or P. R. R., depending on his reservations. That man has business appointments at New York or maybe he is making a business trip to Europe. Imagine then his disgust when he finds out at Chicago that he has missed his connections, and through missing these connections, has missed his boat at New York. Now, gentlemen, these statements are not theories, but they are facts that might happen any day, and through the missing or delay to this man, it might be a loss financially to him running up to thousands of dollars; it also may mean that this man may be a representative of a big firm in Japan that is buying thousands of dollars worth of goods in this country. It is a safe bet to say that this man would be so disgusted that he would have nothing shipped over our road to the coast. Now these are the facts and we have got to face them and try and realize what these delays sometimes amount to.

I will say again have we got faith to the extent that we are willing to sacrifice some personal pleasure or hobby to accomplish these things (they can be done). It is only a matter whether we want to pay the price in hard conscientious thinking and working and I will conclude with a piece of poetry that explains my thoughts on this subject:

It Couldn't Be Done

Somebody said that it couldn't be done,
But he with a chuckle replied,
That maybe it couldn't, but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in, with a trace of a grin
On his face. If he worried, he hid it,
He started to sing as he tackled the thing
That couldn't be done, and he did it.

Somebody scoffed: "Oh, you'll never do that,
At least no one ever has done it."
But he took off his coat and he took off his
hat

And the first thing we knew he'd begun it,
With a lift of his chin, and a bit of a grin,
Without any doubting or quit it;
He started to sing as he tackled the thing
That couldn't be done and he did it.

There are thousands to prophesy failure;
There are thousands to point out to you, one
by one.

The dangers that wait to assail you
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "Cannot be done" and you'll do it.

The Proper Handling of Cross Ties

F. S. Pooler, Tie Agent.

(Paper Read at General Storekeepers' Staff Meeting at Milwaukee Shops, Nov. 17, 1921.)

It will be well to consider first the ties themselves in order that we may know better how to care for them

Cross ties, like people, have many enemies, are subject to many diseases and require sanitary conditions and careful care to preserve them in health and strength for the important service they perform.

Some of the enemies of cross ties are birds, squirrels, ants, worms, wind, sun, fire and decay. By far the worst and most insidious enemy is decay. It comes like a thief in the night, works while the others sleep, and its ravages are costly and far-reaching. In fact, we might say that decay is the arch enemy of wood, just as the devil is called the arch enemy of mankind. The other enemies simply open the door by making holes or abrasions in the wood so the arch enemy "Decay" may enter. Decay is insidious because it enters wood in such a minute form that the naked eye cannot detect it. Minute seeds or spores form on the underside of these shelf-like mushroom growths you have all seen on the side of trees. Myriads of these spores are blown about, lodging in holes, cracks and abrasions in wood made by some of its other enemies. There they take root and send out minute fibers in every direction, which feed on the wood and destroy its strength and very life.

You, as storekeepers, are custodians of all material, including ties, and I believe will be interested to know some of the means being used to fight these enemies of the cross tie; more particularly of decay, which is the enemy most active after the tree is cut and made into the form of ties. Some woods are much more resistant to decay than others. For instance, cedar. This company has recently taken out of track cedar ties that had been in service over fifty years. The same is true to some extent of white oak, butternut, black walnut, heart long leaf yellow pine, heart cypress, etc. In fact, the heart or inside wood of most timber is more resistant to decay than the outer or sap wood. (I wish there was time to speak of the growth of the tree—it is an interesting and wonderful thing.) Maple, birch, beech, red oak, and douglas fir, hemlock, tamarack, sap pine and many others are sure to decay in a few years, especially in contact with the soil, and the proper care of these woods is very important.

Modern methods are largely of a preventive nature. In the case of maple, red oak and the other more perishable woods, the modern method is to subject them to a preservative treatment by forcing into the wood under pressure enough of a 2 to 4 percent solution of zinc chloride to leave about one-half pound of dry zinc per cubic foot of timber.

There are other preservative agents, but at the present time, zinc chloride is most universally used. This preservative not only kills any live spores that may be in the wood, but also poisons the wood itself which the spores feed on, consequently, by the expenditure of about 30 cents, a tie will last two or three times as long as it would untreated.

This is why we are shipping ties to Granville, Wis., and it would be an interesting trip for the storekeepers to visit the treating plant of the tie company at Granville, Wis., where they will see over three hundred thousand of the finest ties this company has ever owned, cribbed up under sanitary conditions for air seasoning, as it is necessary to evaporate the sap from the wood before it will receive the preservative treatment.

All of the ties at Granville were purchased along our own line, or on logging roads directly tributary. Most of them are delivered to our company loaded on cars and are moved directly to the treating plant. Treatment ties delivered on the right-of-way are allowed to remain there to season, where there is space to do this, and when shipped to the plant are unloaded from cars directly onto metal trams, run into the retorts and treated, which saves an extra hauling. During the past Summer over 250,000 have been handled in and out of the treating plant at Granville in this manner.

We are making an effort to have all of the right-of-way ties delivered at stations along side tracks the coming season, where they can be loaded by track men or by contract without the use of a work train, thereby saving considerable expense.

As most of our line ties undergo preservative treatment, and no ties can be treated or used until bark is removed, we are trying to get all ties delivered stripped of bark. While these requirements may tend to curtail production for a time, a persistent effort will be made to enforce them.

Now, that we have considered some of the dangers threatening the life of the cross tie, we can better appreciate the importance of piling our ties under sanitary conditions on our right-of-way. The grass and weeds should be cut away for some distance on all sides of the piles, as not the least of the enemies of the cross tie is fire, particularly in the Spring and Autumn seasons, when vegetation is dry and easily ignites.

The supports for tie piles should be either of sound timber, or preferably stone or brick, as rotten supports are a menace to sound timber, the same as a case of smallpox or scarlet fever is a menace to people who are near it. The ground must be well drained. The factors necessary to decay are

moisture, heat and air. We cannot exclude the heat or air, but careful piling will eliminate moisture to a considerable extent. Track men omit one of the supporting ties of top tier and pile the ties closely together to form a slanting roof or under water shed over the ties.

When ties are stored any length of time, it is desirable to pile them as closely together as possible, consistent with a free circulation of air, but they never should be piled in solid ranks like cord wood or stood on end. Protecting the ends of ties in piles from the direct rays of the sun prevents checking and splitting.

Small "S" shaped irons are often driven into the ends of ties across a season check to prevent further splitting. This device costing applied less than 5 cents, often saves from 75c to \$1.00 per tie.

The custodian of cross ties should also be interested in knowing that he actually has in stock at all times the quantity charged to him. In order to do this, he must have the co-operation of those charged with the distribution and use of the material. No ties should be moved or used unless he is advised, but there is a far reach between correct accounts and the actual material on hand. Your accounts, based on shipping reports and reports of ties used by track men might indicate a stock of 2,000 ties on Section 10, while an actual count only reveals 1,800. It may be some of these ties have been hauled off the right-of-way into someone's back yard. The writer once found a very considerable number of our sound, new cross ties being used by a contractor as temporary foundation for a building and he has also found usable second-hand ties piled up for fire wood, so that the importance of frequent and systematic inventories of both new and second-hand material must be emphasized.

In regard to the distribution of ties, it is important to use the right tie in the right place. It is not economy to use cedar ties or soft wood treated ties on portions of the road where traffic is heavy, or where there are many curves, because in such cases the ties are destroyed by mechanical wear long before the expiration of their physical life. For this reason, in recent years at least, we are as far as possible using soft ties on the lighter or branch lines, sending white oak, treated hard maple, red oak, etc., to the large terminals or to our heavy traffic lines. Cedar, or other soft wood ties can only be used to advantage under heavy traffic when protected by good and sufficient tie plates, and even then their use in such locations is questionable. In other words, we may state as a general rule, that in order to get the maximum of life out of a cross tie it must be protected either by mechanical devices or by location to the limit of its physical life.

Another question in regard to the distribution of ties for repairs is whether in the case of ties coming from another division or from points off our line of road, should be unloaded from cars directly to the point on right-of-way where they are to be used

for repairs, even if between stations, or whether such ties should be unloaded and piled at stations and moved to points where needed on push cars. The latest and most approved practice would seem to indicate unloading of ties at stations where they can be cribbed up in a sanitary manner and where they can be easily inventoried; later moving them to points where they are to be used as needed.

In the case of ties moving to our own lines from a foreign road, as from Mt. Vernon, Ill., it is the intention hereafter to bill the ties from point of origin directly to that division instead of being charged to receiving division in suspense account and recharged to division where unloaded and used.

Finally, it must be said that the great subject of ties cannot be covered in the paper or in one discussion. There is something new to learn every day, and if there are any points not covered on which additional information is desired, the writer will be glad to answer all questions that can be answered.

"Hustling Hutchins"

In the village of "Hustling Hutchins,"
When it's busy loading ties,
It looks like a hive of busy bees,
Conducted by Mr. J. C. Sheets.

It don't look like hard times,
Or a scarcity of work,
For no one here is "jobless,"
But some will always shirk.

To get the men and bustle teams,
Nineteen hundred tons of ties to load,
Kept J. C. Sheets and several others
Hopping 'round just like a toad.

Still more men, and still more teams,
Were put to work at hauling ties,
Of this there'll be one hundred cars,
Which surely makes a great big pile.

Very early in the morning hours
You can hear the wagons rumble;
For men are also hauling gravel,
And no one seems to grumble.

And some days there is quite a line
Of farmers hauling in the grain
To Mullin's busy Elevator,
They come in wind and rain.

Added to all these enterprises,
Many hogs are loaded on the track;
By J. C. Sheets and others,
Of work and business there is no lack.

Ben Anderson is early on the job—
Of opening up our busy store,
Known as "Hutchins' Community,"
It has cutomers by the score.

This burg of busy workers
Looks like a city's crowded street,
And sometimes it is hard to pass
The men and teams you meet.

Everything is very lively
'Round the coal and lumber yard,
No one driving into Hutchins
Could think the "times" are hard.

You can hear the coal unloading
With a steady thump and bump;
This job is Bachelor Morgan's
And it keeps him on the jump.

But the one who has the hardest work
Among these busy guys
Is our Woman-Depot-Agent,
And she is paid for being "wise."
Lucille A. Ellson

Current News of the Railroad

The Railway Hub

Chicago is the greatest railway center in the world. Forty-seven railroads, of which thirty-nine are trunk lines, enter this city. Every railroad which enters terminates here. No train passes through Chicago. It either begins its journey or finishes here. There is an incoming and out-going train every minute.

More Ancient History

The Line to St. Paul and Minneapolis was constructed in sections as follows:

Chicago to Russell	46 miles	1872
Russell to Milwaukee	38 "	1871
Milwaukee to Brookfield	13 "	1864
Brookfield to Watertown	32 "	1855
Watertown to Columbus	19 "	1857
Columbus to Portage	28 "	1864
Portage to New Lisbon	43 "	1857
New Lisbon to LaCrosse	61 "	1861
North LaCrosse to State Line	2 "	1875
State Line to Winona	24 "	1872
Winona to Weaver	19 "	1870
Weaver to Red Wing	43 "	1871
Red Wing to Hastings	21 "	1870
Hastings to St. Paul	21 "	1869
St. Paul to Minneapolis (Short Line)	10 "	1880

Freight Claims

During the year 1917, this Company paid out in freight claims \$1.94 for every \$100 of freight revenue received. During 1918 and 1919, both years under Federal Control, we increased to \$2.44 and \$3.16, respectively. During 1920, the amount so paid averaged \$2.93. The success of the campaign for claim-cause elimination may be noted from the October, 1921, figures, the last available, being only \$1.49. The aim and hope is to reduce to a ratio below one per cent, but in any event if the ratio that has already been accomplished can be maintained, it will result in a very great saving as compared with previous experience, to say nothing of the more satisfactory results to our patrons because these economies have not been made by cutting down payments, but largely by preventing cause for claims.

The Foch Party

Acknowledged by Marshal Foch as a pretty tribute, his special train handled via our line from Butte to Seattle was manned entirely by ex-service men in full uniform. Its crew, honored with responsibility for the safe transportation of the world's greatest soldier, consisted of the following: William E. Jones, engineer; Thomas McCall, engineer; Thomas Lowe, fireman; W. E. Cummins, conductor; J. P. Bevins, brakeman; A. T. Shirley, brakeman; N. R. Theiss, brakeman; and Joe Healy, baggageman.

Engine Failures

An indication of the improved power conditions on our railroad is reflected in a statement of engine failures recently compiled. For the benefit of those who may not know, a failure consists of a three-minute delay to a passenger train and a five-minute delay to a freight train, due to any kind of locomotive defect. During January, 1918, we suffered 670 such failures to passenger trains and 368 to freight, a total of 1038. Each month during that year did not make so wretched a showing, but on December 31, 1918, we had to our discredit at total of 7506. 1919 was slightly better with a total of 5601, while 1920 totaled 4365.

The really remarkable results of 1921, tabulated to September, as follows, show a gratifying, consistent, month-to-month increasing efficiency.

Month	Passenger	Freight	Total
January	90	70	160
February	42	50	92
March	49	38	87
April	51	28	79
May	44	35	79
June	44	38	82
July	62	21	83
August	50	36	86
September	45	20	65

POST CARD SOLICITATION OF PASSENGER BUSINESS

Name	Occupation	Residence	Report Made
Jas. Hardie	Conductor	Spencer, Iowa	2 Lohrville, Iowa, to Terry, Mont.
W. A. Murphy	C. C. Master Mechanic	Aberdeen, S. D.	1 Hamilton, Mont., to Hutchinson, Minn.
Fred C. Rieboldt	Painter Foreman	Milwaukee, Wis.	2 R. T. Milwaukee to Portland
Mr. McHard	Purchasing Department	Chicago, Ill.	2 1/2 R. T. Pros. California
Wm. McHarg	Conductor	Ottumwa, Ia.	3 Pacific Coast
Clarence G. Micka	Revising Bureau	Chicago	1 Chicago to Seattle
H. Belond	M. C. B. Inspector	Milwaukee	4 Prosp. to California
T. A. Biggs	Conductor	Sioux City	3 Sioux City to Chicago
			2 Sioux City to Des Moines
			1 Sioux City to New York
			2 Sioux City to Chicago
			1 Sioux City to Chicago
Sam Forley	Porter	Sioux City	1 Sioux City to Chicago
L. E. Soper	Conductor	Chicago, Ill.	4 R. T. Chicago to California
W. H. Young	Agent	Spirit Lake, Ia.	1 Spokane to Spirit Lake
Adolph Lage	Janitor	Davenport, Ia.	3 Des Moines to Los Angeles
J. L. Tidball	Conductor	D. M. Div.	2 Des Moines to Chicago
J. L. Forward	O. S. & D. Clerk	Spokane, Wash.	1 Spokane to Detroit
			3 Spokane to New York
J. N. Dyer	Ticket Clerk	Spirit Lake, Ia.	1 Spokane to Houston, Me.
K. Hudson	Agent	Dalkena, Wash.	1 Chicago to St. Paul
Mr. Boardman	Aud. of Expend. Office	Chicago, Ill.	1 Minneapolis to Chicago
Jas. Packman	Engr. Cent. Power House	W. Milwaukee	2 Prosp. for California
G. A. VanDyke	Supt. Terminals	Minneapolis	2 R. T. Prosp. for Seattle
Wm. R. Gregg	Condr. Ill. Division	Chicago	1 Prosp. organized party to St. Paul
D. A. Gibson	General Yardmaster	Racine	1 Prosp. organized party to Racine
H. E. Broughman	Operator	Spencer, Ia.	3 To Omaha
R. D. Marsh	Demurrage Inspector	Chicago	2 Chicago to Minneapolis
			1 Chicago to Omaha
			1 R. T. to California
T. A. Biggs	Conductor S. C. & D. Div.	Sioux City	1 Sioux City to Cincinnati
			3 Sioux City to Chicago
			1 Sioux City to Sharon
			1 Sioux City to Doyle, Cal.
			1 Sioux City to Milwaukee
			1 Sioux City to Des Moines
G. H. Dunham	Conductor S. C. & D. Div.	Sioux City	1 Sioux City to Seattle
E. C. Chadwick	Conductor S. C. & D. Div.	Sioux City	1 Dell Rapids to New York, N. Y.
C. H. Ordas	Supervisor Motor Cars	Chicago	2 Pros. Chicago to Seattle

Northern Division Items

Hazel E. Whitty

The smile that won't come off has again returned to the weary face of Uncle Jess Taylor, as he is again running out of Foud du Lac.

Not long ago we overheard a man asking Jimmie O'Connor how his hair got so white at such an early age. Jimmie replied that in the year of 1877 when he was a young fellow he was invited to a party about three and a half miles from Juneau. Arriving at the house, he found every one having a good time with plenty to eat, and you will also recall that this was before the time Mr. Volstead put anything over on us. As the party drew to a close, Jim started for home, but first he lost his cap and then his war. It being very dark, he decided to park along the right of way, and it was so late in the fall and so cold that Jimmie says his hair was frost bitten that night and has remained that way ever since.

Agent at Beaver Dam reports that a nice little boy arrived at his home recently. Mr. Tracy has a nice smile and steps around as if he owned the place.

Joe Manning is a little absent minded these days. He left Oshkosh one morning without his clothes and was obliged to borrow some at the depot in Milwaukee to get to his home with.

Geo. Persons and wife were suddenly called to Tacoma, Wash., on account of the death of Mr. Person's mother.

Well, the New Year has rolled around and with it the annual resolutions. I print a few here that the boys have made and hope that they will stick to them:

Joe Privatt: I resolve to shave at least once a month.

Felix Raue: Resolved, not to let my curly locks grow any more than six inches at any one time.

Joe Taylor: Resolved, that I will listen to the other fellow's story before starting the argument.

W. H. Armstrong: Resolved, that I will cut down on my extravagant habits of smoking 10 White Owl cigars a day, and will smoke one stogie instead.

Joe Barnish: Resolved, (His resolves are censored).

Earl Burns: Resolved, to tip the beam at 250 lbs. by April first or bust.

Harry Luker: Resolved, not to let the railroad ruin my sweet disposition.

Don Pierce: Resolved, that next year when I try out my home brew, I will invite Adolph Kammermeyer.

Max Schessow: Resolved, that I will only have one at a time hereafter, there is no safety in numbers.

Walter Zischke: Resolved, that I will stop blushing whenever a girl speaks to me.

Jack Whipple: Resolved, that I will eat lots of fish during the coming year as they are such good brain food.

Will Strange: Resolved, that I will stop raising chickens for my neighbor's cats to eat and if the barbers' rates don't go up before spring, I will get a neck shave when I get my annual hair-cut.

Jess Taylor: Resolved, that if they ever get the Pond du Lac run away from me again, it will be over my dead body.

Roadmasters: Resolved, that if the stronghold we now have at the office does not work, we will have to build a mouse tower on the Rhine.

Phillip Lamb: Resolved, that I will stop cussing the trainmen.

Mike Flanders: Resolved, that I will not rob any banks during the year of 1922. Also that I resolve to cut out profanity and so set a better example to the trainmen.

Better get out your gas masks, for some time soon we will take a trip to the Melton Dump and see how things are coming down there.

C. Carlson has been visiting his brother at Horicon.

(These could go with the resolves):
Ice Miller: Resolved, that I will stop teasing Engineer Lockwood about the time that he fell in the tanks at Randolph.

Fred Thiele: Resolved, that I will stop saying, "I am so d— busy."

Rob Gadow: Resolved, that I will be as square with my fellow men as I am in turning a corner.

Pat Reagan: Resolved, that I will be the same merry little sunbeam that I always have been, for "laugh and the world laughs with you," is my motto.

John Norgard: Resolved, that I will be a little more discriminating in the stories that I tell, as there are two sides to everything.

Ye Scribe's Note: It is not because I hate you that I do this, it is because I have the authority to do so.

Notes on Reclamation

The Scrap Pile

Recently two railroad men, while making a tour of one of the yards in a large terminal, came to the dock where a magnet was unloading a car of scrap material. After watching the operation of the machine and commenting on its usefulness, they passed on, and finally stopped in front of a large pile of scrap consisting of about one hundred and fifty tons. They looked it over for a few minutes and then one of the gentlemen said, "Well, there is everything there but money." The other responded, "Everything but money, you say? I say nothing but money there. Money of all denominations, pennies, dimes and dollars. Look at those track spikes, all they need is a couple of blows with a hammer to make them as good as new. Look at the nuts, washers, small bolts of various kinds, the equivalent of pennies and thousands of them, too. The dimes are represented by bolts of a larger kind, brake shoes only ten per cent worn, small castings, bits of brass, pieces of chain, pipe fittings, parts of springs in good condition, packing leathers, coal and dirt picks, oil cans and various other parts; while the dollar list is simply staggering—couplers, knuckles, oil boxes, brake beams, brass valves, heavy castings of gray iron, malleable and steel, engine pistons, triple and angle valves, air brake and steam hose and valves, hand car wheels, signal material, monkey wrenches, hammers, shovels and a hundred more. Mind you, ninety per cent of this material is good for use as it stands and the balance can be made so by a very little labor." "Then why," the other asked, "is it sent here as scrap?" "That is the burning question," was the reply. "This material will be sorted out and some of it will probably be sent by the store department to the very same point that shipped it here as scrap, and all the handling it has gone through represents just so much loss to the railroad company."

The foregoing conversation represents fairly well the conditions that exist and the Reclamation committee is endeavoring to educate the different foreman in charge of material as to the proper handling of so-called scrap. If the parts are good, keep them in stock. Don't throw them in the scrap pile, as it is a matter of needless expense for the railroad company to sort out the good and ship it back to the point it came from.

Loading Scrap.

It is pretty safe to make the assertion that those who have to do with loading of scrap into cars have in mind only the physical work in connection therewith. If a few facts in connection with this work were better known

and acted upon, it would mean quite a saving for the company. Scrap is generally considered as SCRAP only, and something that is better out of the way. As a matter of fact, it represents many thousands of dollars and should be handled in a way that will yield the best possible return.

In the first place, scrap is not always scrap in the strict sense of the word but unfortunately it is used to cover a multitude of extravagances. Many articles are thrown into the scrap pile which are good for use, and it is a matter of absolute knowledge in the Store Department that many parts of cars and locomotives, in particular, are picked out of scrap cars at the main shops and shipped back to the originating point to fill orders for these articles.

So the first important thing is to see that only such material as is really scrap is treated as such. The next thing is to see that it is loaded properly. While it is not always possible to get gondolas to load scrap in, great effort should be made to this end, as it is expensive to load scrap in box-cars and equally costly to unload it at the scrap dock. A very striking example of this was recently noticed at Milwaukee Shops.

Two cars of scrap were at the dock, one a box-car with fifteen thousand pounds of bolts, nuts, track spikes, couplers, brake beams, side doors, etc., the other a gondola with bolts, nuts and other small scrap at one end, couplers in the center and defective metal brake beams in the opposite end. It cost thirty dollars to unload the box-car by hand, while it cost only two dollars to unload the gondola with the magnet. The gondola was loaded in a one hundred per cent manner. It probably cost as much to load the box-car as it did to unload it, and the sum of these two costs, no doubt, represented a figure in excess of the value of the scrap.

Roadmasters, Car Foremen, and Roundhouse Foremen should give their personal attention to this work and see to it that the different kinds of scrap are separated as much as possible, piling the couplers together, the small pieces of scrap by themselves, the brake with rods and bars away from the balance of the load, and the side doors stood on edge at one end of the car.

It would be a very profitable object lesson for some of the men who load scrap cars to see how they are unloaded and note the difference in the cost of unloading the different cars. Scrap has a relatively small value and every unnecessary handling decreases the value, until in some cases it becomes a liability instead of an asset. There has been some improvement in the last year but there is room for much more and the Reclamation Committee is working to get better service and save dollars which are now so carelessly wasted.

Saving Material

To All Employees:

From time to time it is the policy of the Reclamation Committee to bring to the attention of everyone who uses or handles materials any information which has been gathered from different sources which will result in increased savings.

To further this work an itemized list of approximately three hundred items has been compiled for use in the various shops. This list is by no means a complete roster of our savings possibilities, but just a reminder of some of the main articles which are being reclaimed all the time at some point on the System.

Let us bear in mind, however, that the shop is but one point, perhaps, in an entire district, where the material collects, and that it is important that Saving should begin at the time when the material is first placed in the hands of the man who knows how to use it.

The workman who is located a thousand miles away from the main shop has an equal chance to Save. In fact, it often becomes necessary for him to conserve his own initiative carrying him through trying circumstances.

It must interest everyone of us to know that the C. M. & St. P. Railroad is actually doing more in the way of reclaiming materials than any other system in the country. This does not mean that we are any better equipped for doing the work. It simply means that cooperation among the thousands of employees has brought about results, even though adequate machinery was not available.

We cannot figure every Saving, everything done which has meant a Saving in one way or another, but the sum total is there, just the same.

Everything has a value regardless of its condition, and there is evidence everywhere that we are becoming less dependent upon the other fellow to our Saving for us.

The workman who keeps his usable materials where they belong is not going to create an extra expense by having someone else come along and pick good materials out of the scrap pile.

We are interested in what you are doing to Save Materials, and, for that reason, the different methods used by different workmen have been noted and, as far as possible, the best practice has been instituted in the various shops.

We must depend, to a large extent, upon the individual workman to use every resource at his command in saving materials which he uses in his every-day work. If we are not wasteful, we are Saving, although it might not be possible to show the actual figures on a Reclaim report.

When we have avoided the necessity for buying material we have taken the foremost

step toward Saving. When we have applied material in a manner which will insure one hundred per cent efficient service we have taken another step.

The reclaiming of materials which have become obsolete or which have been damaged beyond the point of using for their original purpose is not so much a problem. The main thing is to see that materials do not get in that condition.

What are you doing to Save Materials? Let your fellow workman know. Exchange ideas with him.

Give your SUGGESTIONS to
The RECLAMATION COMMITTEE.
1545 Railway Exchange, Chicago.

There is no more honorable branch of industry with which young men can become associated than railroad work.

Lamps and Lanterns

"The Light that Failed"

Robert H. Besmehn, Supplyman

Possibly this is the first time in the history of railroading that anyone has taken an interest in lamps and lanterns. Safety First is considered most important. Many trainmen find fault with their lanterns and markers.

In my endurance test with lanterns I find that a clean cup and fresh oil will burn five times as long as a cup of oil with refuse in it. With a dirty cup, you burn the wick, not the oil. Results: smoke—not light.

To acquire this specific lighting: First, wipe all refuse from cup with cotton waste before removing burner. This allows the burnt wick not to fall into the cup. Second, empty oil out of cup at least twice a month. Third, do not let wicks get too short before removing. Change wicks often. Fourth, how to clean chimneys, large or small: First put a little cotton waste inside chimney, fill one-half full of water and shake back and forth to dislodge dirt. See that globe is washed thoroughly. Then rinse in clean water and let dry without wiping.

Wishes He Still Hung.

He hung on the words
Of beautiful Kate,
And also hung
On the old front gate.
They've been wed now
Ten years, I'd state,
And he wishes he'd hung
On the old front gate.

Columbus Dispatch.

The patient teacher was trying to show the small boy how to read with expression. "Where are you going," read Johnny laboriously, with no accent whatever.

"Try that again," said the teacher. "Read as if you were talking. Notice that mark at the end."

Johnny studied the interrogation mark a moment, and an idea seemed to dawn upon him: then he read out triumphantly: "Where are you going, little-button hook?"

—Exchange.

One Hundred Percent Efficiency.*Jos. A. Jelley**Ass't Foreman, Bensenville, Ill.*

Have you ever stood and watched a freight locomotive pulling a heavy train up a grade and admired the way "she" was working in performing this duty? Suppose, then, something went wrong and the train stopped a few moments and then tried to start again on the grade. Would it be able to handle and start that train upward again? Yes, if it were in the best of condition, because it could be called upon to develop more than 100% or the extra energy necessary to get under way again. If locomotives are neglected and not kept up in the best of repair, you know the result,—they cannot produce the extra energy, and therefore lose their producing power. A man is like these locomotives in many ways, and can he in an emergency produce more in eight hours than 100%; has he the extra energy, if called upon to use it, and is he giving that kind of service each day to the man who employs him.

There are many locomotives on this great system, and of course some are a good deal better than others. For example, when an engine crew arrives at the roundhouse after it has been called, they look to see what engine they are to have, and you can tell by the look on the face of each man whether or not he is satisfied, because the men all know what the engines can do, and whether or not they will be there if called upon in an emergency, and will not quit them on a heavy grade.

Likewise your supervisor, whoever he may be, knows the men under him, and has a thorough knowledge of what they can do, and how much he can depend on him, just the same as the engineer knows what the different types of engines can do. The boss can give certain men certain work to do and then go on about his business, as he knows the work will be done and he does not have to watch to see if it is done. He has confidence in the ability of the men, just as you might have confidence in the ability of a certain engine to get up the grade with a heavy load.

When the company buys new locomotives or builds them, it expects them to come up to the standard test, and if they don't test up, an investigation is immediately made to try to locate the trouble so they may be brought up to the standard. Now then, did you ever give yourself a test to see if you would come up to the standard of good honest efficiency in your line of work, no matter if you be a cinder-pit shoveler, office clerk, fireman or machinist, or any other crafts of the trade? Could you honestly say, yes, and be square with yourself? Think this over: how many minutes of your working day are lost in needless and wasted talk? Did you ever stop to realize that every time you waste words, you may be wasting some other man's time, as well as your own. More production and less waste is an absolute necessity, in these times, if leaves a wife, one son and one daughter, to whom the sympathy of the Milwaukee family is extended in their great sorrow.

we expect to keep the railroad running and keep our jobs.

You expect your pay check every pay-day, and the company has the right to expect 100% work in return. If your tools and machinery are not right, of course a lot of time is taken up in repairing same, and that is often unavoidable delay; but if you come to work tired, sleepy, after being out all or half the night, of course you are not very full of enthusiasm for your work, and the result is decreased production, with many times, others depending on your co-operation on the job. You still expect your pay check without delays of any kind, but you have not stopped to think whether you have really earned it. This also applies to men who are in the habit of procrastinating, or think,—“let the next fellow do it.”—it being ten to one that it is never done.

I am going to say a few words in regard to job analysis: Job analysis is the act of taking any job to pieces in order to discover all the factors which make up the job, and what influence each factor exercises on every other factor, and on the job as a whole; and what improvements, if any, can be made in each factor in order to turn out a better product, or turn it out more quickly or with less effort or less cost.

A good way to make an analysis is to get information about the job or jobs you have before you: such as,—what is the job called; what are the working conditions surrounding the job; what are the tools used for it; how many kinds of operation are there in the job you are analyzing; how many motions are there for each operation; what are the physical and mental characteristics of the worker on the job.

Obituary.

Thomas A. Walsh, veteran pontoon bridge engineer, died on Dec. 1st at Prairie du Chien Sanitarium, after an illness of six weeks, at the age of 66 years.

He went to Prairie du Chien in 1870 and worked on the ferries that plied between that point and McGregor, Iowa. In 1873 he was appointed night engineer of the new pontoon bridge which took the place of the ferries, a position he occupied until October 15th, 1921, when he became ill, and from which he never rallied.

"Tommy," as he was known to his associates, was a general favorite, a trusted employe and a representative citizen of that sturdy element of society whose stability and character are the reliance of the commonwealth. He leaves a wife, one son and three daughters, to whom the sympathy of the Milwaukee family is extended.

John G. Love.

John G. Love, general agent for freight traffic in Milwaukee, died at his home in Milwaukee December 20th, after a long illness.

Mr. Love was a veteran in Milwaukee service. He had had experience in both the traffic and operating departments and had risen to the position of assistant general freight agent.

During federal control of the railroads, Mr. Love left the service to become the traffic manager of a large paper manufacturing company; but the lure of the rail was strong and when the roads were returned to ownership control, Mr. Love went to Milwaukee in charge of this company's large freight traffic at that point.

Mr. Love was known as a keen business getter and a thorough railroad man. He was popular with his associates and commanded the respect of his superior officers, and his passing is mourned by all who knew him. He

SAFETY FIRST

No. 799

“DROPSY”

A Dangerous Bug Causing Pain and Misery

Accident records of one Company show that 125 of every 1000 accidents are due to “Dropsy.” Not the disease the doctors tell about, but the “Butterfinger” and “I didn't think” type.

Men afflicted with “Dropsy” seem afraid to hold on to a good thing. Their fingers begin to soften up, like warm butter, and ZOWIE! something lands on their feet, or on a fellow worker—and poor Mr. Dropsy Man is injured perhaps for life, or has brought pain and sorrow to some other fellow.

A FEW CASES:

A carpenter was injured when a piece of 4x6 timber fell on him. It “got away” from a fellow workman stripping forms about 30 feet above. Thirteen days' time lost.

A laborer was carrying a heavy timber when another man, assisting him, let go of his end. The injured man was knocked off his feet and fell a distance of about 14 feet, injuring his shoulder blade.

A workman dropped a bundle of steel on his right foot, breaking a bone. Lost three weeks' time.

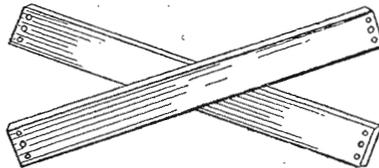
Workman struck on chin by falling brick, deep gash, lost time.

A laborer dropped rail he was helping to lift. Two toes amputated.

(Courtesy, Fred T. Ley & Co., Inc.)

The Cure for the Dropsy Habit Is:

“Keep Your Mind on Your Work”



National Safety Council
Chicago



Bulletin Board Series
Read by 6,000,000 Workers

Additional Copies of This Bulletin May Be Secured at Cost

Safety First

A. W. Smallen, General Safety Supervisor

From the Bureau of Safety

Less than a generation ago appalling railroad accidents came all too frequently—no railroad seemed to be exempt from them. Improved railroad equipment has saved its thousands, but the slogan "Safety First" its tens of thousands. Statistics show that the number of passengers on railroad trains killed in accidents has decreased year by year since 1911, and that in spite of the steady increase in the numbers carried. The statisticians assure us it is a great deal safer to ride in a railway train than to walk the busy streets of a city.

The number of employes killed in the operation of trains has decreased. The increase in the use of Safety devices and the instruction of all workers in the rules of Safety have borne fruit. The number killed while walking on railroad tracks has declined also. It is difficult for railroad companies to guard against this form of accident, but apparently those who use the track as a highway in spite of rules and laws against it, are more careful.

It is at grade crossings that the accident list shows increase year by year. The motorist is not more reckless, but he is more numerous. As the number of drivers increase, so does the number killed at railway crossings, although not in the proportion of motorcar increase. Warning signs, bells, whistles, even gates do not stop the speed-

ing motorist. He is not blind or deaf, he sees and hears the approaching train perfectly, but he falls a victim to speed delirium. He thinks he can beat the train to it. Sometimes succeeds, and every success gives him more confidence until the time comes when he—miscalculates.

Southern District "No Accident" Campaign

During a recent "No Accident" campaign in the Southern District, from November 11th, to November 30th, 1921, there was not a single employe killed during the drive, as compared with two killed during the same period in 1920, and the following divisions and shops participating, showed one hundred per cent: Dubuque Division, Des Moines Division, Sioux City & Dakota Division, Racine and Southwestern Division, Kansas City Division, Kansas City Terminals and Dubuque Shops. This is an unusual record and would be well worth the time for consideration by all committeemen on this railroad, as it shows very clearly what is possible in accomplishing Safety work. If it was possible to maintain this record for two weeks, which was the length of the drive, there is no reason to believe that it cannot be maintained for the entire year.

All that is necessary is that every official and employe live and work continually for one hundred per cent Safety.

Auditor of Expenditures

The regular monthly meeting of the Milwaukee Action Club was held at the Great Northern Hotel Monday evening, November 21st, 1921, with officers present with exception of Vice President Ruthenbeck.

Mr. Severs presented us with a very interesting speech, entitled "Why we have an Auditor of Expenditure's Office."

It was decided that invitations be extended to all the clerks in the A. of E. Department to become members of the Action Club should they so desire, in order that every one in the office would have the opportunity to receive the benefit derived from the meetings.

Election of officers took place, the following being the new officers elected for the coming period:

J. W. Severs—President.
J. M. Nelson—Vice President.
Erna Hoganson—Secretary.
Kal McGuire—Treasurer.

Martha DeKeukelaers will be back with us again beginning with the New Year, after a four months' leave of absence on account of ill health. From all appearances she indulged in an abundance of fresh air and milk.

More matrimonial happenings—Gladys Fotre is the lucky one. Have you noticed her left hand? No doubt Christmas will show up a few more.

R. L. Whitney, general accountant, is at present checking the coal mines on lines west. Certain young people miss him very much.

We hope Hubert Severs shall always consider Thanksgiving a time for giving thanks, and that his reasons shall be doubled next year. Another benedict to add to the list.

Heard in the file room on a cold day: Clinton Junction makes your hands warm on the Northwestern.

It is rumored that Madlyn Johnson in the payroll department has a "friend" who wears a wrist watch; it is also said this "friend" might wear a kimona.

Blanche Keller was very much surprised recently when she was informed that bacon did not come from venison.

Oswald threw a scare into the "State" Department during the "Smile and Cheer" contest by laying off for the first time in a year. Thought he was collecting the \$5,000.00.

J. Carr—"Did I leave some figures around here?" Echo—"No; you took the only figure you've got with you."

Eugene seen again—watch your step, Edith! A young man has been seen in this office on two or three occasions, and we understand he has been on the trail of somebody's golden locks.

Who told Mr. Saida why Harriet Kennedy was late at lunch time one day in November. Who detained her? "Fess up."

We notice the exercise instructor has lost the abundant pep he had. "I wonder."

It was current gossip the fore part of the week that Mac's romance was "busted." Mac claims it is a false alarm.

A new member in the bookkeeping department—introducing a handsome blonde, Mr. Hardy. Mr. Hardy, "Who is Kelly?"

Joint Facility Jottings murmurs this:—"The reason the members of the Joint Facility Bureau look so sleepy lately is on account of working overtime three and four nights every week. The exceptions are Prafter and Washbish, of course, who always look sleepy."

Miss Matsen, following the popular wave, had her hair bobbed. She received so many compliments that we expect to see Marie follow in her wake shortly. Get in the band wagon, girls, if you expect to keep up with the parade.

At Home

Hazel M. Merrill, Editor

A Boy's Wonder Song

I wonder, oh! I wonder what makes the sun go round;
I wonder what can make the flowers come popping from the ground.
I wonder if my mamma loves Billy more'n me;
I wonder if I'd beat a bear a-climbin' up a tree!
I wonder how the angels 'member everybody's prayers,
I wonder if I didn't leave my cooky on the stairs.
I wonder what my teacher meant about a "truthful heart";
I guess it's thinking Uncle Jack will surely bring my cart.
I wonder how I'd feel if I should hear a lion roar;
I bet I'd knock him on the head and lay him on the floor.
I wonder if our Father knows how awful I did feel
With Tom's cake in my pocket, when they read, "Thou shalt not steal";
I wonder if, when boys get big, it's dreadful in the dark;
I wonder what my doggie thinks when he can only bark.
I wonder what our birdie says that hollers so—and sings;
I wonder, oh! I wonder lots and lots of other things! —Selected.

Fashions.

The mid-winter season gives first-place to three-piece frocks. The silhouette remains straight and slender, while waist-lines have returned almost to normal. Some skirts are narrower and about ten inches from the floor. Materials are of black, blue, burgundy, mauve, and brick colored serge; reps, taffeta, gabardine, and crepe du chine, also two-color combinations with flying panels and long, straight, or almost bishop sleeves, and some sleeves are narrow and wrist-length, ses, coat sleeves assume unexpected wideness and are muchly fur-trimmed.

Although we see many bright, bewitching colors, black still holds first-place for dresses, suits, coats, hats, and even evening wear. Black satin is very much in evidence, and fur-trimmed black satin jackets are worn with straight and narrow black satin skirts. There are also many long, straight, black satin coats, fur-trimmed, embroidered with stitching which resembles quilting. One unusual model was seen tucked throughout with inch-wide crosswise tucks, trimmed with chinchilla, and-lined with crepe georgette, and we have it from good authority that "tucks" are to play an important part for trimming the new frocks.

Evening gowns are sleeveless generally, while there are a few with tight lace sleeves; low waist-line shirring or tucks, and bateau neck-lines. One gorgeous evening gown, observed in a Michigan Ave. shop window, was of bright sapphire velvet; panels forming the still popular uneven hem-line, sleeveless, with bateau neck-line. For trimming, this simple but most effective gown had a row of sapphire beads around the neck, armholes, and waist-line. The lady wore a leaf and grape bandeaux of silver for hair orna-

ment, and carried a sapphire-blue feather fan; slippers of silver with sapphire buckles.

Hats of the season are either unusually large or very tiny. Some of the crowns are square and rather high, with plumes, quills, or sword-like feathers posed picturesquely on the right side.

January Sales.

Most women are eagerly waiting for the white sales to lay in a supply for the coming year, and it is rumored that there will be a considerable drop in prices compared with the last few years. Philippine and silk lingerie are very popular with the fair-sex and there are many charming and varied styles. We may also be able, this year, to replenish our stocks of house-hold linen, which have been almost prohibitive since the days of the war. There are also many new and charming varieties of checked gingham house dresses in fast colors of blue, red, brown, black, heliotrope, and pink. January is also a good month to lay in a supply of nice, fine handkerchiefs, which are sold very reasonably on account of being soiled during the Christmas rush.

CATALOGUE NOTICE

Send 15c in silver or stamps for our UP-TO-DATE FALL & WINTER 1921-1922 CATALOGUE, containing over 500 designs of Ladies', Misses and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable to the home dressmaker. Address Miss Hazel M. Merrill, Room 1241, Railway Exchange, Chicago, Ill.

The Patterns

3837—Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 bust measure. To make the dress for a size 38 bust measure will require 4½ yards of 40-inch material. Price, 10c.

3847-3696—Ladies' Costume. Coat 3847 cut in 7 sizes: 34, 36, 40, 42, 44 and 46 inches bust measure. 2½ yards of 54-inch material will be required for a medium size. Skirt 3696 cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. It will require 2½ yards of 44-inch material for a 28-inch size. The width of the skirt at the foot is about 2 yards. TWO separate patterns—10c FOR EACH pattern.

3819—Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require 2½ yards of 32-inch material for the Guimpe and 3½ yards of 44-inch material for the dress. Price, 10c.

3840-3823—Ladies' Costume. The Blouse 3840 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. It will require 3¾ yards of 40-inch material for a medium size. The Skirt 3823 is cut in 7 sizes: 26, 28, 30, 32, 34, 36 and 38 inches waist measure. It will require 2½ yards of 44-inch material for a medium size. TWO separate patterns—10c FOR EACH pattern.

3820—Junior's Dress. Cut in 3 sizes: 12, 14 and 16 years. A 14 year size requires 3¼ yards of 36-inch material. Price, 10c.

3814—Girl's Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size will require 2¼ yards of 27-inch material for the guimpe and 3¾ yards for the dress. Price, 10c.

3118—Ladies' Night Dress. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A medium size will require 4¾ yards of 36-inch material. Price, 10c.

3045—Ladies' Envelope Chemise. Cut in 4 sizes: small, 32-34; medium, 36-38; large, 40-42; and extra large, 44-46 inches bust measure. Size medium requires 2½ yards of 36-inch material. Price, 10c.

3815—Girl's Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3¾ yards of 44-inch material. Price, 10c.



3827—Boy's Suit. Cut in 4 sizes: 2, 4, 6 and 8 years. A 1-year size requires 1¾ yard of 27-inch material for the blouse and 1½ yard for the trousers. Price, 10c.
 3816—Child's Dress. Cut in 4 sizes: 2, 3, 4 and 5 years. A 3 year size requires 2½ yards of 36-inch material.

Collar, cuffs, belt and pockets of contrasting material require ¾ yard. Price, 10c.
 3821—Ladies' Apron Dress. Cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size will require 5 yards of 36-inch material. Price, 10c.

Household Hints

If steel-wool is hung up by a spring clothes-pin and the moisture allowed to drip out, the steel-wool will not become rusty, and will be good for much further use.

To save the strength on wash-day, a children's wagon may be used to haul the basket of wet clothes from the back-door or the laundry to the clothes-line. It not only saves a heavy load, but the wagon may be drawn along right under the line and save dragging the longer pieces on the ground. When there is snow, a sled answers equally as well.

Initials, embroidery, and some laces look much better when ironed over a Turkish towel. If a Turkish towel is pinned around the left-end of the ironing board, it will always be handy while ironing is being done.

Fit a piece of oilcloth exactly to cover the top of table, and apply with paste the same as one would paper on a wall. This will avoid the wornout corners which appear so quickly when oilcloth is applied in the old way.

Net curtains that are hung on rods at the top and bottom, may be hung on rods when wet and do not need to be ironed or stretched. They will dry smoothly with straight, even edges. If there is a top heading, pinch it up when about half dry.

Make a soap jelly by dissolving a large bar of soap in two quarts of boiling water and two tablespoons of kerosene. Keep in a handy place, and when the dishes are finished, put a little soap jelly on a cloth and clean the sink. Then wash thoroughly with hot, sudsy water. Sink will always look white and clean.

GOOD THINGS TO EAT

Beef Stew With Dumplings.—One and one-half pounds of round steak, cut thick, rolled in flour and seasoned with salt and pepper. Brown in frying pan, one large onion sliced in a heaping tablespoon of butter, then add the meat and brown. Add boiling water and simmer for two hours. Hard boiling toughens all meat and should not be done. For the dumplings, rub one teaspoon of butter into one cup of sifted flour, with one-half teaspoon of baking powder and pinch of salt. Make a soft dough with milk and drop by tablespoons into the stew. Cover tightly and cook twenty minutes. Serve very hot.

Potato Puff.—Two cups cold mashed potatoes, two tablespoons melted butter beaten to a cream. Two eggs beaten until light, one cup of cream or milk and salt to taste. Beat all together and bake in quick oven until brown.

Molasses Sweet Potatoes.—Parboil sweet potatoes and peel. Slice in half, put in shallow pan and pour over melted butter and molasses mixed in about equal quantities. Set in oven and brown slightly.

Jambalaya.—One-half pound rice, one-half pound sausage; one-half pound ham; one small onion; one sprig parsley; one small piece red pepper; one pint boiling water; one heaping tablespoon lard and butter; one large tomato, or one-half cup canned tomatoes. Wash rice and soak for one hour in cold water. Cut up sausage and ham, slice onion and tomato. Fry these in the lard and butter, adding the parsley. Add the rice with boiling water, cover and cook slowly one-half hour. Serve hot. Chicken or oysters may be substituted for the sausage.—Gas Gazette.

Peanut Candy.—One quart shelled peanuts; two cups of sugar and pinch of salt. Chop the peanuts and sprinkle with salt. Melt the sugar in saucepan stirring to prevent sticking, add nuts and pour onto buttered pans.—Gas Gazette.

Another Verse.

If a chicken smiles at you,
Safety first.
Please be careful what you do,
Safety first.
You may not mean any wrong,
She's but one girl in a throng,
But your wife may come along,
Safety first.

—The Bethlehem Booster.

Davenport News

"A Chinese Puzzle"

The A. B. C.'s as you may see,
Thought they would take a chance.
They'd meet at the C., M. and St. P.,
And stage a little dance.

G. H. was there, for you all know
He's the captain of the ship.
J. F. had come to see the show,
He wouldn't let it slip.

R. T. had come, for he must check
The errors that were made.
P. L. brought peanuts by the peck—
The bills he gladly paid.

G. B. and H. S., so I am told,
Led each a merry chase,
To see which one of them should hold
Assistant Cashier's place.

F. C. had bought himself a treat
And locked it—but in vain,
When he came out 'twas 'cross the street,
Someone had broke the chain.

J. P. was there, but half asleep,
He must have been up late.
It seems he's going to take "The leap"—
But that is his sad fate.

J. L. was there till one A. M.—
But that is not a crime,
For he was there with one A. M.—
They had a royal time.

Because her friend was leaving town,
A. G. felt pretty blue;
M. H. just stayed till Carl came down,
It seems he told her, too.

There's one thing that the party taught,
I know that this is true;
R. S. is not the kid we thought—
He knows a thing or two.

A. A. had come to make the laws,
And he could do it, too.
W. G. checked up the waybills, 'cause
He'd nothing else to do.

Another guest was B. V. D.,
And P. D. Q. as well;
The last to come was T. N. T.,
And blew them all to "L."

Splinters From the "Wooden Shoe"

"Red"

Machinist George Bursinger, of the Back Shop, took a little sneak and got married. Some chance for the rest of us now. Congratulations, George. How about the candy?

Conductor John Havey was taken suddenly ill on No. 3 and was taken off at Iron Mountain.

On account of Nos. 9 and 10 being pulled off, the west end way freight is being pulled by Engineer Phil Gavin, and John Meulendyk is chasing a switch engine around the yard.

Roundhouse Foreman F. H. Price nailed a box up in the roundhouse for scrap nuts. Some nutty idea, eh?

Brakeman Fred Breggor is out and around, recovering from a dislocated shoulder.

The trainmen board has been moved to the roundhouse office.

Brakeman Clem Dwyer is taking up dentistry at Marquette University.

Our Chief Clerk "Red" Ryan at the roundhouse office has been having a hard time to impress upon the men's minds that they should close or shut the door when coming in and going out of the office, so he has had a Russian door check installed. "Red's" monicker has been changed to read "SHUT THE DOOR RYAN".

Railroads have felt the stern usage of adversity, and they appreciate the fact that the happy state of "Normalcy" is still some distance ahead; but the measure of sympathy and support extended them by the public in recent months is heartening and very encouraging.

Special Commendation

Special Commendation

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

Illinois Division Operator Erle Lawrence and Baggageman Campbell, of Davis Junction, for their prompt action and efforts in capturing thieves who were pilfering train No. 67, while standing just east of Davis Junction. A farmer named Peterson, reported to the Junction office that two men with an auto truck were unloading goods out of a box car and carrying over to the truck, which stood in the public road. Operator Lawrence immediately notified Baggageman Campbell, and these two with the assistance of several others who were about the station, started after the robbers. They made a run for their truck, but a revolver shot from Campbell stopped them and they gave up. It developed that the truck was a new one which the men had stolen the day before.

R. & S. W. Brakeman R. T. Dilley discovered a broken rail one-half mile east of the new ice track, east of Burlington, Wisconsin. The trackmen and tower operator were immediately notified so that the rail could be repaired before an accident occurred.

Yardmaster G. J. Rehm noticed grain along the south side of the track between yard and depot at Marquette, Iowa, evidently coming from a leaky car. He promptly wired the conductor of an extra east which was just leaving Marquette. Inspection of the train was made, the car was found and repairs made.

Dubuque Division Conductor W. W. Graham secured three fares, Dubuque to Los Angeles, people originally intending to go via Ill. Central from Dubuque.

R. & S. W. Division Conductor F. E. Horton reported a bad spot in track between Dunlap and the first crossing east. Elkhorn section men went out and found a broken rail, which was promptly repaired.

Superior Division Engineer Andrew Rasmussen, on train No. 2, November 17th, reported broken rail west of Hilbert Junction. Several inches were found to have been broken out, and his watchfulness and prompt action probably was the means of averting a serious accident.

Switchman W. F. Bovard, Bellingham, Washington, secured passenger from Gellingham, Washington to Savannah, Ga. and return.

Warehouse Foreman W. J. Feddern, Wabasha, Minn., discovered broken arch bar on S. I. car 6518, in train No. 91, November 28th.

K. C. Division Conductor S. C. Davis discovered loose wheel on N. Y. C., 151498, a car of cabbage in his train Nov. 28th, and had car set out at Moseby.

K. C. Division Conductor Henry Risken discovered loose wheel on empty car N. O. G. X. 349, in his train December 1st, setting same out at Liberty.

H. & D. Division Brakeman G. S. Sweeny, for watchfulness, in discovering car door on westward track four miles west of Ortle, Dec. 13, making prompt report so same could be removed before further accident.

Northern Division Conductor A. C. Kaiser, for watchfulness, discovering a broken rail between Germantown and Richfield, which was taken care of in time to prevent further damage.

Section Foreman M. Duehr, Dubuque Division, discovered a spring plank down on St. P. car of stock for U. S. Yards, December 5th. Mr. Duehr was performing his duties on first section west of Dubuque Shops when he discovered the defect and immediately notified the conductor.

Theo. Rogerts, Milwaukee Terminals, discovered a switch point broken at the Pagen Lumber Co. switch and immediately notified North Soc. Avenue station by telephone in time to detour Soc. Line No. 205, which no doubt avoided a serious derailment.

Brakeman H. A. Underhill, while switching in the yards at Canton, Iowa, noticed a broken rail, and at once notified the section foreman, thereby preventing a serious derailment.

Section Foreman R. Hall, of Lime Springs,

Iowa, discovered a dragging brake-beam on St. Paul car 400047, train No. 94, November 23rd, at Bonair, Iowa.

A. C. B. & Q. Employee Receives Credit

On the night of November 9th, about 12:00 o'clock, Ira Willard, an employe of the C. B. & Q. Railroad at Crawford, Wisc., was going home along the tracks of this company, when he discovered a broken rail on the curve, with about twelve inches of the rail lying in the ditch. Mr. Willard returned to Crawford and reported it immediately, notifying trains Nos. 1 and 4, which were nearly due. He then called the Milwaukee section foreman, who replaced the rail with a new one. Section Foreman Fealy thanked the young man, for his interest, and later, Superintendent MacDonald wrote the superintendent of the C. B. & Q. Ry., requesting that his personal appreciation of Mr. Willard's interest and care be conveyed to him. The prompt action no doubt averted a serious derailment.

I. & D. Division Engineer J. O'Leary and Fireman M. Barr handled train No. 1, engine 2857, with a burst flue from Britt to Spencer, Ia., avoiding a serious delay.

Yardmaster Fred Grieb, Milwaukee Terminal, for watchfulness, discovering dragging brake-beam on a coach in No. 17's train, while same was passing the cut-off, Nov. 14th. He immediately telephoned operator at Grand Avenue, where train was stopped and brake rigging removed, with a delay of only five minutes.

Illinois Division Conductor F. J. Sager, for discovery of broken arch bar on C. E. & I. car 86392, and setting car out at Leaf River.

Dubuque Division Brakeman George Mahood, for securing passenger to Decatur, Ill., via our line to Chicago.

R. & S. W. Division Conductor F. E. Horton, for locating broken angle bar one mile and a half east of Dakota, Ill., and taking prompt action in stopping the train and leaving a flagman to protect the defect until relieved by section foreman.

S. C. & D. Division Conductor A. B. Steffan secured three full and two half fares for points in Michigan, as well as securing this business for our line, Sioux City to Chicago.

T. M. Division Brakeman S. O. Dahl, for close inspection of train and discovery of cracked wheel on St. P. car 93326, November 12th.

Operator Max Wolff, Ossian, Iowa, for discovery of broken brake beam in car 530, train 722, October 27th, as train was passing Ossian. Attention of the conductor was called to the defect, which no doubt averted a more or less serious derailment.

Northern Division Engineer Persons for discovery of broken rail on October 24th, reporting same promptly, and no doubt averting a serious derailment.

River Division Operator J. H. Olsen of Hastings Yards, for discovery of brake beam down on car in extra 5506, October 27th. Train was brought to a stop and the beam removed without further damage.

R. & S. W. Division Engineer Harry Woodward and Brakeman W. Morrisey, for discovery of a broken rail one mile and three-quarters west of Delavan, October 31st. Matter was promptly reported and the damage repaired.

R. & S. W. Division Conductor J. H. Kelly, for careful inspection of train and discovery of broken arch bar on C. & O. car 14503, Nov. 3rd, which no doubt prevented a more serious accident.

S. C. & D. Division Conductor C. A. Milligan, for close observance of train and seeing a pair of wheels leave the track on Manila Loop, and by quick application of air from the caboose, stopping the train and preventing what might have resulted in a serious derailment.

Good Work at Fire in Aberdeen Yard

On September 3rd, a fire was discovered in Aberdeen Yard and a switch engine was cou-

manded, the crew of which promptly cut off their engine and ran in on an empty track next to the car which was on fire. The car inspectors also reaching the scene in record time, with the aid of hose and fire bucket, the fire was extinguished. It was due to the prompt action of the engine crew and inspectors that much damage was prevented, saving a string of cars that were alongside of the car that was on fire. The names of the inspectors and engine crew who assisted in extinguishing the fire were:

Inspectors—
Peter Anderson Mike Gottenberg
Wm. Butzow Nick Lutgen
Frank Rabback

Engine Crew—
J. J. Jackson, engine foreman
Tom Kerwin, switchman
Jack Hynes, switchman
Frank Reese, engineer
Clarence Mesick, fireman

A Real Live Wire

The following letter, addressed to the superintendent of the Illinois Division, speaks for itself in commendation of the courtesy and service of one of the Illinois brakemen, C. McDougall:

"To Whom It May Concern:—

"Live Wire on Train No. 53.

"I feel that you should know that nowhere on our tour were we shown such courtesy and consideration as on Train No. 53, enroute to Davenport, Iowa. The brakeman on that train was certainly a live wire. He attracted our attention, not only by his courtesy to us, but to all passengers on that train, old or young. His station calls were clear and audible to everyone on board, that no mistakes need be made. The pep and enthusiasm which he showed about his work we thought worthy of comment, and it was certainly a refreshing treat to encounter such a character on an early morning train.

Very sincerely,

(Signed) "SYLVIA R. MARBURGER,
Pianist and Accompanist.

"On tour with Lillian Enbank, mezzo soprano of the Chicago and Metropolitan Grand Opera Company."

Greater Loyalty Than This— Seattle

Agent Paul Wilson announces that Mrs. Lena Fox, wife of L. G. Fox, assistant foreman, has asked leave of absence, effective December 1st, in order that an old Milwaukee employe who is the head of a family, and who has had no work for some time past, may be given employment.

"Cast Your Bread Upon the Waters, Etc."

When the lady with the baby, who occupied compartment C in Car 37 detained from the Southwest Limited at Davis Junction at 6:00 A. M. Thanksgiving Day and gave the porter a dollar, backed by the expression she "hoped he would enjoy a turkey dinner," he was thankful, for dollar tips in these days of general business depression are few and far between; but twenty-four hours later she had reason to be thankful, not for having given the tip, but because Wm. Harvey was the porter of the car in which she traveled.

The lady was the wife of a prominent business man of Kansas City, enroute to spend Thanksgiving with her mother in Stoughton, Wis., and shortly after arrival there found that a two carat diamond ring was missing from the chamois bag in which she carried her jewels. She did not grow hysterical, but calmly sat down and wrote the facts as to when she last remembered having the ring to the time when it was first missed. Her husband took the matter up with General Agent Woodward of Kansas City, and in thirty minutes was advised that the ring had been recovered and was awaiting disposition.

Mr. Woodward says there were several unusual features attached to this incident. First, the loser did not say she was "positive" that the ring was lost on the train; second, she did not say the porter looked "suspicious;" third, the porter was suitably rewarded for his honesty.

Mr. Woodward remarked that losing jewels in the compartment of the car on which Wm. Harvey was porter, is just like depositing them in a safe deposit vault, as Harvey has been on the

Southwest Limited for eighteen years, and finding jewels is one of the every-day instances in his line of work.

Nothing But Praise

"Mr. Joseph Caldwell,
Assistant General Passenger Agent,
C. M. & St. P. Railroad Company,
Chicago, Illinois.

"Dear Mr. Caldwell:—

"I want to assure you that our Post very much appreciates the hearty co-operation which we received from you on our trip to Kansas City to attend the National American Legion Convention. The trip was a big success, and all the fellows report having had a wonderful time and have nothing but praise for the way the Milwaukee took care of them.

"With best wishes and many thanks, I am
Yours sincerely,

(Signed) "W. H. FERGUSON,
Commander."

Milwaukee Terminals

Renay.

Even though it be after Christmas and some of our New Year's resolutions have already been broken, we want to wish one and all a very happy and prosperous New Year.

Guess who called on us the other day? None other than our friend Eddie Hawtry, formerly of Chestnut St., who has been spending most of his time in Texas. Be careful, Eddie, or one of those Badgers will get you.

Supr 123 seems to be a life saver to Bill Zimpelman, Jerry Nolan, George Steur and a number of others at the Union Depot. What are you going to do with all the money you save, boys?

L. R. Phelan has been appointed Terminal Claim Adjuster.

Mr. and Mrs. Peter Murray have returned from Buffalo and 'tis said they had a wonderful time.

The cashier at North Ave. was in luck while visiting New York. It rained practically all of the time she was there with the result she did not get sun-burned toasts gazing at the Woolworth building.

David Davis, old time engineer, who has been laid up in the hospital for some time, has now left for the Golden West, for a long needed rest. We sincerely hope his health will improve and that he will be with us again very soon.

Have you been wearing your birthday gift, Peanuts? My, what a size.

Cupid seems to be working overtime in Mr. Dummer's office. (He's the only one that can, and get by with it.) Latest: Katherine Farley received a very beautiful diamond from Elmer Erbe on Thanksgiving Day. Lots to be thankful for, Elmer.

Bowlers in the Terminal? Why no, who ever said such a thing? They used to be but it seems "der ain't no such thing any more." Come on, ye Terminals, or I am sure we will have to disown you. Herbie, perhaps they would roll better if you didn't have on that nice sweater.

Cousin, now that you are "stamped" are you going to wait until Saturday?

We are wondering how J. Garritee and Arthur expect to "retain the flavor" now that the "necessary" is gone.

The car record office must be a pretty cold place when they have to wear overcoats. How come, Henry?

Dorothy, better stay away from the fields with that new hat. You know the ground is rather hard these days.

New forms of reducing—roller skating. Which is the most effective, Earl, walking or skating?

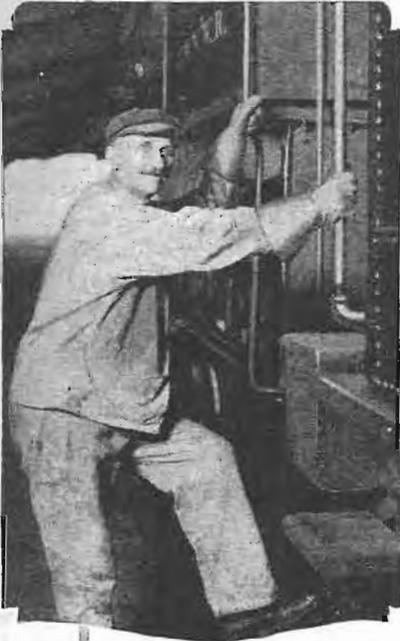
A certain young man whose name is "Earl" would like to see his name in print. Looks rather pretty, don't you think?

The Milwaukee Claim Department defeated a bowling team from the Freight Claim Department of Chicago at the Plankinton Arcade Alleys Saturday afternoon, Dec. 3rd. After their defeat the Chicago bowlers invited the Milwaukee team to Chicago for the following Saturday, but Milwaukee had no sympathy for them and again defeated them. A feature of the game was the bowling of Chas. Zinzelmeyer, of the Milwaukee team.

We hope each station has made the resolution, and will live up to it, to contribute their bit to the Magazine each month. It's badly needed and every little bit helps, so come along.

Hamilton Watch

"The Railroad Timekeeper of America"



This Engineer Believes In Good Companions For His Three Boys

Engineer William E. Loco, who runs a Chicago and Northwestern train out of Chicago, has been railroading for forty-five years.

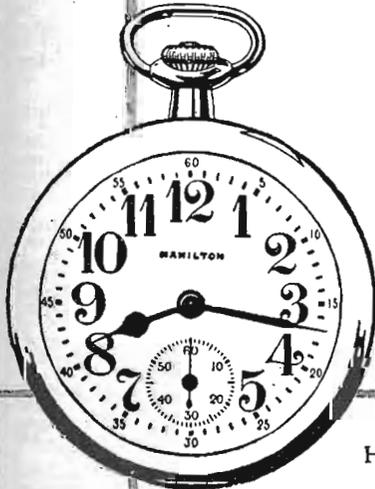
For twenty-one years he has carried the same Hamilton Watch, and it has always served him faithfully.

In fact, so accurate and dependable has he found it that he has made it a pleasant duty to present each of his three sons with a Hamilton as they came of age.

There is nothing uncanny about the phenomenal timekeeping qualities of any specific Hamilton Watch. The fact that Hamilton Watches are built around the requirements of the Railroad man makes them uniformly accurate.

The factory's guarantee of satisfaction is backed up by the jeweler from whom you buy your Hamilton. A Hamilton Watch is never an orphan. It is born with a pedigree—and it will live up to its reputation for enduring, accurate service.

That is the kind of watch you need.



When you buy, inspect the Hamilton models that Railroad men favor, particularly No. 992 (16-size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



HAMILTON WATCH COMPANY,
Lancaster, Penna., U. S. A.

On the Steel Trail

LaCrosse Division C. W. Velsor

We were all very sorry to hear that former Chief Carpenter Otto Czmaske had the misfortune to break his arm on Thanksgiving Day, falling from a ladder while doing a little repair job for his mother. Otto is now in the Milwaukee Terminal.

The promotion of Assistant Superintendent N. A. Meyer to Assistant Superintendent of the Chicago Terminal came with no surprise to his many friends. We all wish you success in your new position and trust that your next promotion will bring you closer to your old friends.

Conductor M. H. Shackley and his son Brake-man M. R. Shackley, have spent a week on their section of land, which is near Crandon, Wisconsin, supervising the cutting, loading and shipping of a large quantity of timber.

It is our sad duty to mention the death of Car Inspector John Langbecker, of Portage, who has been in the service for the past forty years. The sympathy of the entire division is with the bereaved family.

Ivan Little, of the Portage round house is the happy father of a fine baby boy. No wonder everybody around the Portage yard has been smoking good cigars.

Train baggageman Ole Jensen has been laid up at home on account of stepping on a nail and Fred Claffin cut his hand which kept him at home a few trips.

Irvin Knutson, clerk in the local freight office at LaCrosse, is now back on the job after spending the past six weeks in the hospital where he underwent an operation.

H. E. Dear, has been appointed foreman in the warehouse at LaCrosse. Good luck, Harry.

Fireman Tom Lucus was very severely injured when he was run over by an automobile near his home on November 23.

The division station agents had a very pleasant meeting at Watertown on December 8. We are informed by Agent Joe Gibson, that it was the first time that some of the agents who for many years worked only a few miles away from each other had met each other.

H. K. Jones, car foreman at LaCrosse, who underwent an operation at a local hospital here, is improving which we are glad to hear and expect he will be up and around again in a few days.

Carman Dwight Brown, of LaCrosse Car Department, has left for a visit with friends at New Lisbon.

Section Foreman Wayne Betts, at LaCrosse, suffered the loss of a finger while making repairs to a broken rail when the bar he was using slipped.

F. T. Ross, second trick operator at North LaCrosse, has gone to general office in Milwaukee and Chas. Schroeder is handling his work.

Conductor James Thurber, who was recently married to Miss Renata Uffenbeck, have returned from their honeymoon and are making their home in Portage.

Night Yardmaster Nick Weber, of the LaCrosse Terminal, has been off on account of sickness for the past three weeks. Can't you get a prescription from the Doc to get well, you know we need you on the job.

Iowa (East) and Calmar Line J. T. R.

Mrs. J. T. Gallivan went to Green Bay, Wis. for a visit with her daughter Mrs. Stuart Rodgers. Mrs. Rodgers and baby accompanied her home and will spend the holidays here with her parents.

Engineer and Mrs. Harry Conger and family of Moberidge, S. D., spent Thanksgiving with Marion relatives.

Dispatcher and Mrs. Curtis Marchant, of Perry, spent Thanksgiving at Marion with relatives.

Miss Lucile Jotish spent several days in Council Bluffs doing some special work in the round-house office there.

On Nov. 17th, at the residence of A. D. Tabor, Cedar Rapids, occurred the wedding of their youngest daughter, Hazel Elizabeth and George R. Barnoske, of Marion. The bride and groom left the same evening for a trip to Chicago. The groom is the son of Roadmaster George Barnoske and wife and was a member of the 13th Railway Regiment in France. He is now cashier at the Milwaukee freight office at Marion. Mr. and Mrs. Barnoske will reside in Marion in their new home which was recently completed. The Magazine extends best wishes for a long and prosperous life.

Engineer William D. McElhaney died at his home in Savanna, Friday morning, Dec. 2nd. He had been ailing for several years past and a few days before his death suffered a paralytic stroke. Mr. McElhaney entered the service of the Company in August, 1878; serving loyally and efficiently having one of the best records of any engineer on the system. His genial and friendly spirit made him justly popular with all his fellow employes who deeply regret his passing. The Magazine extends sincere sympathy to the bereaved family.

Benjamin Beesley, of Sabula, died at Rochester, Minn., Sunday, Dec. 11th, where he had gone for an operation, Nov. 7th. The operation was successful and he was making rapid progress toward recovery when complication developed that resulted in his death. He was born April 12th, 1846, and was in continuous service with the Milwaukee road for fifty-one years, serving ten years as engineer and machinist on transfer boat at Sabula and on the completion of the bridge, he was appointed engineer and leverman, serving in that capacity until his recent illness. His long record shows splendid efficiency. He was a very fine type of gentleman and was held in high regard by all who knew him and will be greatly missed by his fellow employes. The funeral was held in the Methodist church at Sabula, Tuesday, Dec. 13th, under Masonic auspices. The Magazine extends sincerest sympathy to the surviving members of the family in their great loss.

Engineer and Mrs. N. R. Beall have gone to Miles, Iowa, to reside with their son Ross and wife. Engineer's Beall's health is not very good at present.

L. Peterson, S. C. Lawson, C. J. Culver, Ralph Wain and L. C. Lavitt attended a meeting of the Railway Signalmen's Association at Milwaukee.

The Misses Hazel and Mary Merrill, of the general office at Chicago, spent Thanksgiving at Marion.

Agent C. S. Morton, of Hopkinton, has been taking a prolonged vacation, Ed Ramsey relieving.

Agent H. E. Seeley, has returned to Hawkeye, after being away visiting his father, who is seriously ill at his home in Oxford Junction.

Superintendent and Trainmaster L. A. Turner attended the funeral of Mr. Beesley, at Sabula.

We are glad to hear from McGaffey once more, although he was all too brief.

"The Cry Baby" by Nora B. and "No Other Engineer Available" by Harold C. were very interesting and enjoyable. We should like to hear from these capable authors often.

Born to Agent and Mrs. F. M. Snyder, Strawberry Point, a son, Dec. 8th. Magazine extends congratulations.

Henry Dersch, of Madison, Wis., has been appointed Traveling Engineer in place of W. H. Dempsey, transferred to Milwaukee.

Walter N. Foster has been appointed Division Master Mechanic, succeeding E. L. Notley, with headquarters at Marion. Mr. Foster is well and favorably known on the Iowa Division and receives a cordial welcome.

The wedding of Miss Mary B. Stickney and Ralph J. Kendall took place Saturday, December 10th, immediately after the wedding Mr. and Mrs. Kendall left for a wedding trip to Chicago. Mr. Kendall is a dynamo baggageman for the C. M. & St. P. Ry. Co. The Magazine extends congratulations.

Prairie Du Chien Division Notes

"Jack"
J. H. Valentine, formerly chief dispatcher Prairie du Chien Division, with headquarters at Madison, has been appointed chief dispatcher for the Illinois Division, with headquarters at Savanna. The employees on the Prairie du Chien Division wish Mr. Valentine success in his new position.

J. H. Hennessy has returned as dispatcher and is holding down the third trick with P. B. Meyer, formerly operator at Madison. W. J. MacDonald from Spring Green, is taking Mr. Meyer's place as side wireman.

Dispatcher I. L. Beuler and wife are in Seattle, Wash. where they will attend the marriage of their daughter Bernice, former comptometer operator in the superintendent's office, who is to be married Dec. 23rd to W. M. Doll, who is attending the University at Seattle.

Dispatcher C. H. Agner has settled in his new home which was recently purchased. Understand there will be a house warming party soon.

Have noticed a few new faces in the superintendent's office. Lauren Bear, of Janesville, is filling the position vacated by Don Farris, upon his promotion to division accountant, and Manlay Showers is filling the position of voucher clerk, which was vacated by Margaret Crandall.

Wm. Dunn, warehouse foreman, Madison, has made application for a permit to hold boxing bouts during the coming winter. He states he has very good material in the freight house.

Thos. Taylor and John Cain, warehouse men, Madison, have secured a patent on a new card game called "Now Laugh."

Sunday, Dec. 11th, there was a bowling match at Madison, between two teams of employees from Janesville and two from Madison. Madison teams were victorious and the boys from Janesville are looking for revenge. A return match will be played at Janesville the first part of January. Madison teams would like to hear from other railroad teams. Dubuque Shops, we understand, would be good competition.

The C. M. & St. P. Bowling League, consisting of eight teams, is making plans for entering the State Tournament, at Madison, Wis., to be held in January. Wm. Blau, Engineer, has

been appointed chairman of the local committee, assisted by W. J. Fagg, Edward Immer and J. F. Contin. Mr. Blau asks the cooperation of all the employees interested in bowling to get behind this project and make a good showing for the C. M. & St. P. R. R.

Ed. Immler, passenger agent, Madison, has been busy securing passenger business from the University section for the Christmas rush.

Frank Lyne, engineer Prairie du Chien Division, better know as "Nobby", and erstwhile hook-ball bowler, is getting so many plus lately that the secretary of the league has asked for an adding machine to keep count. If you don't believe it, ask Tim Crimmons.

Bill Kleiner, perishable freight inspector, Madison, has developed a ball called "Stop and Think", but he forgets to think. You know the rest.

Ed. McCann, switchman, Madison yard, and one of the original Kandy Kids is back with us again bowling his usual speed, after a short absence caused by a sore heel.

Elmer Currie has developed a new ball, which he used for the first time Dec. 14th, called the "Snake Ball", which reminds one of a Hoot Owl.

A special train was run from Madison to Chicago, Saturday, November 19th, for the accommodation of those attending the Chicago-Wisconsin football game, leaving Madison at 7:15 a. m., arriving in Chicago at 11:00 a. m., leaving there 11:45 p. m., and arriving at Madison 3:30 a. m. on Sunday. The special train was well patronized by students at Madison as a result of special solicitation both on the part of Mr. Immler, our passenger agent at Madison, and a personal appeal from Superintendent J. A. MacDonald to all employees to solicit passengers for the special, each employe acting as a committee of one to secure travel on this train.

During the coming holiday season, it is expected that in the neighborhood of 5,000 students will leave Madison to spend the holiday period with their friends and relatives, and the entire organization at Madison expects to again secure a large percentage of the business by personal solicitation of students on the part of employes and the passenger agent.

WHEN BUYING INSURANCE

WHY NOT GET THE BEST OBTAINABLE?

THE "PARAMOUNT" DISABILITY POLICY

ISSUED BY THE

Massachusetts Bonding and Insurance Co.

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

IT PAYS

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

With a 5% Increase Each Year for TEN YEARS

MONTHLY ACCIDENT INDEMNITY

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

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

DOUBLE INDEMNITY for hospital confinement—limit two months.

DOUBLE INDEMNITY for travel, etc., injuries.

HEALTH INSURANCE

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

NO EXCEPTIONS

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

☛ CLAIMS PAID EVERY THIRTY DAYS

CUT OUT AND MAIL THIS COUPON

Massachusetts Bonding and Insurance Co.

General Offices:
ACCIDENT AND HEALTH DEPARTMENT
Saginaw, Michigan

Name Age..... Years

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

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

Please send to above address full information concerning Policy Contracts.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Decco.

Well, here we are again, all together once more, and still it isn't Christmas. There are a lot of queer looking packages coming into our house that I can't locate, however, but soon I will be able to tell what they are and who sent them. Of course I don't want to look into those packages. I just want to feel the paper and maybe poke a tiny little hole in it to see a little way inside, but no chance; I have searched the house high and low and I can not find them; but a few more days now.

Mercy goodness, look what happened on Thanksgiving Day, in the morning, too. Miss Elton M. White and Mr. L. J. Shanger—a pretty Milwaukee hospital nurse and a popular fireman, were married in Whitehall, Montana, November 24th. They expect to make their home in Great Falls or Lewistown and the very best wishes of the R. M. Division go to them for a long and happy life.

Engineer Dad Echard and Mrs. Echard spent Christmas and then some with home folks at Delmar Jet., Iowa. Dad sent his annual box of apples ahead of him and said if they could only take some of the sauer kraut along. Still I remember he said it was only to be used in cases of extreme sickness, as they only had fourteen gallons left. If it is as good as the sample I tasted, who would stop at fourteen gallons? I'm honestly talking about sauer kraut now.

Engineer Davies is back again on the Piedmont helper and everyone is indeed glad to offer him the glad hand. Engineer Hyrup is also again on the list and we all shake hands right warmly. Mr. Hyrup retired to his farm in Missouri after a week looking around here.

Engineer McCormack and wife with their family will visit in the east over the holidays.

Conductor Bates and wife left the 17th for a visit with relatives in Michigan; they expect to be gone about a month.

On account of ill health Mrs. Williams, wife of Engineer Williams, has been ordered to a lower altitude and she and Mr. Williams left for the coast the eighteenth. Her many friends hope for a quick recovery and hope she may soon return home again.

Engineer Mahone has left this wild, woolly country for Wisconsin where he will visit over the last of the year with his mother and sisters who make their home in that delightful state.

Leslie Neuman stopped off for a day in our little city, to grab a square meal with some of his friends and depart for Seattle for Christmas, where he expects Santy to find his stocking, as he has every other year, in Mother's house.

Operator Grogan, at Harlowton, is off over the holidays. He says he has sixty dollars and he is going to lay off for six days. Mr. Fortner is relieving him there.

Some more weddings. Mrs. Nellie Tice of Two Dot, Montana, and Ralph A. Good, son of Chief Carpenter Good of Harlowton, were married December third.

Mr. Oscar Mathewson, baggage man on the passing trains on this division, and Miss Peggie Martin were married in Minneapolis, the first of the month. They expect to make their home in Deer Lodge.

Last, but not least, our popular side table operator at Deer Lodge, Mr. Josephson, and Miss Clara Hansen were married at the home of the bride's parents at Wahpeton, South Dakota. They also will make their home in Deer Lodge. Wonder why some one don't build a Honermoon flat there, maybe they had tho. However the best of congratulations from the whole Rocky Mountain Division are hereby offered on a silver platter to the above happy people and may nothing but sun shine into their windows.

Jim Toy, who has gone to Sheridan, Wyo., for his Christmas dinner, wants me to try and find out why it is Shorty Oakes on the trouble shooter can't get any more rabbits without shooting them all to pieces, why don't he go out and hit them over the head and ears with a "pull off," or a cross arm, or even a whole trolley pole—anything so they can have some more fried rabbits for supper?

Al Lee says they are going to tie a bell on

Fireman Crane so they can at least hear him when he gets lost anyway. This getting up at 4:30 a. m., with the weather all dumped in this town at once, and twenty below, and starting a searching party every time he sets a coyote trap isn't what Al Lee is looking for, so he says. As for Mr. Crane—well, he told his wife he would be home at 4:00 p. m. and why wasn't he home? That isn't any way to act toward your wife, Newton. Yes, we know you got stranded on the island and the ice went by so fast you couldn't jump across, but from that big bonfire you had and other Robinson Crusoe stunts, think you were looking for your man Friday and wanted to play pirate. Anyway you told your wife you would be home, and the next time that searching party is going to tie that bell some place near the right.

Conductor Placey, who has been off for some time on account an operation on his eye, is up and about again and everyone is glad to know the operation was entirely successful and he can see better than he ever could.

The Foch special, of which I haven't much detail, on account of it reaching the Milwaukee at Butte instead of where my eagle eye could gaze upon it, was manned by Conductor Cosgrove, brakemen Manley and Malloy and Engineer (hear this) Leveque and fireman Simuis; all this because the train crew could please the fine old General by being brother Knights of Columbus and the engine crew by speaking very good French and understanding that "do you remember stuff" for both were Ex-service men. If they had only passed this way I should have told you I shook hands with him and suppose I would have promptly resigned this job forever, as most ordinary work would have then been far beneath me, so perhaps it's better as it is.

And now I will tell you something—somebody told me and told me not to tell, and I didn't—till now. Miss Fay Gruenwald, chief clerk's stenographer at Deer Lodge, and Edwin H. Sargent, pile driver engineer for Mr. Hindman, went all the way to Kalispell, July 3rd, and were there, very quietly married—but not quite quietly enough. However, congratulations are in order even if a bit late, and that all success and happiness may be theirs is the wish of the division.

Illinois Division

Mabel Johnson

In the Chief Dispatcher's Office you will find—Our new Chief, and "Feb. 14th Special"—J. H. Valentine.

Not "comic" (not sure) but a good looker with lots of vim.

And the trim "Division Welcome"—we heartily extend to him.

A. J. Elder, as you all know—Has gone and left us heel and toe.

To Milwaukee Terminals he did fly, And all else for us to do, is sigh!

The Notice read: their Trainmaster to be, And a "dandy good one"—Well, they'll see!

The Office Cat, Elder's pet, he left us too. For he "went" and died about the time Elder "flew".

The death of "Louie's Mike" marked the close of AJE's career, With the same old epitaph, and you'll find it recorded here:

"Gone—But Not Forgotten"

On the night of Nov. 20th, G. Y. M. Chipman put the stock trains through Savanna yard in record breaking time. Train arrived from Dubuque Division with 42 cars and was on very short time. Mr. Chipman made cut of train, set out two Savanna stock and 14 butter and eggs that had to ice, and got 28 cars of stock going in eleven minutes. We do not think this can be equalled in any yard.

Hans Jess, chief carpenter's clerk, says a married man has only two privileges: one is to pay the bills, and the other, to clean the furnace. Says he is going to have more than that, but we wonder why he's worrying!

Wishbones—lost, strayed, or stolen. Take a look at the bloody collection in the Chief Dispatcher's office. Skeletons will be gratefully received.

W. G. C. (looking over morning paper)—I notice there is another George Washington in Cincinnati, Ohio, on the B & O, never told a lie.

F. H. A.—No doubt he is a General Yardmaster out there!

B. & B. Foreman Frank Hammes had the misfortune of having his bunk cars robbed recently while working at Kansas City. After taking invoice. Frank found that all his wearing apparel had departed with the exception of an old black hat and an old necktie; and he quickly sent an S. O. S. to his son for a lay-out of clothes. A sympathetic friend and a true brother came to his rescue and helped out the make-up by donating the necessary load of hay, a string of beads and a wrist watch. It is a shame that the opportunity was not afforded to see F. F. strutting around in Kansas City in his oriental costume. P. L. M. would call him a Hula Hula darb.

Our "special" item slipped last month's magazine when our write-up on the recent marriage of Mr. and Mrs. G. H. Rowley, did not get in. They are better known as "Glenn and Mae", (now of Sioux City but formerly in the Savanna Superintendent's office) and "slipped away easy" that 25th October day, when the big event took place in the little town of Mt. Carroll. Returning to Savanna they also "got away" on No. 20 for Chicago the same day, without any disturbance from the office bunch, and their return on No. 11 a couple of days after marked the same calmness, when the taxi driver only had the joy of escorting them. We did celebrate the event at the office however, when the "treats" were passed around, and before they left for their new home in Sioux City, a beautiful mahogany console table and polychrome mirror was presented to them from the office force, together with all good wishes and much happiness.

Chief Carpenter's Clerk Hans Jess, Engineer H. Carmichael and J. P. Castle who are members of the Shrine Band attended a banquet at Galena, Nov. 25th. They also attended Tabala Shrine meeting at Rockford, Nov. 16th. General Superintendent W. M. Weidenhamer, Superintendent E. W. Lollis, Chief Clerk G. Miller, Chief Clerk J. Hansen, Engineer M. W. Stark, and Superintendent's Clerk Julius Dauphin also were in attendance.

The girls in the superintendent's office are going to appear different in 1922: Lola says she is going to eat two Hershey bars each day, and Yvonne is going down in avordupois by eliminating all chocolate and other teasing things for the appetite. Jess wishes them both good luck in the new adventure.

Sympathy is extended to the members of the family of the late W. D. McElheny, Iowa Division engineer, who resided in Savanna for 38 years and was an engineer on the road for 37 years. His death occurred Dec. 2nd, due to paralytic stroke.

Mrs. E. S. Fielder, wife of Conductor Fielder, visited her brother Frank Meier, at Savanna for a few days.

Chief Clerk E. Erickson and wife, of Wauwatosa, Wis., attended the funeral of Mrs. Erickson's father, Jas. Greensward, held at Savanna December 9th. Sympathy extended.

G. R. Morrison, superintendent of the employment bureau, and wife and daughter, Mrs. Nina Wilson of Chicago, spent Thanksgiving with friends in Savanna.

Nov. 28th several of the Savanna officials went over the Illinois Division on a claim prevention trip.

Savanna news 25 years ago: "Twelve more new cabooses will be put in service here. Thirty, all told, will be numbered from 527 to 537."

A. J. Elder was at Savanna December 15th to load his household goods in baggage car to be moved to Milwaukee, where his new headquarters are, and during his call at the superintendent's office was presented with a beautiful traveling bag, stick pin, belt and belt buckle, as a farewell gift from the Savanna Milwaukee bunch. All good wishes are for his success in his new work.



"For Your Backache"

Use Sloan's

Splendid for every sort of external ache and pain, rheumatism, neuralgia, sciatica, lumbago, stiff joints and sore muscles, sprains and strains, and the after effects of weather exposure.

Sloan's penetrates without rubbing
At all druggists 35c, 70c, \$1.40.

Keep it handy
Sloan's Liniment (Pain's enemy)



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
Murine
Night and
Morning.

If your Eyes
Tire, Itch,
Burn or
Discharge
— if Sore,
Irritated, Inflamed or Granulated,
use **MURINE** often,—
every ten minutes to every two hours
as best conduces to comfort.

Wholesome - Cleansing - Healing
Refreshing - Soothing

For Sale by Druggists
Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

Railroad Men!

Is the constant vibration and physical strain of train service lowering your vitality and strength? Most railroad men suffer from

PROSTATIS

KIDNEY AND BLADDER

troubles caused by vitamin deficiency and developed by the rocking and jar of train motion.

If you are not feeling absolutely fit—tire easily—think a tonic would do you a lot of good—then you should take these wonderful natural vitamin food elements.

"ALVITA"

the wonderful alfalfa essence-of-life tissue builder will relieve your suffering and build you up same as it has hundreds of others. 100 tablets—\$2 postpaid. Money refunded if results are not satisfactory. Or send for FREE booklet on the wonders of alfalfa products.



California Alfalfa Products Co.

Suite 24

Isaiah Hellman Building
Los Angeles, Cal.

Get on the ROAD TO HEALTH

The D. & M. Cleaning Process

IT CLEANS LOCOMOTIVES

Without delay, without waste,
without hard work

517 Railway Exchange

Chicago

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, 307A Page Bldg., Marshall, Mich.

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

WATSON E. COLEMAN
PATENT LAWYER

624 F Street

Washington, D. C.

M. C. B. Gossip

Alby

Well, Christmas is over for another year. Happy New Year! May all the leaves we have turned over stay turned.

Oh, Young Lochinvar went into the West on Noember 2nd, when H. S. Brautigam, Safety Appliance Inspector, married his bride, a Tacoma girl, and it is hinted on the lightest of fairy zephyrs that it was the culmination of a very, very romantic love affair. The entire M. C. B. office extend their heartiest congratulations to Mr. Brautigam and his wife and wish them every happiness.

Katherine O'Donnell celebrated Armistice Day by leaving for Escanaba. She visited her aunt there. At the same time Geraldine Nelson was on her way to Kiel, Wis. Why do they all go north? Also, Lorene Oelke was present at the twenty-fifth wedding anniversary of her parents at Markesan, and reported a wonderful time.

Gertrude Haas and Wilhelmien Berssenbrugge spent an enjoyable week end in Chicago, as guests of Miss Haas's brother and his wife. I don't believe they ever will finish talking about the "Chicago" Theatre, but we have hopes.

You probably have heard of the Scotchman who listened to the bagpipe orchestra. However, we will review it. When they finished he was very quiet, in fact ominously quiet, so he was asked what he thought of the music and how he liked it. Forced to express his opinion he remarked in the fullness of his bitterness, "It would sound fine—thirty-five miles away." We can say the same regarding our long-drawn, earsplitting locomotive whistle.

Quite a few changes have taken place in the billing office and several of the old desks have been replaced by new ones, and their owners are happy. It is a great improvement as far as appearance is concerned also.

Eva Anton is the proud aunt of a pair of twins, she is "Auntie twice", as Linda expresses it.

We have a new messenger boy, Elmer Stier, who has a cheerful smile for all, while Alfred Koch is now doing the work of Assistant Bad Order Clerk. He can do things with a string, too, that astonish us.

Geraldine Nelson was one of forty girls who were vaccinated one night at the Girl's Club, where she lives. There had been a case of small-pox so inoculation was necessary. Geraldine's arm gave quite a bit of trouble for some time and was very painful, but it is healing gradually now.

Something to look forward to, George Washington's birthday.

Martin Biller visited the office for about two hours on November 30th and seemed quite as optimistic as ever. He is looking a great deal better now and has gained considerably in weight, over twenty pounds. We certainly were all very glad to see him again.

Great excitement! Who is going to win the center piece? Who is going to be the lucky one? Forty names were shaken in the hat (Miss Berssenbrugge's) forty names of forty citizens, and then the first, second and third were drawn by Mrs. Gregory, the third being the winning one. Two movements and a pull opened the paper packet and the two words, "Emil Polaszek" were revealed to the waiting. More excitement in camp! They do say chance favors Emil, but how about his score at bowling? But that is a secret, known only to a few. A hundred in score really can't be bragged about.

Intense and burning jealousy rages between the rival factions. Disputes arise, and decline, peace restored and broken, stale air traded for fresh, scathing remarks exchanged, temperature rising and falling, these and more mark the mid-winter season, spell the dread affliction, THE WINDOWS! Opened or not opened that is the question. Whether it is better to die of suffocation or to freeze in chilly blasts. (Proper apologies to "Hamlet"). But cheer up, only three more months and spring will be here. The rival factions will be united and merge—till next winter.

Still another problem: Bob Shand was seen to have smiled broadly several times Saturday, December 3rd. This is surely a great phenomenon, but it is pleasant nevertheless.

We understand Montevideo is asking where

Izetta has gone. Read last October's issue, sonny, and learn. We can't write it all down again.

Somebody has contributed this rare work. More effective when rapidly repeated.

Bill had a bill board,
Bill had a board bill,
Bill's board bill bored Bill,
So Bill sold his bill board,
And now Bill's board bill
Doesn't bore Bill anymore.

Signal Department "Wig Wags" Lines West
F. F. Seeburger.

General Inspector Tyler went deer hunting. Bond Tester Fred Hoss got a four point buck. Harry Stage was hunting deer all of November.

Bert Olson got a three point buck and C. A. Parker got one. Your correspondent got back as did C. O. McPherson and Ed Sprengler and several others of this department who had dreams of a fine head all mounted before the season opened.

George Sypal, of St. Maries, got another bunch of back pay checks. The Idaho Supervisor is taking two weeks off, without pay, trying to figure up his 1919 income tax. The reason "Westie" wanted his pay stopped was to cut down the amount he will have to pay for this year.

R. A. Long, Signal Material clerk at Deer Lodge, almost had heart failure when he opened a box and actually found he had received some new motor car repair parts. He got over the attack in time to go to Tacoma to fill the same position he has handled so well these many years at Deer Lodge.

A. C. Biddle hurt his knee in a motor car accident and George Hessel relieved him. After George had been on the job thirty days he was also injured due to the motor car turning over in a snowdrift, so Shorty Sautter is relief at Butte Yard with Vincent Burns on as helper. F. Farris, formerly helper at Butte resigned to accept a position as inspector for the Cuban Sugar Corporation. Understand H. Campbell's connection with the above outfit was responsible for Ferris landing a good job where a man can still put his foot on the third rail.

Just following the above sweet note we received one: unsigned, as follows, "Who sends the marcel waved Signal Foreman the caudy?" Anyone having this information please advise the Supervisor at Deer Lodge who seems quite interested.

C. M. Sweeny returned to Lennep, Dec. 1st. Glenn Collins, who has been relieving C. M., has returned to Gold Creek as helper to Binghouser and Ben White has gone back to his ranch.

George Wessel had two agents in the woods during deer season demonstrating his gun sight. We understand he is now perfecting an automatic writing machine that will transcribe on paper actual signal failures as they occur, regardless of the maintainers that, and is going to present Stage with the first one completed.

In order to cut down expenses O'Dores crew has been reduced to two journeymen and three helpers. The outfit is working west from St. Regis replacing impedance bonds and removing

signal wires from telegraph lead cables, painting trunking signals and exposed iron. The veteran Bill spent Thanksgiving with his family in Seattle but the main reason for his trip to the coast at this time was to confer with P. R. Weaver on the plans, received from the three famous architects, for the Old Signalmens' Home Bill is founding. Smoky Johnson has landed a permanent place in the Home and is to be in charge of the Blacksmith and Interlocking Recreation Room. All votes have been received on General Inspector Tyler's petition for the "P R" degree and as it was unanimous, this high honor will be conferred sometime in February, possibly on Washington's birthday.

The storm that started November 15th and which was general all over the lines west kept everyone busy for about ten days getting the phone and telegraph wires together. The signal wires stood up well and there were no delays except between Garcia and Cedar Falls, Wash., but Supervisor Allen, Pink Fay, Hart and their helpers saw to it that it was only a few hours until the signals were back in service.

Would You Like to Earn \$75 a Week?

HERE is a splendid chance to step into an important, high-salaried position with unlimited opportunity for advancement.

Thousands of men must be found at once to become Traffic Managers for railroads, large corporations and shippers throughout the country.

No Experience Necessary

You need no special qualifications. An amazingly easy way has been devised by which you can qualify for one of these positions in your spare time at home. The American Commerce Association offers to train you by mail. Its great staff of nationally-known Traffic Experts will give you the training required to become a Traffic Manager without interfering with your present work in the least.

FREE BOOK Tells How to Get One of These BIG JOBS

Think of it! In just a part of your spare time at home you can quickly qualify for a fascinating, important position as Traffic Manager, at a salary of from \$2,500 to \$5,000 a year and more.

Mail the coupon below at once for the Free Book, "Opportunities and Requirements for Traffic Work." See what this big-pay field offers you—how the great staff of experts of the American Commerce Association will help you every step of the way—how its Employment Service is at your disposal, free, in obtaining a position as soon as you are ready and qualified. There is absolutely no cost or obligation in mailing the coupon. Send it NOW, while it is before you.

AMERICAN COMMERCE ASSOCIATION
4043 Drexel Blvd. Dept. 3311 Chicago, Ill.

American Commerce Association
Dept. 3311—4043 Drexel Blvd., Chicago, Ill.

Please send me, entirely FREE, your new book telling how I can qualify for a position as Traffic Manager.

Name

Address

City State

Age Occupation

PILES CURED

Without the Knife

Our mild, safe method has cured thousands, many after operations failed.

Our staff of Specialists (all Licensed Physicians) treat **RECTAL DISEASES ONLY**, Piles, Fistula, Ulcers and all diseases of the rectum (except cancer.)

Write today for Free Trial Offer

NATIONAL NON-SURGICAL INSTITUTE
130 National Bldg, 600 Cass St., Milwaukee



Largest Institution of its kind in the West. Endorsed by Milwaukee's Association of Commerce and Leading Banks.

ALL-SOLID COPPER

Non-Explosive
AIRTIGHT



FIREPROOF

Made of 16-18-20 and 22 oz. best clean 100 per cent pure copper. No solder inside; all solder outside. The can screw is five inches in diameter. Large enough for hand, easily cleaned. These cans are built to last a lifetime of strenuous wear. Every part—the spout—the can—screw, etc., is individually, solidly and perfectly fitted.

SPECIFICATIONS PRICE LIST

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

3-8 inch soft copper tubing 30c per foot, 1-2 inch soft copper tubing 40c per foot. These tubings are cut in 12 and 22-foot lengths, adapted for hot water heaters, steam vaporizers and automobile gas feed pipes.

Packed in strong, plain wooden boxes. Shipped by American Railway Express. Send draft or money order to cover or we will ship C. O. D. Orders shipped same day as received. To Jobbers: Write for our price list in quantities.

THE MAXWELL KUNIN CO., Not Inc.
2640 W. Madison St., Desk 410 Chicago

40 Years of honest merchandising your guarantee of our reliability.

Pickups from the Aberdeen Division "Scoop"

"Bill" Hohenee of the train master's office says unless business gets better so that the boomers get to moving around or the pass rules are modified he will either have to quit smoking or else buy his own.

Chief Dispatcher Dodds, Conductor White and Stock Yards Foreman Goetz were at Bowman, N. D., attending court in the interest of the Company.

Master Mechanic E. W. Hopp made a business trip to Chicago.

Engineer Lusk is now wheeling 'em up on the main line, giving up the Linton line run. Same has been taken by Engineer Soliday. Lusk said the jack rabbits were too thick.

M. G. Zinsitz has been appointed Division Accountant, vice James Muenker, who resigned. Mr. Zinsitz comes here from the C. T. H. & S. E.

Relief Agent Paul is relieving Agent Corwine at Linton for a period of 90 days.

Mrs. Muetzler, formerly Pearl Brown, is back at her old position in the store department, for a temporary period, Mrs. Ross the regular occupant of the position being confined to her home account of sickness.

Engineer George Hooper has received an appointment as Assistant Chief Clerk to Grand Chief Stone of the B. of L. E.

Who said Johann wouldn't make a good walking delegate. Some step, Joe.

Fred Hulise, of the local office, made a business trip to Chicago some time ago. He don't act the same since he returned. Wonder why? If anyone knows the reason please advise so that we can prevent a recurrence.

A Safety First meeting was held at the freight office November 29th, attended by all the department heads and also a large number of the employees. W. H. Cobb, General Safety Inspector, gave a very interesting and impressive talk.

A good deal of interest was displayed by agents and others in connection with the Perfect Package campaign. A good many well attended meetings were held at Aberdeen, railroads, express company and shippers being represented.

Special commendation has been given W. H. Murphy, Chief Clerk to the Master Mechanic, for his efforts in landing some good passenger business for this company.

Superintendent Harstad, Trainmaster Gibson, Division Passenger Agent Waller and Inspector Phelps have just completed a trip over the entire division in the interest of Claim Prevention.

Frank Faeth of the freight office is at the St. Lukes Hospital, having undergone an operation for appendicitis. Hear that he is getting thin but is gaining fast. Losing a little weight won't hurt him. Will it "Fat"?

Superintendents Flanigan, Kelly, Rummel, Meyer and Fuller were visitors in Aberdeen, December 10th.

A. L. Makinster has been relieving Operator Swanburg at the yard office.

The Milwaukee Railway Clerks bowling team is now organizing and will soon be in a position to take any of the Commercial League teams around some. Wish them all luck, fellows. They will need it. I mean the other teams.

Oscar Amundson has been acting as assistant yardmaster in the absence of Sam W. Davis, one of the powers that be. Oscar is getting up in the world now that he has some one to keep him in the straight and narrow.

Adeline Brown visited in Minneapolis for a few days. We have it from very good authority that most of her time was spent around the New England Furniture and Carpet Company's store. When is it coming off, Addie?

A club of office employees of the Milwaukee Railroad at Aberdeen is now being organized for the purpose of cooperation and entertainment. All office employees in Aberdeen are eligible and invitations have been sent to all. Everybody is responding and we are all looking forward to a good time this winter. The first party is to be given in the B. of R. Clerks hall on Wednesday, December 14th at which time permanent officers

A Full Year's Wear In Every Pair of

Nu-Way & **EXCELLO**

Rubberless **SUSPENDERS**

The Nu-Way Line

Guarantee Label Attached to Every Pair

"The Stretch is in the Spring"

Ask Your Dealer
If he hasn't them—Send direct
Accept no Substitute
Look for Name on Buckles

Nu-Way Stretch Suspender Co.
MANUFACTURERS
Adrian, Mich.

Nu-Way and Excello Suspenders—75¢
See store for details

Men's Garters—50¢
Ladies—Misses—Children's
Hose Supporters 25¢
Ladies' Corset Straps—50¢
Hose Supporters 25¢

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.

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

\$5.00 DOWN

will be elected. Meanwhile Ray Hoelbs is acting as secretary.

Engineer Holderman has returned from Chicago where he attended a meeting that was held in the interest of the Skinner Feed Water Heater. We saw him and Ed Holtz having their heads together doing some tall talking so we don't wonder that Ed has placed his order for a Packard for spring delivery.

Marian Wilson has returned from her vacation and resumed her duties as agent at Westport. Understand that she is fixing up the living rooms over the station. Must be something in the air.

S. M. West Notes
Roy H. Hoffman

We wish to take this opportunity to wish all the employees of the S. M. Division and the whole Milwaukee family a most happy and successful New Year. We expect to see even greater things accomplished in the new year than in the year gone by, although we all feel very proud of the record that the S. M. Division has made in the year gone by.

Brakeman Geo. Voss has gone to Miles City, Mont., where he will spend the winter months. We hope to see him back on the S. M. West in the Spring.

A. S. Willoughby, Division Freight Agent and Assistant W. E. Sinclair passed through Madison the early part of the month on a trip of inspection over the S. M. Division.

J. T. Kelley, District Storekeeper from Minneapolis, accompanied by Mr. Glenn, Traveling Storekeeper and H. E. Rice, our Division Storekeeper were at Madison last week, inspecting stores materials and also looked over the round house. They seemed to be very well pleased with conditions here on the S. M. West. Mr. Kelley advised that material was very hard to get at the present time and urged all employees to be very saving in the use of material. In the saving of material we can justly and proudly say that we stand among the highest.

W. B. Damm, local Storekeeper at Madison, spent Thanksgiving with friends and relatives at Austin, Minn. While at Austin "Walt" arranged to have some very much needed material shipped to Madison.

Nels Holm, Section Foreman at Elrod, So. Dak., paid the Roadmaster's Office a very pleasant call during the early part of the month. Call again Nels we are always glad to see you.

Carl Gulbrandson, Section Foreman at Lake Preston, So. Dak., was at Madison last week and took time to say hello to all his friends and fellow employees while here. Carl is quite a trapper when not on duty, spends his off hours trapping fur.

Halver Severson, Section Foreman at Artesian has recently returned from a two weeks leave of absence, hunting in the Black Hills. Mr. Severson was very successful on his hunt and returned with a large eight point deer. We congratulate him on his good luck. Merle Fredericks, of Oldham, relieved Mr. Severson while he was gone.

We are sorry to announce the sad news of the death of Hans Holter, Section Foreman, at Lakefield, Minn., which occurred the middle of last November, after a short illness. Deceased has been section foreman on the S. M. West at Lakefield, Minn., for the last thirty-five (35) years. He was employed by the Company at least two years earlier at other work. He is survived by his wife and son Alfred, who resides at Madison, So. Dak. We express the sympathy of the employees of the S. M. West in the loss of their husband and father.

Merle George, Bill Clerk at the Madison freight house, accompanied by his wife, spent the week end at Sioux Falls visiting friends.

Eimer Granflaten, Philip Thompson and Louie Thompson, firemen and helpers at the Madison Round House had a group picture taken a few days ago and after seeing the picture we must say that we never saw a better "Three of a Kind".

We wonder if Jerry Tollefson, Warehouse Foreman, at Madison, ever answers his correspondence from the local storekeeper?

All ex-service railroad boys on the S. M. West are happy now that they have received their bo-

THE NORFOLK & WESTERN ELECTRIFICATION

One of the most interesting and instructive trips that can be taken is over the Norfolk and Western Electrification. This railroad is, primarily a coal carrying road, extending from Norfolk, Virginia, through the Pocahontas coal fields to Columbus, Ohio, with branches to Cincinnati, Bristol, Tennessee, and Hagerstown, Maryland.

The electrified zone, located in the Pocahontas Division extends from Bluefield to West Forks, a distance of about 30 miles, all of which is double track, with the exception of 2,100 feet of single track, extending through the Elkhorn Tunnel. Sixty per cent of this electrified zone is on curves ranging from 17° maximum to a minimum of 3°, and grades up to 2.36 per cent are encountered.

Power is generated at 25 cycles, 11,000 volts alternating current and stepped up to 44,000 at which voltage it is transmitted to substations where it is stepped down to 11,000 volts and fed to the contact wire. By means of phase converters on the locomotives, it is transformed into three phase power for the motors. The operation of the transformer substations is handled by the regular attendants at the various switch towers.

The electric locomotives have speeded up the trains on the up grade zone from 7 to 14 miles per hour, as well as increased the dispatching of trains through the Elkhorn Tunnel, which has the effect of speeding up the traffic moved over the entire system.

Through the mining section the main line is dotted with switches and due to the large amount of shifting, and the fact that sixty per cent of this particular section is located on curves, it was decided that the maximum safe speed should be 14 miles per hour, while on the less populated section a speed of 28 miles an hour is made with the locomotives. This constant speed on up and down grades enables the telegraph operators, tower men and dispatchers to figure very closely on these tonnage movements.

It is very inspiring to watch these enormous tonnage trains, made up of 100-ton steel coal cars, often referred to as "battleships", pulled by the powerful alternating current electric locomotives, which in accelerating require as much as 8000 horsepower per train and a continuous demand of 6000 horsepower for operating at a speed of 14 miles per hour.

The modern Mallet compound superheating engine, equipped with all improvements, except feed water heaters, require 3.4 pounds of coal per drawbar horsepower when operating under the conditions as presented on this road, while with the electric locomotive 3.3 pounds of coal is required per drawbar horsepower, which gives a direct saving in fuel of 40 per cent.

From an operating standpoint, this electrification has certainly proved a reliable and economical form of motive power and as a result of this initial success, a further extension of their electrified zone is contemplated.

The Standard Accident Insurance Co.

of
DETROIT, MICHIGAN

has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,200,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

RAILROAD DEPARTMENT
H. C. CONLEY, Supt.

HISTORY of the WORLD

AT A BARGAIN

WE will name our Special Price and Easy terms of payment and will mail free our 32 beautiful sample pages to all readers interested. A coupon for your convenience is printed at the bottom of this advertisement. Tear off the coupon, write name and address plainly and mail now.



FREE
We will mail free a beautiful 32-page booklet of sample pages to all who mail us the coupon.

Six Thousand Years of History

THE complete history of all nations and peoples, ancient, medieval and modern. Get this History of the World and begin reading it. Read it for the joy it will give you; read it for the increased earning capacity it will bring you; read it for the inspiration that will lead you toward better things. "Show me a family of readers," said Napoleon, "and I will show you the people who rule the world." Mail the Coupon.

FREE COUPON

WESTERN NEWSPAPER ASSOCIATION, (4-21)

140 So. Dearborn St., Chicago, Ill.
Please mail your 32-page free sample booklet of The History of the World containing sample page and photographs of great characters in history, and write me full particulars of your special offer to Milwaukee Employees readers.

NAME

ADDRESS

TOBACCO, Kentucky Natural Leaf 1919 Special, Sweated and Graded.

Select Chewing 3 pounds \$1.00; 10 pounds \$3.00. Chewing and Smoking 10 pounds \$2.50; good smoking 4 pounds \$1.00; 10 pounds \$2.00. Regular Smoking 10 pounds \$1.50; 50 pounds \$6.00

Strong, medium or mild Fired or Air-cured. Satisfaction guaranteed.

PRODUCERS DISTRIBUTORS

MURRAY, KY.

Don't Wear a Truss



We Guarantee Your Comfort

with every Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No plasters. No lies. Durable, cheap. Sent on trial to prove it. Full information and booklet free.

C. E. BROOKS
188B State St., Marshall, Mich.

nus checks from the State of South Dakota. We notice that they are buying more freely of cigars here lately and they certainly earned them in the service of their country. Many a bonus check has brought gladness in time of need.

Mr. Nickols and his crew of B. & B. men have completed necessary repairs to the turn table at the Madison Round House and Jenes Quist says its no trick to turn it now. Thank you, Mr. Nickols, for the fine work.

Charley Bacon and his gang of B. & B. men have a brand new song, entitled, "Water, Water, Everywhere, But Not a Drop to Drink".

Tom Bakke, Stationary Engineer at the Madison Round House had four of his ribs broken while performing his work. Mr. Bakke is able to be up and around at this writing and expects to be back to work at an early date.

The engineers are all well pleased with the new rest room that has been provided for them at the Madison Round House, the room has been freshly painted and lockers have also been placed in the room. The engineers now have a much better and handier place to make out their reports for which there has been a long felt need. The old rest room is now being used for other work.

Who is cook at the "Bachelor's Apartments", one of them said "We are", which one is it, "Baldy", "Big-Boy Breski" or "Swede Johnson"? Does Sam Sprague furnish the onions and garlic? This is the talk that has been making the rounds at Madison, So., Dak. Ye scribe begs to ask when they expect to give their annual banquet.

What can be the attraction for "Willie Ford" at Sioux City? Here lately he has been keeping the rails hot between Madison and Sioux City. Some say friends, we, however, have other thoughts.

A very successful and largely attended Safety First meeting was held at Madison So. Dak., on the evening of December 6th, 1921. A very large class of employes in all branches of the service were present, nearly forty (40) in all, and for a meeting that had real enthusiasm and the real "Safety First Spirit" it could not be beaten. Some very interesting points of Safety First were brought up at the meeting and necessary corrections provided for at once. Especially noteworthy were the interesting talks given by E. A. Meyer, Chairman, W. H. Cobb, District Safety Inspector and Dr. Koyle. Mr. Cobb informed the committeemen and all employes present that the S. M. Division had one of the best records of the Northern District in regard to Safety First matters and results obtained. One more point for 100 per cent and one more feather in the hat of the S. M. Division.

Ticket Auditor's Office

Speed.

The Ticket Auditor's Office Independent Bowling team will challenge any five (5) man team in the building, to a match game to be played at the Crystal Alleys, which means their opponents have the entire building to pick from.

Have you ever watched Joe Sherman and Manes Blumberg, (our two billiard sharks) at noon playing billiards, I was informed that in one week's time, between the two of them they made 8 billiards. Some stars, keep it up, there is a chance of becoming a champion boys, you know stranger things than that have happened.

Smiling Johnny Cannon is with us again, after being confined to bed for some six weeks, due to an unfortunate accident. Glad to see you back, Johnny.

On Saturday, November 12th, Leo Nahin, made a trip to Champaign, Ill., to see Chicago play Illinois, in a game of football. According to Leo's smile on Monday morning, his trip must have been a wonderful one.

Wonder if the fair maidens who participated in the riding party on horses, intend to go out a sleigh party. One consolation is that the sleighs do not jump or gallop. How about it girls?

It seems that Freitag and Grall have a question which they cannot settle. Freitag claims his wife does not object to his chewing tobacco. Of course that's hard to prove, since she is not in our midst, and of course we all

Carrier Current Railway Demonstration

A group of prominent technical experts representing eastern railroad systems, witnessed a demonstration of what is known as the "carrier current" system of communication, at Schenectady, recently. These tests were the culmination of development work extending over a period of ten years, followed by practical tests made on the Chicago, Milwaukee and St. Paul Railway.

The system makes use of a second current superimposed on the same trolley wire which supplies current to operate the car. This "carrier current" which is generated at higher frequency than the power supply, serves to transmit messages along the wire from which it is picked up at any convenient point and made to energize a telephone instrument.

The demonstration took place on the Schenectady Railway Company, 5 miles from the city, and was arranged by the Railway Department of the General Electric Company, which is interested in the development of the new system.

From the moving trolley car the railway men were able to talk successfully with a substation on the line several miles distant and also to listen to conversation from the operator in the station. The second feature of the demonstration was listening to the conversation of the substation attendant at a waiting room two miles from the substation, the message being transmitted over the trolley wire and amplified in the waiting room by a loud speaking telephone instrument.

The demonstration was designed primarily to show the application of the system to communication on electric railways, especially as regards expediting train operation. It was developed particularly to afford an effective means of communication between the head and the rear ends of long freight trains and to prevent pulling draw bars. Experience with the system on the C. M. & St. P. R. R. where it has been given exhaustive tests shows it to be well adapted to communicating ahead of trains stalled by a faulty block. Use of the system on a single track portion of the C. M. & St. P. cleared up a misunderstanding on signals and saved an hour or two time, the loss of which would have been caused by having to send the flagman ahead to the next block. These previous tests in the West which were carried out by J. H. Payne, of the General Electric Research Laboratory, proved the practicability of the system and pointed to large benefits to electrified roads or to those which in future may become electrified.

The apparatus used for carrier current communication is small and simple of operation. It consists essentially of vacuum tubes used as oscillators, rectifiers and detectors, making up a telephone equipment equalling in sensitiveness and simplicity the most modern apparatus.

Among the participants in the tests at Schenectady were members of the radio committee of the American Railway Association, headed by J. D. Jones, chairman, and superintendent of telegraph and signals, Pennsylvania Railroad, eastern region. Also present were W. S. Logan, assistant to Mr. Jones; H. L. Van Akin, assistant superintendent of telegraph, New York Central Railroad; P. A. Rainey electrical engineer, Pennsylvania Railroad; Leroy Behner, assistant superintendent telegraph and signals, central region, Pennsylvania Railroad and members of the Radio and Railway Departments of the General Electric Company.

Commenting on the tests, W. B. Potter, engineer of the Railway and Traction Department of the General Electric Company, said:

"These tests at Schenectady and on the C. M. & St. P. Ry. indicate the early perfection of a practical telephone system utilizing the power wires as a conductor, which will provide for the usual call and telephone communication between different locomotives in the same train, the locomotive and caboose at the rear of the train or communication between different trains. This system is equally applicable to communication between the train dispatcher and the trains in operation under his direction. This is an important development which we feel sure will contribute materially to the facility and safety of railway operation.

"The locomotive engineer on the head locomotive of a long freight train will be able to tell the engineer of the pusher at the rear when he is ready to start without resorting to "bumping" the rear locomotive through the long train as is sometimes necessary when the present whistle signals are not audible. The train conductor can communicate with his engineer in case of any thing happening to his own train which the engineer is not in a position to observe. The engineers of different trains on the same track can communicate with each other, which would greatly lessen the liability of train collisions. While train orders will continue to be issued as a matter of record, they will not be beyond countermand by the train dispatcher in case of an emergency. The train dispatcher could, in fact, stop every train on his division, should occasion require."

know Grall does not chew tobacco—well we won't mention the reason.

H. E. M.'s Complaint

On Monday I'm a nervous wreck.
On Tuesday, it's my head,
On Wednesday, I think I've got the gout,
On Thursday, I'm in bed,
On Friday, there's rumblings in my back,
On Saturday, it's my heart,
On Sunday, high blood pressure
Near tears me all apart.
Oh Lord! I wish I'd ne'er been born,
In this world of care and strife,
For imagining diseases
Is the bane of my young life.

—Umbrella.

Mr. and Mrs. Walter Martin (formerly Miss Myrtle Huntinghouse) are parents of a 5½ pound son born November 8th. Congratulations, Myrtle.

It seems as though Dan Cupid is still shooting his arrows right and left in the Ticket Auditor's office. The latest one to step into the matrimonial ranks was Miss Marion Holtzman, who stayed home on October 19th. and annexed the name of Harry Schatz. Accept our hearty congratulations.

Now don't get excited, but hold your peace for this is not authentic, only rumor that Joe Palluch has stepped into the matrimonial ranks sometime ago. It was rumored last year that such was his intention but for some reason or other was delayed; now for true facts I would advise you to see Joe.

To those that are content with life as they see it may their sight continue to guide them on their journey thru life and keep themselves in the humor that brings forth the greatest of friendship combined with happiness and pleasure making the New Year to all a Happy and prosperous one.

—Speed.

East Wind



With acknowledgements to the B. & O. Employees Magazine, —Mile-A-Minute says this is just her fix.

Minneapolis Car Department Slivers.

E. F. Palmer, D. G. C. F., G. Larson, G. C. F. and John Hemsey, G. F. F., attended the 4th annual staff meeting held at Milwaukee on November 7th and 8th. They report a very interesting meeting, and from what we hear, it wasn't all business either.

Tom Holloran had a birthday the other day but he's getting so old he forgot about it. Now Tom being a man I don't see why you should forget birthday, of course if you were a lady you might have reason to. How about that birthday cake? I'm not saying anything about Marie's artistic ability, but she'd have to be some artist to make that cake seem real.

Louise Heitzman was on the sick list last week but is back at her desk, looking quite fit.

Here we were worrying about what we were going to do with all our money now that we were on full time. They sure didn't give us

time to worry because we're back on four days a week again. Some pay day before Christmas! Mr. Miller, our Chief Clerk, didn't appear at the office the other day, claims he suffered with croup all that night but we never heard of croup causing a red nose like that of Mr. Miller. Tell us where you got it.

G. Larson, G. C. F., made his weekly call at Farmington and Hastings this week. They can't be feeding you very well down that way Gus, you're getting thin.

Mrs. Thorne, clerk in Mr. Piltz's office, has been on the sick list the past week but is back at her desk at this writing.

Mr. Palmer, D. G. C. F., was at Aberdeen the first part of the week.

How about that mysterious pleasure trip you made not so very long ago, Grace Tuttle?

Einar Hauger visited at Chicago over the week end. Didn't know Einar that you were interested in one of our former stenos now located there.

Haven't heard any comments on football lately. What happened to the Liberties, Hjal?

Tacoma Tide Flats

R. R. R.

Greetings, Happy New Year. Folks,

Rumor has it that "Sir Cupid" has been busy hereabouts lately, having captured our esteemed storekeeper A. J. Krola. The wedding is to take place in the early new year.

A. L. Pentecost, from whom word has been received, tells us he will soon be with us again. However, we do not wish him to hurry from the pleasurable society and wonderful climate of the South. But we do want him back soon.

As has been said before, P. R. Horr is back at the shops, and how well the mail man knows it! His mail bag is so much lighter in weight, and not so large in size.

Mrs. Russell Wilson of the Car Department has returned home from a vacation spent with relatives and friends in the East. Reports having had a nice time.

No notes from the Car Department or Delaney's office. The reason can easily be explained. Those folks have been remodeling the offices and the bright paint and other additional new things of the place have been taking up their time. Hope to see a little news from there next time.

For the benefit of those who have been worried over L. Johnson's watch, I wish to say he has found the valuable article. No particulars as to when, where or how, have been stated.

Mrs. George Pyette has returned from a trip East, having got back in time to help us welcome the wonderful snow storm that greeted us shortly after Thanksgiving Day.

Oh, Earl, have you found of what material spring steel is made?

We were in hopes of having Mr. McGovern as a permanent Tacoma resident from his favorable comments on our lovely climate. Mac says he likes rain, especially the kind that doesn't wet a person. But that kind doesn't fall in Seattle. We hope the next time we can persuade him to stay in Tacoma over the week ends. We promise the rain will not make you ill, and we hope the wind of Seattle will not have the same effect on your next trip west.

The folks about here are so busy shopping they have not been able to get very much news. Hope to do better next time.

The entire Northern Montana Division extends its deepest sympathy to our former superintendent, Mr. Bowen, and his children in their great sorrow.

Enough turkey, thank you. Please pass the Xmas candy and nuts.

Mrs. O. S. Porter and son Bunny recently returned from an extended sojourn in Iowa. Two more reasons why Osie smiles.

Thifty Harry expects to get in rather heavy on the income tax this year through income derived from eggs. We know he will if present price continues.

Dubuque Division

J. J. Rellihan

Wm. Teague, night operator at Reno, was laid up a few days on account of sickness and was threatened with pneumonia, but is now O. K. and on the job as usual.

A letter from Geo. Childe, agent at Mabel, who is now located at Tucson, Ariz., on account of his health, states that he is greatly improved,

and it may be possible that he would return to this country in the spring.

The division officials comprising the loss and damage committee made a trip over the division Nov. 17th, giving the agents and all concerned instructions in regard to everything pertaining to the motto—"Save a Claim."

On account of the yard at River Junction being closed, effective Nov. 27th, our trains are made up and taken into North LaCrosse Yard. This no doubt is a big saving, as the switching at River Junction was quite an item, especially when the yard was congested.

Martin Whalen's extra gang completed the season's work and the camp was closed Nov. 26th. Most of the season was put in on the Preston and Waukon branches.

Agent W. H. Wyse has purchased the hotel at Waukon Junction and is doing a fine business. The meals that are being served by Mrs. Wyse are real banquets which are quite popular with the traveling public as well as the train crews.

On Nov. 8th at Dubuque occurred the marriage of Edw. Nicks and Miss Agnes P. Williams of Waukon. The bride is a handsome, accomplished young lady, and Eddie is an engineer on the Waukon branch. The best wishes of the Dubuque Division employees follow this worthy young couple.

Tommy Manton, who has been working with Martin Whalen's extra gang as assistant foreman, is back at his old job for the winter at Marquette Yard, icing refrigerators and taking care of car heaters, etc.

"Spike" Hanley is back from Chicago and is looking fine, after undergoing an operation. For the present he will not go back on the way freight, but will take a run in the ring.

T. E. Marshall had charge of the station at Marquette for several days, while Agent Fred Schrader was attending the funeral of some relative at Prairie du Chien.

Several changes were made in train-baggage-men and passenger brakemen on account of the new time card. Baggage-man Boxleiter is now on Nos. 3 and 38 between Dubuque and LaCrosse; "Shorty" Becker is on the south end on Nos. 9 and 30, and Fred Grabo has donned the uniform again and is braking on Nos. 3 and 38.

Andy Dohlin, who has been roundhouse foreman at Reno for a good many years, has removed to Waukon and has charge of the roundhouse at that station nights.

On account of being displaced on the south end way freight by Conductor Dana, Walter Hartley is now on the time freight between LaCrosse and Dubuque.

The "Safety First" meeting held at Dubuque November 30th was without a doubt the best meeting of the year. It was about a 3-hour session, and a fine lineup of suggestions were introduced. Mr. Hasenbalg thanked the retiring committee for their services during the past year, and it is hoped that the new committee will continue with the good work.

Anson Harrington, 3rd trick operator at Gordon's Ferry, is quite sick, and in all probability it will be a week or 10 days before he will be able to resume work.

A joint telegraphers' meeting of the men from the Dubuque Pra du Chien and I. & D. Division was held at Marquette the evening of Dec. 3rd. First Vice President Brown of the O. R. T. and General Chairman Kearby, and General Secretary and Treasurer Derrickson were the principal speakers. A real enjoyable time was had by all present, and it was the unanimous opinion that these meetings be held more often in the future.

A card from Conductor "Heinie" Smith reports him out of the hospital, and although a little weak, he is in pretty good shape after his recent operation. His many friends hope that he will soon be back on the road again.

Conductor Charlie Veit has given up "White Line" service for the present and is now working in the capacity of a brakeman on the Waukon branch.

River Division *Johnny-on-the-Spot*

A new one on the job, Jerry Walsh, has given up the receiving of regular monthly checks of the Milwaukee for the big once-in-a-while check which law practice affords. Here's hoping Jerry lots of luck in hanging out his shingle.

Charley Quinn is in the ring in the trainmaster's office, having transferred from the ac-

OLIPHANT-JOHNSON COAL COMPANY

1527 RAILWAY EXCHANGE BUILDING

HARRISON 3919

CHICAGO :: ILLINOIS

Home Office - VINCENNES, INDIANA



Miners and Shippers

Old Vincennes Coal

Daily Production 5000 Tons

PERFECT PREPARATION

SERVICE and DEPENDABILITY

Baldwin Locomotives— Yesterday and Today

Twenty-five years ago, the old "Atlantics" which hauled the "Pioneer Limited" over the Chicago, Milwaukee & St. Paul, were noted as among the fastest passenger locomotives of their day.

The latest Baldwins built for the Milwaukee road—the L-2-A Engines—though much heavier and more highly developed, are equally notable among men who are acquainted with their road performance.

The
Baldwin Locomotive Works
Philadelphia

651

Not Only Acci- dent Tickets

but also many other forms of insurance are sold by The Travelers Insurance Company. Among these forms of interest to railway men is guaranteed low-cost life insurance. There is a special form protecting the family during the railway man's working years and providing him an income in his old age. Write your name and address on the margin of this page and mail it to the company. An agent who can give you some sound advice on the selection of policies and arrangement of payments will call on you.

**The Travelers
Insurance Company**

HARTFORD

CONNECTICUT

counting department, John Martenson having taken Jerrie's job.

Gertrude Forrester, our enterprising comptometer operator in the accounting department, left us to join the ranks of the Twin City Terminal's force, and Grace Walsh from Portage has been elected to fill Gert's vacancy.

Ruth Thomson is leaving us for a 90-day rest. Sorry to see her go, but some consideration must be given for a strenuous life in the big city.

J. T. Murphy is back with us again running on 57 and 58. J. T. says you can't get rid of Trainmaster Hills and Conductor G. A. Parkhurst are doing some tall traveling lately.

Things that Never Happen at Winona Station
Toby Kroner always in the office.
Roxie and Dick leave their pipes at home.
Sturby blushes when a girl enters the office.
Carl lets everybody talk him out of things.
A day passes without an argument.
Willie Paulsen not on the job.
Daisy not speaking to the cashiers all day.
Ed Considine doesn't make mistakes.
Ed Farley never talks.
Having our office cleaned.
Sturby working too hard.
Helping one another.
Harry never in the warehouse.

"Our Janitor"

We have a jolly office force,
A force that can't be beat.
The only downfall of our force
Is the man who furnishes heat.
When the thermometer says 80 above,
You can find him burning paper,
And when it reads 30 below,
He arrives 10 o'clock or later.
This little man has too much work,
We shouldn't ridicule and scorn,
For he may leave us this winter,
A loss we will always mourn.
He says the time has come at last
For him to get "hooked up."
But we need not fear our warmth this year,
As I don't think any girl will interrupt.

—M. R. S.

Yardmaster Wm. Bohn underwent a slight operation at the Winona General Hospital Tuesday (11-29-'21). Last reports are that he is doing very nicely.

Transit Clerk T. R. Reuse, of Winona, went to Minneapolis on November 19 in regard to business in A. S. Willoughby's office.

Milwaukee Shops Items

H. W. G.

Inspector W. H. Gardner was laid up sick and could not attend the stag meetings of Nov. 14th and 15th. We were glad to see him here in time for the Traveling Engineers' meeting.

Boilermaker Wm. Berry, who has been on the sick list for some time, is slowly recovering from three operations and a layup in the hospital.

The new solid flaring jacks on the roundhouse now carry the smoke up good and high, even clearing the old office building. These jacks are so flared that a locomotive can be spotted in a good deal of latitude and still be under the draft, keeping the smoke and gases from trailing around the ventilators.

Jas. McCormack started with his grip and ease out over the lines the 14th.

Ted Kirkby, shop schedule supervisor, was put over the Southwest District the 14th to 17th.

Mr. Elder, air brake superintendent, has moved his desk over in R. W. Anderson's office, nearer headquarters. This leaves Messrs. Crowley, Callahan and Hoppe holding the upper floor, above Mr. Koop's office. In the late 80's this was the locomotive department's drafting room.

General Superintendent Thiele presided at the recent coal meetings in the old S.M.P. office, which were largely attended by the train and engine men and mechanics.

Ray Enters, of the M. E. Drafting Room, is getting to be quite a printer. He recently ran off over ten thousand sheets of the recent staff meeting proceedings. Ray is also some photographer, having done some good work in helping out in this line.

Some of the Panama Canal officials at Washington are after some of our photographs of weed burners, to be sent to the Isthmus. Some

New York people asked for and have received photographs of our old wood burning locomotives, and also history of our railroading. The Milwaukee Road has about as good a collection of old time railroad pictures and manuscripts as any in the country.

"Photography as a Means to Increase Car Loading" is an interesting paragraph in Mr. Elmer's article on Locomotive Operation in the December 3rd issue of the Railway Review.

The foundry department claim they are now leading the Milwaukee Shops bowling league. A. L. Fredericks is the captain.

The "Milwaukee Road Club" is in for a good program for December. Monday evening the 19th theater party at the New Parkway, 35th and Lisbon. Wednesday the 21st: Strictly business session and election of officers. Wednesday the 28th, at K. P. Hall, 35th Street, 7:30 P. M.: the big event of the season—Children's Christmas party, the big tree with 240 electric lights, a present to every child follows. Everybody is sure of a good time.

The Store Department Staff Meetings were held Nov. 16th and 17th. Some good papers were discussed. We missed out on a photo of this group. Get in touch with us a little sooner hereafter, boys.

The "Pioneer Limited" date, "May 1898." page 16 of the December Magazine, is 10 years too young. The date is 1888, about the time the steam heat and electric lights were inaugurated.

John Skurzewski, labor foreman in the round-house, dropped dead on duty at 7:30 A. M., Nov. 11th. His home was 930 Eighth Avenue, Milwaukee. He leaves a wife and seven children. He was a member of the VEA and 40 years with the Company.

Wm. Owens, car carpenter, died at his home, 126 Twentieth Street, Milwaukee, Nov. 24th, and was buried the 26th. He had been with the Milwaukee Road for 41 years, a faithful servant. He was a member of the Veterans' Association.

In the death of Engineer John Maloney of Portage some time ago, the Milwaukee Road lost another faithful servant and an employe universally beloved. A man from the ground up.

The news of the death of many of our Veterans reach us often late, and as far as the Milwaukee Shops and vicinity is concerned, we would appreciate it very much if you will send the items to H. W. Griggs, the shop chairman, so proper notice may be given, also in the case of Veterans off sick or in the hospital. We get the most of these, but a few pass by.

Peter Omen, tinner helper in the locomotive department, died Dec. 10th of pneumonia. Mr. Omen was one of the old timers with the road.

Henry W. Rintelmann, locomotive carpenter, died at his residence up on Teutonia Ave., Milwaukee, Dec. 10th. Mr. Rintelmann had been off duty for some time. He was employed in the tank shop for years, having started with the Company in 1867. He was 82 years old and a member of the Veterans' Association.

H. & D.

"JD"

You see the cop, Len?

The Senator of Oklahoma is back on the job after a brief visit with his mother at Enid, Okla. Note, we say Mother.

John Quincy Adams, operator H. & D., took Fanny Polek by the hand and together they jumped over the fence. All this happened Dec. 15th, and they will spend their honeymoon in Chicago and points East. They will be located at Glencoe. John says he expects to get a new car and drive to and from work (Bird Island). We're surprised at you, John, and all wish you both much joy and happiness.

Cheer up, Walt, she'll be back with us again soon. You know Marie is taking treatments in a Shakopee Hospital.

Miss Elsie Salisbury is spending two months visiting friends and the folks at Tulare, Calif. Miss Arlain Hildebrand will relieve her. Pretty soft for you, Elsie.

Elva, superintendent's office, spent her Xmas vacation in Chicago, visiting friends and relatives.

A. Knuteson, operator Monte Yards, will spend a few days visiting the folks at Rushford, Minn. Have a good time, Knute.

Mr. Jarvis, Monte Yards, has been giving his Sundays to an extra man. He says he is glad to do this much for an extra man. You've got the right spirit, Jarv.

YOUR MONEY EARNS

7%

ON CHICAGO FIRST
MORTGAGE REAL
ESTATE BONDS

When

Sold by our

Real Estate Loan Dept.
On the Installment Plan

Call or write for circulars

CENTRAL TRUST COMPANY
of Illinois

125 W. Monroe St., Third Floor
Phone State 7600

Saving by Mail

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

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



"Identified with Chicago's
Progress Since 1857."

Capital and Surplus - \$15,000,000

112 W. Adams St., Chicago

F. C. Poeschl spent a few days with his mother at Durand, Wis. He will relieve E. T. McCormick, who leaves in a week for his old home in Vermont. Mack takes the wife and kids with him, too. Some class to you, Mack.

E. C. Weatherly, relief agent, is now a married man. We understand he "copped" a nice little nurse from Fargo. We all wish you much luck and happiness, Col.

"Bill" Meyers of Milbank told me (on the q-t) that he will leave shortly for Cincinnati, Ohio, and will bring back smokes for the bunch. What's the matter with the natives of Milbank, Bill? Oh well, we're from Missouri, let's see the dame.

W. J. Ustruck is laying off, relieved by a J. R. Long. Long has his wife and family at Glencoe and says he likes our division O. K., expects to be round these parts till about the 1st of March, 1922. Make yourself at home while you're here, Long.

Tank to 'em, Bunny!

B. T. Iverson of Bird Island is back on second after six weeks' absence; he put in about 10 days in a Minneapolis hospital. Looks fine, says he feels better.

Wisconsin Valley Division Notes

Lillian.

(The Alphabet as it runs on the W. V.)

A—is for Akey,
Whose head is most bare;
When this man was young
He had beautiful hair.

B—is for Butler,
An engineer bold;
When he pulled out the throttle,
The drivers they rolled.

C—is for Carmen—
"All Aboard!" is his song;
He raises his hand,
And the train it is gone.

D—is for Dunham,
The fireman's griever;
They tell him their troubles,
For he's their reliever.

E—is for Euckhausen,
He sure takes the cake;
On the Y. B. addition
That's built like a snake.

F—is for Fredricks,
He's moved cross the bridge;
He's changed his religion,
On his nose there's a ridge.

G—is for Granholm,
For whom Peggy was made;
But when business gets slack,
He goes back to the spade.

H—is for Harrington,
"Fill up" is his cry;
He says "business will pick up
In the Sweet Bye and Bye."

Z

I—is for Ike,
His last name is Waush;
He's a good chicken coener,
Like so much squash.

J—is for Johnson,
Halmer and Harry;
They've got "pep" on the road,
But round home they do tarry.

K—is for Krause,
We know he's all right;
When he goes out at night,
He don't need a light.

L—is for Loomis,
He did what he could;
When he dealt in scrap iron,
But now it is wood.

M—is for Monkey—
The valley has one,
That's Wright down at Tomah,
The son-of-a-gun.

N—is for Noble,
Smoking his pipe;
Whenever you meet him,
He'll ask for a light.

O—is for Olson,
He's like Old King Cole,
He don't care for his pipe,
But he longs for his bowl.

P—is for Pschorr
On the south end way freight;
Whenever he fires,
They don't come in late.

Q—is for one
That don't work on this line;
If he ever comes here,
We will show him some time.

R—is for Randby,
He brakes, but he says
That he will go running
If it lasts fourteen days.

S—is for Schultz,
We have two, it is seen;
One wants his eight hours,
The other sixteen.

T—is for Thompson and Truax,
They have some queer habits;
One talks about Chicago,
The other about rabbits.

U—is for Urban,
His right name is Moke;
He switches the cars
Like a "Pig in a Poke."

V—is for Van Wormer,
He brakes most the time,
In any old weather,
Except in "Moonshine."

W—is for Wilcox,
Come in when it rains,

X, Y, Z—Zellmer
Ran away with the change.

VAUGHAN

••

P.&M.

••

HENGGI

••

YARDLEY

RAIL ANTI-CREEPERS

THE P. & M. CO.

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

RAILWAY EXCHANGE
CHICAGO

THE P. & M. CO.
LIMITED
MONTREAL

Iowa—Middle and West
Ruby Eckman

Iowa Division friends of Engineer Charles Merrill were grieved to learn of his death the fore part of December. Mr. Merrill has been ill for a number of years and passed away at his home in Nevada.

Percy Salzberger, Orville Balsbaugh and Schuyler Tucker were in Chicago in December to attend the reunion of the 13th Engineers. The boys had such a good time that they do not expect to miss another reunion.

Boilermaker W. J. Barth was off duty the latter part of November on account of having had an operation for the removal of his tonsils.

Engineer E. C. Hullerman who was pulled out of the pool at Perry has taken a way freight run between Atkins and Ferguson.

Peter Conboy who has been assisting with the telegraph and telephone line work at Perry for several weeks has been transferred to Marion to assist Maintainer Tobin.

Fireman Fred Schloe, who has been in poor health for a couple of years, left the early part of December for El Paso, Texas, where he will enter a sanitarium for the treatment of tuberculosis. His son Adolph accompanied him on the trip to El Paso.

Charles McCurdy, who is employed on the section forces on the West Iowa Division, was married November 9th in Chicago to Miss Helen Wagner. John McCurdy and wife went from Panama to attend the wedding. Mr. McCurdy being the section foreman at Panama, Charles will run the Panama Section this winter for his father and will make his home in Panama.

Reuben Wagner who has been firing out of Savanna for some time, has transferred to Perry to work.

Machinist Tom Connell of the Perry force left the 1st of December for Southern Florida, where he expects to spend a month visiting with his parents.

Engineer Fred Kennison and wife spent a few days around Thanksgiving with relatives in Mason City and Muscatine.

Machinist Leo Burch has moved his family from Dubuque to Perry.

Engineer and Mrs. Jack Ahern received word the fore part of December of the birth of a daughter to Mr. and Mrs. Maurice McGovern at their home in Havana, Cuba. Mrs. McGovern was Grace Ahern before her marriage.

December 12th a fine baby girl was born to Engineer and Mrs. Arthur Horne at their home in Perry.

Engineer Hostler Bob Smith of the Perry force spent a couple of weeks of November with relatives in South Dakota.

Engineer Frank Cowden was taken sick the latter part of November and has since been unable to work.

Engineer Wallace Rawson and family spent Thanksgiving with relatives in northern Wisconsin.

On November 22nd Dr. W. W. Arrasmith, company surgeon at Bayard, was united in marriage to Miss Rhea Hallman at the home of the bride's parents in Aurora, Ill. Dr. Arrasmith is a son of Agent Grant Arrasmith at Bayard and has worked as an operator on the Western Division before going to medical college.

Train Dispatcher J. J. Kindig's home in Perry

was quite badly damaged by fire on Sunday afternoon, December 4th, when sparks from the chimney set fire to the roof. Considerable damage was done to the home, but John had a force of men at work the next day making repairs and changes in the place and expects to have it ready for occupancy within a few weeks.

Engineer S. A. Trine's daughter Edna returned to Des Moines December 7th to resume work the following day. She has been off duty for several weeks, having had quite a serious operation at one of the Des Moines hospitals. The first day that she went to work, she was struck by an automobile while crossing the street, but was not injured.

A. E. Brooks has returned to work as third man on the way freight on the middle division, following a several weeks' lay off on account of sickness.

Switchman W. C. Kelley and wife came down from Council Bluffs December 14th for a short visit with Perry friends.

Conductor H. W. Lee and George Robinson, whose cars were pulled out of the middle division pool, have taken the way freights between Ferguson and Atkins, displacing Conductors Johnson and Havill, who held the runs all summer. Johnson has taken a braking job with Lee and Havill is working out of Perry.

Using His Head

G. L. R.

Cold weather is coming, every one should prepare
To stop old "Jack Frost" as he glides thru the air.

There is one who is doing his best day by day,
John Curtis, a switchman, who is on the night pay.

He has started a wind break right under his "snout,"
It has a bright tint like a blaze bursting out.

At a little way off it reflects very bright,
And it saves lots of work if he handles it right.

A night switchman you know must carry a glim,
But trifles like that are no worry to him;

For this brilliant ornament, so dazzling and bright,
He uses to signal, when at work every night.

When he signals ahead, he moves his head up
and down;
Swinging sidewise means stop till a switch can be thrown;

When he signals back up, he turns a cart wheel,
If he needs a fusee he just spins on his heel.

He never goes in to get warm any time,
For his little red mustache keeps his temperature fine;

If any one doubts these things I have said,
Just ask any one here, if I've made it too red.

Freight Claim Department

HAPPY NEW YEAR!

Mr. Kelley of the Record Bureau, and Mr. Dunn, of the O. S. & D. Bureau, are both proud fathers of big bouncing baby boys. They are some boys, at least that is what the fathers say. Congratulations.

THE RAILROAD MAN'S COMPANY

THE NAME
"CONTINENTAL"
on your policy means
PROTECTION

The latest policies provide INCOME FOR LIFE

for total disability—accident or illness. If you have a CONTINENTAL policy you and your family are protected no matter what happens. (The unexpected is always happening.)

Before it is too late, see our agent or mail the coupon today.

CONTINENTAL policies are carried by Railroad Men everywhere in the United States and Canada.

CUT OUT AND MAIL TODAY.

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

I am employed by the MILWAUKEE SYSTEM

..... Division.

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

My age is.....

My occupation is.....

NAME

ADDRESS

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

Mr. Hunt, head of the O. S. D. Bureau, is at Salt Lake City on some important company business.

Our bowling team has fallen down so that some of the old boys think of challenging the champions.

The Milwaukee Bowling Team came to Chicago Saturday, December 10th, and won an exciting match game from the Freight Claim by 50 pins at the Crystal Bowling Alleys.

The series were featured by the bowling of C. Schwab, heavy anchor of the Milwaukee team, who found the maples for 640 pins, getting high game of 244. Otto Stainer of the winners also was good for an average of 184. E. Heyn and J. Gleason were the star performers for the losers, getting 187 and 184 respectively. Scores as follows:

	Chicago		
F. Specht	139	139	191
J. Gleason	135	203	214
J. Goodenough	207	131	145
J. Hamm	127	171	181
E. Heyn	193	181	188
Total	801	825	919
	Milwaukee		
R. Juuker	131	131	174
C. Zinseimyer	140	165	161
O. Stainer	188	198	165
W. Zimpelman	150	180	172
C. Schwab	198	244	198
Total	807	918	870

A return match is to be played in Milwaukee after the holidays, when the Freight Claim expect to even matters up.

Terre Haute Division

R. C.

The following changes have been made on the Terre Haute Division recently:

Office of Division Storekeeper, C. W. Pearce, has been transferred from Bedford, Indiana, to Terre Haute, Indiana. H. Patton, local storekeeper at Terre Haute, has been transferred to Bedford, and W. H. Williams, local storekeeper at West Clinton, is now located at Terre Haute.

Office of J. Gilkinson, roadmaster, formerly at Pande, Illinois, has been consolidated with that of M. J. Murphy, roadmaster at Terre Haute.

The offices in the Rea Building, Terre Haute, have finally settled down to business after numerous changes since July 1st, in positions, salaries and locations.

Miss Bertha Brockman, material clerk in the accounting department, is very downhearted on account of friend Pat, storekeeper at Hulman Street, being moved to Bedford. The result—tears and the loss of one half day.

Fatty and Red Head are getting quite intimate. Ask the accountants for an explanation.

Lewis Allen, assistant division accountant, is wondering if there is an outside to the Rea Building. He says he hasn't seen the outside for so long, he is inclined to believe it is all inside.

The other morning Mr. Allen made his appearance at the office with a very black eye. His alibi was to the effect that the jitney in which he was a passenger the evening before, was struck by a street car. We have our own ideas about that said street car.

The case of the Negro, who shot at one of our special agents on the night of May 10th, was tried in Chicago a few days ago. The shooting came about when our special agent attempted to arrest the Negro for stealing coal at Chicago Heights. The Negro was arrested in Memphis, Tennessee, and the case was tried before Judge Scanlan in Chicago, being prosecuted by both the C. M. & St. P. and the Southeastern Railways. No verdict as yet.

Sioux City and Dakota Division

H. B. Olsen

On November 14th a fitting tribute was paid our former Superintendent C. H. Buford at Sioux City, when he on that date departed for his new field of work in Terre Haute, Ind.

With seventy-five local officials and employees Mr. Buford was escorted to the Mandarin Cafe where tables were set and all enjoyed luncheon with the departing guest. Returning to the chief

clerk's office, Mr. Buford was presented with a diamond ring, gold watch, chain and a Consistory charm. "Sandy" Rowland made the presentation address.

Just before Mr. Buford boarded No. 6, more than 250 employes bade him good-bye. Trainmaster W. F. Ingraham, Chief Dispatcher W. C. Givens, G. Y. M. F. M. Henderson and G. W. Wean accompanied Mr. Buford as far as Manilla and enroute, employes of the station service, train and enginemen and section men where stops were made, climbed on the observation car and bid him good-bye and wished him the good luck and good wishes in his future field of labor.

On the return trip from Manilla Messrs. Ingraham, Givens, Henderson and Wean accompanied E. F. Rummel into Sioux City, where he was initiated into the S. C. & D. Division and picked up the reins left by Mr. Buford and at this writing has been over the entire division accompanied by Trainmaster Ingraham, making acquaintances and inspections.

T. Hughes, M. C. B. Inspector, and H. S. Brautigam, general safety appliance inspector, both of Milwaukee, were over the division and visited Sioux Falls last week.

Miss Ethel Jacobs, assistant cashier of Sioux Falls Freight, spent Thanksgiving with Miss Marie Honson, stenographer of the same office, at the latter's home in Dell Rapids.

Norman Capwell, cashier Sioux Falls, with his wife, spent Thanksgiving at Dell Rapids with relatives.

Miss Hannah Granneng, bill clerk Sioux Falls, spent Thanksgiving with friends at Marion, Iowa.

Chief Clerk Rowley took the Consistory recently—imagine that kind of heavy on a newlywed?

The "Fat Man" in the Superintendent's office surely does like that Eskimo pie—by the quart.

The matrimonial germ seems to be working as assiduously in the office of the Superintendent as the proverbial moth in a dark closet on a hot summer day. Myrtle Irish came down to work the other morning with a most beautiful diamond worn on the well known finger, and Fay Dietrich went to Chicago the first of the month and her office associates think it was a case of "getting married"—further Miss Elsie Brevicek of the engineering department, accompanied by Burton Johnson sojourned to Ottumwa Thanksgiving—does this mean another wedding?

Our veteran engineer "Billy" Bowers spent Thanksgiving with his son who resides west of Chamberlain and Billy reports a wonderful big time.

Miss Mary Scott, who recently held the position as telegrapher at Dell Rapids, is now agent at Kingsburg. The position at Dell Rapids was abolished.

Since business has fallen off, it has been necessary to pull off several crews in order to curtail expenses—let us hope that within a short time business will warrant expansion of the service and the chimes of normalcy ring louder.

On No. 6 one night, Conductor Weed discovered he had two passengers going to the same town in Norway via New York and then on the same boat in the same class. Frank succeeded in getting these two gentlemen together and acquainted that they might have companionship during the entire trip. One of the gentlemen was from Hudson, S. D., and the other from Sioux City, Ia.

Marshal Foch on his western trip and in a special train, selected the "Milwaukee" from Butte, Mont. to Seattle. Foreign nobility seem to know where real good service exists.

Ask Ruth why she does not take her vacation.

Willis Fox, clerk at Menno, with his wife, are visiting at Madison, S. D.

At this writing we find Engineer Wm. Wiley confined to his bed but hope for a speedy recovery that he might resume work soon.

G. Y. M. F. M. Henderson and Frank Evans, Switchman, Sioux City, acted as pall bearers at the funeral of Ole Olson, yard master for the Sioux City Terminal, who died the latter part of November.

Operator J. C. McGuire, West Yard, has just completed a fine bungalow in Stephens Addition, Sioux City.

Conductor Pete Smith is busy hauling ma-

Look at these Profits				
	July	Aug.	Sept.	Oct.
E.A. Sweet	\$ 925	\$ 891	\$ 667	\$ 1200
C.A. Rowe	\$ 919	\$ 936	\$ 1228	\$ 993
W.J.M. Crary	\$ 751	\$ 865	\$ 527	\$ 703

Do You Want an Income Like These?

Are you willing to step into a position today, without training, without any investment, where you are absolutely your own boss, where you can set your own hours—work when and where you please—and have an income of \$50.00 to \$200.00 a week?

Then send me your name and I will tell you how to get started.

I want 500 men and women to take orders for Comer Raincoats right in their own communities. I will make you the same offer I made Sweet, Rowe and McCrary. Rowe was a baker and started by using only his spare time, yet he makes around \$800.00 a month. McCrary was making \$2.00 a day and now his earnings are close to \$9,000 a year. No matter where you live, or what you do, you can increase your income if you will devote one or two hours each day to this proposition. **No experience is necessary.** I will furnish a complete selling outfit; will tell you what to say and how to make money. I will see that you get your profit the same day you earn it, without waiting, without delays.

Here Are Records of Actual Earnings

Newton made \$614.68 in October, Robinson made \$703.60, Wilson made \$445.11. Hamilton made \$721.00 in September. Conners made \$613.00. Ed Wimberly makes from \$250.00 to \$350.00 a month in his spare time only. Maggie McCoy wrote: "My earnings will be over \$3,000 this year." George Garon made a clear profit of \$40.00 in his first day's work. H. G. Greenwood cleaned up \$354.00 in his second month as a Comer representative. R. W. Krieger made \$20 net profit in one half hour. A. B. Spencer made \$625 in one month. I now offer you this same opportunity.

No Investment Required

It is not necessary for you to invest any money. I provide you with all the materials

and instructions that you will need. In addition to the big regular profits, I offer hundreds of dollars each month in bonuses, so that you have unlimited opportunities to make big profits just as soon as you get my offer.

Special Opportunity for Women

We have a special proposition through which any woman can add \$25.00 a week or more to her income by using one or two hours a day spare time.

SEND NO MONEY

Without obligation to you, I will send you complete details of this proposition. I will show you how hundreds of men and women have been wonderfully successful. I know that this is a big opportunity for you. I know that you, too, can succeed, and I am willing to prove it to you, if you will just write your name and address on the coupon below and mail it to me now.

Remember—it will not cost you one cent, you will be under no obligation. And this may be the one outstanding opportunity of your life to get started on a proposition that will make you independent.

C. E. Comer

The Comer Mfg. Co.

Dept. V-55

DAYTON, OHIO

Mail This Coupon Now

.....
The Comer Mfg. Co., Dept. V-55, Dayton, Ohio.

Please tell me how I can make from \$50.00 to \$200.00 a week as your representative. Send me complete details of your offer without any obligation to me whatsoever.

Name

Address P. O. State

terial to the new bridge at Yankton, the 7th pier having now been completed. Pete says he wants to see this bridge completed at any early date so that the So. Dak. birds can get across to the other side.

Conductor Bert Small and crew on a work train have been driving piling near Luton and Hornick.

West End Scraps

J. T. Ritch

It is widely hurred about that Jack Pierpont Kemp has walked off with the rug golf championship, and now retires, some three simoleons to the velvet, and refuses to give a return match. His recent opposition expects that he will shortly appear in the movies.

Stabble has had his bread re-pruned and neatly trimmed, and the time is now ripe for some playful stenographer to drop another wad of chewing gum in it.

Fred Nye is on his vacation and will be back the 15th. He is taking in Denver, Fort Worth, St. Louis and Chicago, and says that for the first time in 13 years he will stretch his legs under the paternal table for Christmas dinner. First vacation in six years, and we hope it is enjoyable.

Johnnie Pain is sporting a new one-jewel watch, which he won on a raffle.

Miss Norquist is back from her vacation in California (where there are no wolves) and reports the weather quite a contrast to Seattle weather at this time of year.

C. J. "Tod" Patten is now among the "married ginks." The ceremony occurred Christmas Eve, and the bride might be referred to as nee Dickenson. We wish the newly-weds all the luck in the world, and might remark, that it was quite a Christmas present for both. Anyway, "Tod" won't have the age-old difficulty of remembering the anniversary, with Santa Claus as an aid.

J. R. Cummings is now in Floyd Williams' office after a brief stay in the South. Welcome home again, Jas.

We offer a hearty welcome to Messrs. Sedgewick, Allen and Davis, who comprise the Assistant Land Appraisers' office, recently installed at 601 White Building. "More good looking men for whom the ladies might fall."

J. R. Pierce is back from Denver, where he spent the holidays, and reports the weather chilly back there.

Miss Daisy Alban, brunette, is now in the legal department, replacing Miss McIntyre, who is Miss McIntyre no longer.

Matt Sullivan, as an effect of the groaning board of Christmastide, is unable to button his vest. Getting pleasantly plump, as it were.

Just a little bit of free advertising. Song entitled "There'll be a Day," will be out about the first of February. All ye who are musically inclined, please look it over and win our undying gratitude. We thank you.

As it is too late to wish any good luck for the New Year, we do hope you have suffered nothing from overeating on the Xmas, or overdrinking on the New Year.

Chicago Terminals

Guy E. Sampson

Christmas month is here again and soon the year of 1921 will have passed into history. yes, even before this issue of our magazine is out. Each and every one of us has helped to make that page in history. No matter what we have done towards making it a successful page we must now turn to the page for 1922 and see if each one of us cannot do just a little more towards making "MILWAUKEE SERVICE" second to none in the railroad world. Every loyal employe is just as anxious as the management to see the business sent via our line because of the better service, and better service can only be obtained by a concerted move on the part of all employes to make it just a little better every day. If every employe takes just a little more interest in improving the service than they did in 1921 the page this coming year will be one that we can all be proud of.

Harry Beeson has been called upon to try his hand as yard master, and from all reports made good on one of our busiest days.

All employes in the terminals, who are ac-

quainted on the LaCrosse division were shocked to learn of the death of Agent Whitcomb and extend their sympathy to the bereaved family.

Chas. Mac and Lvall Sampson have been working over time after hours putting the water into the house that the former rents from the latter.

We were all fixed for a big feed of wild rabbits. Our mighty hunters, Abel and Burns, went out to the wilds of Iowa and Southern Illinois but up to date we are still waiting. We heard that in Frank Abel's crowd, six men got four rabbits in four days.

There seems to be quite a rivalry between our two milk men, Magovac and Street. Brother Magovac is adding to his milk numerous articles while this year Brother Street will give calendars, the picture on them being a picture of the old home pump.

We again have with us the Cough Drop Brothers, Smith and Smith, who have returned to us after a vacation. We learned recently that Walter took unto himself an income tax exemption, namely, one wife.

They tried to talk Brother Tegtmeyer out of making a donation to the hospital of his appendix, but Art seems to think it is something worth having and would not let go. Don't believe he cares for nurses anyway.

Since our last writing Brother Louis Pincert, formerly 625 clerk, has joined the ranks of the pipefitter helpers and we are sorry to say that after his initiation he was not able to get to work the next day. We believe that Louie has an ulterior motive in doing this and we have doped it out that he figures he is going to need more money because it takes more for two to live on these days than one.

Sparks From Galewood Roundhouse

Our newly installed electric Whiting hoist is running without a blemish and to say that it is a time and labor saving device is telling it to you easy, when we see some of those large L2's, 10 to 12 feet in the air without any commotion it makes one sit up and take notice, it is 300 ton capacity and can lift a hand car as easy as it lifts our 100 ton derrick for we have had her up in the air already. No matter what it is bring it in and we will lift it up.

Mr. Buchanan, fire chief, has given the fire equipment his regular inspection and has it in first class shape to protect all this new and valuable machinery from fire. As fire chief, he can't be beat.

It's a boy, and Foreman James Turney passed out the cigars on the 19th. Congratulations, Jim.

As safety and service are the two prime requisites of the successful operation of our road, let every one of us strive to do our best and success is bound to follow.

Section Foreman Pete Moralli and wife are rejoicing over the arrival of a daughter.

We are informed that an old timer took Elmer Rainey out to a banquet and now all you have to say to Elmer is "Pass the sweet pickles." Must be that Elmer got filled up for once and it does his heart good to hear it mentioned.

Our ever industrious general foreman in showing the spirit of democracy was assisting to switch a car of material and pulled off his overcoat, placing it on the track until through moving the car. When these duties were completed he went for his coat but found that the tail end had been amputated, due to running over it with the material car. Toot Toot.

I. & M. Division

"Parson" Schultz

Conductor Ed Scott has been visiting his daughter at Dubuque, Ia.

Conductor George Campbell and wife have gone to California for the winter.

Switchman Butch Thompson has married our former Call Girl, Miss Clara King. Seems that Butch fell in love with her calling so decided he would put up with it the rest of his days. Best wishes.

Machinist Ed Blomley, Jr., seems to be quite interested in a "Rose" from Rose Creek.

Mrs. Harry Barrett, one of the former stenographers now located somewhere in Montana, was in Austin for a week's visit with her mother.

I believe Marie Umhoefer is afraid to be out alone after dark. It takes a strong armed machinist to take her home. Oh! Daddy.

The "Parson" was honored by a short visit from the "Movie Fan" of the S. M. Division. Our vamping lady agent at Oakland. Your visit was far too short.

General business fell off on the I. & M. Division during November and December, as on other divisions. Many reductions in force had to be made to meet conditions and one of the saddest reductions to be made was the closing of Farmington Engine Terminal on December 10th. This terminal is closed temporarily and we hope that the time will not be long.

N. F. Kelsey, Roadmaster at Dubuque, Iowa, was at Farmington Dec. 9th and we are glad to see his smiling face.

Roadmaster A. H. Hobert got a job put over on him that he did not figure on. Unfortunately a Rock Island train had a car wheel break under a heavy load between Northfield and Castle Rock and broke a number of rails for a distance of three miles necessitating renewing a good number of rail on one side of the track for that distance.

Chief Carpenter A. A. Kurzejka took his gun to the Big Woods of Northern Minnesota on a big game hunt in a party with others and was successful in bagging a 135 lb. doe. Now please don't ask how much he paid for it.

The regular Safety meeting of I. & M. River Division was held in Superintendent D. E. Ros-siter's office on Thursday, Dec. 8th and the committee heard a good talk from our superintendent and Mr. Cobb.

Don't forget to look up the bowling standings of the I. & M. River Division offices Minneapolis as they are proud to be at the top of the list.

Kansas City Division
Billie

Chief Carpenter John Evans visited over the Thanksgiving vacation with his son, who is attending school at Denver, Colorado. Mr. Evans was adopted by the yell leaders at the Thanksgiving game and did not regain his voice for two days after he returned.

Conductor John Franklin, who has been off duty on account of illness four or five months, is now in St. Louis, Mo., and still unable to return to work.

Agent John Doherty, of Williamsburg, is entertaining his daughter Mary, who has just arrived from Mexico City, Mexico, on a vacation. Miss Doherty is a language instructor in the University at Mexico City, likes her work, and enjoys the life in old Mexico.

Mrs. McCarthy, wife of Operator J. D. McCarthy, who has been in a hospital in Kansas City for about two months, is much improved and able to return to her home at Limby, Iowa.

Chief Caller Leo Conroy, of Ottumwa Junction, was off several days on account of illness.

Chester Johns, switchman at West Yard, was elected president of the local B. R. T. lodge, at their recent annual election of officers.

Fritz Guenther, of Division headquarters, was on the principal actors in the big minstrel show put on by the Elks at the Ottumwa Opera House in December and had his picture prominently displayed in the Courier. Several Milwaukee employees enjoyed the performance so much they went all three nights.

Mr. and Mrs. Ed Burham were called to Westchester, Iowa, early in December, on account of the serious illness of Mrs. Burham's father.

A new boy has arrived to gladden the home of Conductor E. E. Santee, of Ottumwa.

Agent G. L. Gallaher, of Sigourney, has gone to Arizona on a business trip. C. A. Beistle is acting agent during his absence.

Yard Conductor Herman Bradley with his family journeyed to the country for a visit with relatives. They enjoyed an old time dance and had a big rabbit hunt.

Mr. and Mrs. Clifford Siddons have gone to Indiana, having received word that Mr. Siddon's mother was not expected to live.

Conductor William Costello has just finished an up-to-date garage to house his new touring car.

Yardmaster O. C. Kinney, of Ottumwa, was a Cedar Rapids visitor the last time he had his "days off."

Operator Glen Walden, who was on second trick Ottumwa Junction during October and



The willingness to promote your good—will be found a characteristic of these institutions which offer a complete banking service.

THE MERCHANTS NATIONAL BANK
AND ITS AFFILIATED INSTITUTION
MERCHANTS TRUST AND SAVINGS BANK
SAINT PAUL MINNESOTA

Larabie Bros.

BANKERS

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana
Every Banking facility extended to our customers
Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

CAPITAL \$1,000,000

RESOURCES \$16,000,000

Spokane & Eastern TRUST COMPANY

OFFERS A

Complete Financial Service

- Commercial Banking
- Mortgage Loans
- Investments
- Insurance
- Savings
- Trusts

Spokane

Washington

Deposit

AND WITHDRAW YOUR MONEY

By Mail

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

WRITE FOR INFORMATION

First National Bank
Minneapolis

The First Bill Paid

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



FIRST NATIONAL BANK
MILES CITY MONTANA

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$380,000.00

Special Attention Given to Savings Depositors

November, purchased a new ukelele, but second trick was pulled off before he had time to serenade any Ottumwa girls. The maidens of Moravia are probably listening to the music now.

Agent Glen Anderson, of Jerome, went to Morris, Ill., October 15th, and brought back a bride. "One T. P." was elected vice-commander of the O. B. Nelson Post of the American Legion at the annual election held in Ottumwa last night.

Twin City Terminal Division

Molly, "Q"

Earl McQuire, adjuster, who has been looking after the company's interest in South Dakota since May, has returned to Minneapolis. Ralph Ralston takes his place in So. Dak.

Henry Baker has been transferred to Milwaukee to take the place of Mr. O'Hara who recently resigned. This is a salary promotion for Mr. Baker as of course it would need to be to entice him away from Minneapolis.

Bill Ryan, clerk in district special agent's office, is making a trip through the west, stopping at Butte, Seattle and Los Angeles. His mother accompanies him.

Howard Marshal, of depot ticket office, spent a few days in Grinnell, Iowa, visiting old friends. He says he went stepping all by himself this time.

Earl Davis, of baggage room, has returned from a two weeks' visit to friends and relatives in Butternut, Mich. Says he didn't bring his wife back with him—not yet.

Tough luck when a feller loses his best girl because he puts his car in storage for the winter. Well, a car is handy, isn't it, "Red"?

"Should auld acquaintance be forgot" after all childhood memories are sweetest, but when renewed in after years accompanied by flowers and candy—well, the timekeepers say the candy was sweet too.

Miss Lucille Meyers leaves this week for a trip through the south and west to be gone three months. Miss Gertrude Forester takes her place as comptometer operator, but the position of office vamp is still open—no bids received as yet.

Bowling seems to have taken the place of baseball with depot ticket office force. The members of the team are Paul Zadach, Forest Blyler, R. S. Luce, Wm. P. Golden, H. J. McCauley and Ed Ambli, manager. They haven't won any games but they may soon. Why not take Georgia on as a substitute—we understand she is very much in demand while her beginner's luck holds—or is it scientific playing.

Miss Birdie Borndale who has been looking after "Boisterous Doings at St. Paul" is taking a rest from her literary labors, and her space in the magazine will be taken by "Rail Rumbings from St. Paul" by "Allen". Birdie's vivacious chatter made interesting reading and Allen will have to mind his step to fill her shoes.

A Merry Christmas to all.

Rail Rumbings From St. Paul

By "Allen"

A Happy New Year To All From All.

We dare say that Messers. Dehmer, Adams and Celski are better fitted for catching colds and trains, for that's all they caught on their last hunting trip.

Our bowling team now reports to be in the pink of condition. Beware you bowling teams from Mr. Van Dyke's office, the Auditor's office, Madison and LaCrosse. We will get you bye and bye.

Harry Gravette is now chief clerk to D. McGeen. John Geduldig resigned to accept a position with the Omaha lines.

Lloyd Davies of the round house, spent several days looking over Chicago, but not alone. The young lady is now a happy bride.

James Boxell, Assistant Team Track Foreman, has been confined to his home with illness for several months and we all hope for a speedy recovery.

John Quinlan, veteran employe of the freight house, is back in the ring again after nearly a year's absence account sickness.

Beware, you train bandits! Pete Krohin of the special agents' department broke up a little bandits' party en route on a merchandise train near Merriam Park the other evening and re-

covered about a thousand dollars worth of merchandise which the bandits had thrown off. A gun battle followed the party.

Eddie Morhead of the claim desk was granted a leave of absence to spend a week at Pittsburgh to attend the Stogie Makers' convention.

Mr. Flynn, chief clerk, was one of several more who entered the ranks of the Veteran Employees' Association at their last meeting. We now have quite a showing from St. Paul, there being a goodly number of the old faithful from these parts.

Some little stir of excitement was caused in the office when the report reached us that G. H. Gutts had started a bank at Hazel Park. Investigation proved the rumor to be correct, but not the kind of bank you have in mind, for lo and behold it was a sand bank.

How are the ducks coming, Tom? Or are they going?

Alec: How about the Chamberlain bridge?

The next time Marshall Foch comes to town we hope they don't give him the nineteen guns right alongside of the freight office, for along with the nineteen salutes went nineteen of our windows.

Amen.

Northern Montana Division A. B. Goff.

The Mechanical Department never seems to have news aside from weddings. The latest one took place just yesterday. Miss Marie Hagen of Buffalo, Montana, and Martin J. McNutt of Lewiston were married in Lewistown last evening. The ceremony was followed by a wedding supper to which a small party of the happy couple's friends had been invited. Mr. and Mrs. McNutt will reside in Lewistown.

J. R. Reagan, traveling claim agent, of Miles City, Mont., has been in this city for a few days looking after business matters.

Mrs. W. F. McGrath, wife of roundhouse foreman in Harlowtown, was here visiting friends and relatives the past week.

Mrs. C. G. Brown has gone back to Marion, Iowa, after an extended visit here with her son C. M. Brown, cashier in Lewistown freight office. She was accompanied as far as Harlowtown, Mont., by Mr. and Mrs. C. M. Brown.

Agent A. M. Maxeiner attended the division claim prevention meeting held in Great Falls, Mont., November 1921.

Oh, little city, east of here.
Miles City, you are a wonder.
And if our eyes can see aright,
You've got us all a-ponder.

Dear Osie left us awhile back—
He then was in a hurry.
He said, "Twas only for awhile."
And for us not to worry.

But anyhow when he left us,
His clothes, like ours, were common,
And shoes he had one pair
Like ours you could not brag on.

His hat—he had just one
That daily needed brushing.
And overcoat—again like ours
Hid pants that caused a blushing.

The change is made. He's back again,
And now! Oh now we see him,
Not like our Osie used to be
But like a brand new being.

His hat—or hats, I should have said,
Of brown, green, black and yellor
A different one he wears each day,
He sure could not look sweller.

A cap he has when weather's cold.
It surely is a cutter
And shoes not one but several pair
That came across the water.

Overcoats and suits of stylish cut,
Oh, yes! he changes daily,
And altogether our Osie is
A man of means, dressed gally.

There's one change, tho, we don't approve—
He used to wear a smile,

J.J. Collins' Sons

ESTABLISHED 1878

PRINTERS ELECTROTYPERS
WAX ENGRAVERS, PAPER
RULERS, BOOK BINDERS

1315 to 1321 W. Congress St. Tel. Haymkt 7360

Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.

Chicago Athens, Ohio New York
St. Louis, Mo.

Telephone Harrison 9940
Hillison & Etten Company

Personal Service
PRINTERS • BINDERS
638 Federal Street
CHICAGO

For now he runs around here like
He's done chuck full of bile.

N. B.
The reason's out. The smile is back,
He begins to realize
He's back again among his friends
AND THE TOWN THAT TAKES THE PRIZE.

Dubuque Shops Jingles

"Oosic"
HAPPY NEW YEAR, '22:
Much obliged for to meet you—
Bring us happiness and cheer,
Don't you, Mr. Brand New Year?

If ever you should have some ills and badly
need some cure-all pills, call Andy D. He'll fix
you fine—in his vest pocket he carries a splendid
line!

I always thought in Aberdeen it must be aw-
ful cold, but guess it ain't because you see—
this story I am told, that Jas. T. Smith, our
boiler man, who came to us from there, moved
in a house in our village—but he cannot find
just where; the directions for the furnace are
—he's green about it, sure—the coal is melting
fast away, and J. T. is getting poor.

I am going to rehearse—
For "butter" or for worse,
When Joey comes to stay.
(Signed) Oleo.

Sully, from the city of silent men, tells us
over and over again, that next summer he's go-
ing to Madison; from this city it's a very short
run. The fishing he says it can't be beat, but
it's nutting I think he should go—for her name
is Hazel, and she dances keen, and what I am
telling is so.

The G. F. office clerks, I hear,
Have the time done up in style;
In white gold, twice, jist think of it—
Now, wouldn't that make you smile?

Mr. Boilermaker Cole, you gracefully rode the
goat;
The goat was kind, 'cause don't you see,
It had no load to tote.

Leroy had his car painted—a beautiful dash-
ing blue, and now he's looking mighty hard for
some'thin' to take it to. (Hurry them bells, Ol-
ive.)

Walter T. was all dolled up in his brand new
basket b. suit; he pranced before his good friend
Buck; and you should've seen Buck scoot; he
thought his buddy Wallie was ready to take a
dip and was afraid he would catch cold in our
li'l ole Mississipp.

He told Santy he wanted a car,
Our Mr. Tom Jones did,
Santy gave good measure, for T—
Got a car-buncle instid.

Loodie's dog it ran away and worried Looie
green, for nowhere round the doggone place
could that there hound be seen; so Looie said
loud to himself: there's fifty good beans dead,
but when he went home, Mr. Dog was under-
neath the bed.

Mr. Miller, who was S. O. Router, is General
Foreman now, way down in Indiany and we
want to say as how—we're glad of his promo-
tion, but we hated to see him go; 'spects Bed-
ford too will like him fine; he makes friends
quick, does Joe.

Inspector Jones from old Montany
Visited us this week;
He sez as how he likes the West
And us he doesn't seek—
Because he likes our country.
In God's country is his home,
And from them parts he hopes some day
He'll never have to roam.

Initial Party Given by the Dubuque Division Booster Club

Lucille Miller

The Dubuque Division Booster Club gave its
initial party at the Dubuque Elks Club on Satur-
day evening, December 3rd; about one hundred

members and their families attending. Dancing
was the main feature of the evening, music be-
ing furnished by the Imperial Jazzerites of Du-
buque; those not participating in the dancing
enjoyed other diversions which were offered for
their entertainment.

President George Ehmer gave a short talk on
"Co-Operation." He gave the committeemen who
were instrumental in bringing about this happy
occasion, a kind acknowledgment of their sup-
port, and stated that inasmuch as the C. M. &
St. P. motto for the year 1922 was "FORWARD,"
the Dubuque Division Booster Club, he was
sure, would be right in line with the same and
help boost the railroad in whose employ they
are. That it is the desire of this club to pro-
mote among the supervisors and clerks a co-
operative feeling and that by so doing the en-
tire C. M. & St. P. would be benefitted, as well
as bringing about more harmonious conditions.
Delightful refreshments were served, cafeteria
style, and a jolly good time was enjoyed by all
present.

All supervisors and clerks on the Dubuque Di-
vision payroll are eligible to membership in this
club, and it is the hearty desire of the entire
committee to show the true spirit of co-opera-
tion and become affiliated with this organiza-
tion. Plans are now being made by the com-
mittee in charge for the next party, which will
be held some time in January.

L. B. Beckwith for the past five years a very
popular yardmaster at Dubuque Shops, has
been transferred to the C. T. H. & S. E. at Faith-
orn, Ill., and will have charge of crews from
Faithorn south as well as between Faithorn and
Bensenville as general yardmaster. In Mr. Beck-
with the Dubuque Division is losing a very val-
uable employe who has had a great amount of
experience in the railroad game, and well de-
serves the promotion granted him. We regret,
to a man, to see Mr. Beckwith depart from our
midst, as during the five years of compani-
ship as fellow employes we can well appreciate
what his loss will mean to us. But let us not
overlook the fact that a certain old but true
saying has again been realized, "You cannot
keep a good man down." Our sincere best
wishes go with you, Lou, and we hope that you
will like your new position, and lest we forget,
please bear in mind that the many friends you
have made on the Dubuque Division will always
have your welfare foremost in their minds when
harking back to the pleasant memories of other
days. —The Boys.

Trans-Missouri Gossip M. F. H.

Henry F. Baker and family have gone to Ta-
coma to spend a short time with relatives.

William Schiefelbein is in the Mobjidge Hos-
pital recovering from an operation. He expects
to be out and back at work in a short time.

M. F. Rollins, assistant engineer, is moving
his family to Mobjidge and expects to make
this his permanent headquarters.

There are so many requests for transportation
reading "and wife" that it looks as though
there were going to be a few weddings amongst
us.

W. F. Wands and A. S. Hagen have gone to
Marmarth to work and exercise their seniority
rights.

Dora Anderson will spend Christmas at her
home at New Effington, S. Dak.

Trainmaster E. M. Grobel and D. F. & P. A.
M. E. Randall are making a trip over the line
in the interest of claim prevention.

Engineer Beaver and Fireman Culp have gone
to the West End to work.

Elsie Perry, bill and voucher clerk, will re-
turn to work at her old desk soon after the
holidays.

Mrs. L. A. Hourigan did her Christmas shop-
ping in Minneapolis and became so intensely
interested in all of the things exhibited that she
nearly forgot to come back.

T. A. Dodge has resigned as traveling freight
agent and has gone to LaPlant, having been
assigned as agent at that station.

F. P. Byrne of Three Forks has accepted the
position of timekeeper in the Mobjidge office.
Several years ago he was agent at McIntosh,
and so he will be remembered by a great many.

\$1 Brings This 9-Piece Set

Send only \$1.00 and we will ship you this wonderful, complete 9-piece bed outfit. This is positively the greatest value ever offered. *Send your order today* and we will ship on approval. Then see for yourself what a beautiful set it is. If you are not more than delighted, return it and we will refund your \$1.00 and pay transportation charges both ways. If you decide to keep it, *take nearly a year to pay* on our easy terms.

Complete Bed Outfit — at Reduced Price

An astounding offer which we are making for a limited time. Send only \$1.00 with the coupon and we will ship you this complete 9-piece outfit immediately.

9 Pieces— This exceptional outfit consists of ONE PAIR OF PLAID BLANKETS. Made of extra, long staple cotton. 66x80. Wei. at 3½ lbs. ONE COMFORTER, filled with white carded cotton, covering is excellent quality silkolette. Size 72x78 in. Weight 6 lbs.; TWO PILLOWS, well filled with best grade, sanitary curled, dry picked hen feathers. Size 10x26 in. Weight 3 lbs. each; TWO PILLOW CASES, fine quality bleached snow white material, nicely hemmed. Size 22x36, ample large to cover pillows; TWO SHEETS, highest quality long staple cotton yarn, closely woven, Nicely finished and hemmed. Extra large size 81x90; ONE BED SPREAD bleached snow white, beautifully finished. Size 72x84 in.

Easy Payment

We will gladly trust honest people anywhere in the United States. Our easy payment plan allows you to enjoy the comforts and beauty of this wonderful 9-piece set while you pay. *One price to all.* No discount for cash. *No extra for credit.* Send your order along to us now. Have this sensational set sent on approval.

Order by No. BEM-50. Send \$1 with name and address, balance of \$21.98 in small payments of \$2 per month.

ARLAND & CO., 35 N. Market Street
Dept. 121, Chicago, Ill.

Enclosed find \$1. Send on approval complete 9-piece outfit as described above. If not satisfied, I will ship it back and you will refund my \$1, and pay charges both ways. If I keep it, I will pay \$2 a month until the price of \$21.98 is paid. Title remains with you until final payment is made.

Name

Address

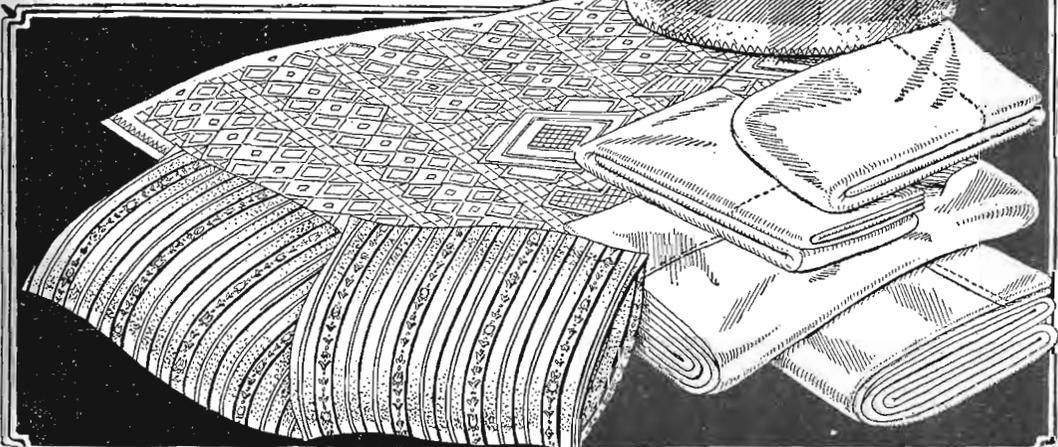
P. O. State

Mark (x) here if only catalog is desired.

FREE BARGAIN CATALOG

Offers you choicest styles and amazing bargains in Furniture, Rugs, Silverware, Dishes, Aluminum ware, Vacuum Cleaners, White Goods, etc. All on easy monthly payment terms. Post card or letter brings it free.

ARLAND & CO.
35 N. Market Street
Dept. 121, Chicago, Ill.



The sympathy of the Milwaukee employes is extended to Wm. Renner who lost his son Joseph, age 7 months, December 7.

Switchman Kemp, while letting a 'brake' off a car, slipped and fell to the ground, sustaining severe bruises.

John Cashman, switchman, announces that his title is Papa Cashman since a daughter arrived at his home November 5. Congratulations.

Several of our employes have been hunting this fall. Some come back with oodles of game and some with only their decoys. 'Sine sport nevertheless.

Switchmen Glen Davis and H. E. Pierce have returned to work after long vacations occasioned by sickness.

Engineer Wm. Black, veteran employe of the Milwaukee Railroad, died Monday, December 5, at his residence, 6501 Independence Ave., aged 53. Services were held at Stine & McClure's Chapel, and burial at Elmwood Cemetery. The sympathy of his host of friends in this Company are extended to his wife.

The last Safety First meeting of the year was well attended on December 12th. The old committeemen received many congratulations on their work this past year.

A new sleeper has been put in service between Kansas City and Davenport, Iowa, effective December 5.

Two small fires occurred at Coburg the past week in the arch brick storage shed.

Switchman Bradbrook while "chunking" a car at Broadway November 15 caught his hand under the block and suffered three mashed fingers.

Happy New Year to you all.

Idaho Division
R. C. P.

Someone must have left the door open and let the wind blow in last month. I notice our items scattered all over the magazine. The (tail) of M. F. Whalen's cow got away entirely. While the latter misfortune makes me pretty mad, it no doubt permits Joe Lawrence, Geo. Steiner and Gene Wright to sleep nights. Their rest, I understand, has been greatly disturbed in anticipation of this story coming out.

Fred Carlson Beats Jack Dempsey

Water Service Foreman Fred Carlson stepped into the Imperial Billiard Parlors the other day, and just to while away an hour or so while waiting for his train, he makes himself comfortable in a quiet corner when a fine, husky looking chap steps in and asks if there is anyone present who would care to try a hand at billiards. Fred, being a past master at the game, takes him on. In no time at all a large crowd had gathered around this particular table. Fred, being the fanciest player, swelled up like a toy balloon, thinking he was quite a card. He soon discovered, however, that he wasn't the card at all. It was his opponent, who proved to be none other than Jack Dempsey, world's champion boxer. Fred had the satisfaction of beating him.

Roadmaster C. F. Allen has the grip. If you don't believe it, shake hands with him.

Chas. Davis had a very fancy Boston bull pup expressed to him from Massillon, Ohio, a few days ago. The pup is registered and only ten weeks old. Charles says he plans to train him to perform the tricks that "Bill" knew so well.

The recent rains created havoc with our neighbors. We were called upon to detour some of the Northern Pacific trains. A Great Northern conductor wired this office that his train had fifteen Seattle passengers for the Milwaukee, requesting we hold for them. We sure did.

Freddie is mad at us for telling things on him, and has been trying to get even. He's a revengeful sort of jigger. He entertained Gus Meyers at St. Maries all one quiet Sunday, telling him stories about a Swede. Gus got a real kick out of it, but it was supposed to be at my expense.

The dance given by the clerks at the K. of P. Hall at Spokane on the evening of Nov. 30th, was a great success. There were about 75 couples present, and I'll bet they won't forget that party for a while. The decorations were elaborate and the music of the best. Punch was served, while balloons, serpentine 'n everythin'

John Shirkle, President
Steward Shirkle,
Treasurer and Manager
Henry Adamson, Secretary

West Clinton Coal Co.
Interstate Coal Co. of Ind.
Busram Creek Coal Co.
Mines

WEST CLINTON COAL COMPANY

FOURTH COAL SEVENTH
FIFTH FIFTH VEIN

624 McCormick Building
Chicago

Phone Wabash 4705 Home Office: Terre Haute, Ind.

*We are Miners and Shippers of Highest
Grade Steam and Domestic Coals
from Illinois and Indiana.*

*We specialize in Fourth and Fifth Vein
Indiana and Franklin County, Car-
terville and Harrisburg, Illinois.*

WRITE FOR PRICES

BINKLEY COAL COMPANY

11 So. LaSalle Street Chicago, Illinois.

C. A. Bickett, President
Bryan G. Tighe,
First Vice President
Don B. Sebastian,
Vice President

F. L. Kaye, Vice President
Chas. Newton, Treasurer
W. H. Smithburne,
Secretary

Bickett Coal & Coke Company

Bituminous
Coal and Coke

McCormick Building
Chicago

Telephone Harrison 5187
Sales Office
Syndicate Trust Bldg.
St. Louis, Mo.

Tie Plates :: Derailers

Highway Crossing
Signals and
Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

**T
H
E
W
E
S
T
E
R
N
I
R
O
N
S
T
O
R
E
S
C
o.**

Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.
One Block South
of Grand Ave.
Milwaukee, Wis.

WHOLESALE RETAIL

Phone Grand 1246

The Varnish That Lasts Longest

Made by
Murphy Varnish Company

GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector
Great Northern Building
CHICAGO

floated around. Much credit is due Billie Gerling, Flo' Greer and Herb Moody for pulling off such a swell affair. (R. C. P. submits a "pome" about that party, which will have to go until the next number.—Editor.)

Traveling Engineer W. T. Emerson has returned from Milwaukee, where he attended the staff meeting of Traveling Engineers and reports having an enjoyable time. He says he saw more water in Milwaukee than he ever saw before in his whole life.

Conductor Ray Falck, speaking for himself and a number of others, asks for the history of the newly acquired Terre Haute Division. Will someone please let's have it.

Malden

B. of L. E. and ladies entertained at the Temple Church Monday evening the 12th. A jewel and life membership were conferred upon N. R. Byron for his having been a member for forty consecutive years.

Margaret Keron, clerk at the roundhouse, is away on vacation and is being relieved by Miss Rokec of St. Maries.

R. W. Prosser and family have moved back to Malden. They had moved to Canada in the early summer. Ralph said he didn't like it much in Canadaw. We are glad they decided to come back.

Yard Foreman Jas. McGarvey is serving on the jury at Colfax at the present time.

Machinist Bob Adams has been laid off and will go to Spirit Lake. We all like Bob and hate to see him go.

Storekeeper H. R. Meyers will be transferred to Perry, Iowa, as division storekeeper about the 28th. We have not learned as yet who will succeed him.

Yingle! Yingle! Yingle!

Until recently the Idaho Division boasted of the fact that it was the only division on the Puget Sound Extension possessing what is known as a single roadmaster. In other words, one that was not married.

However, this wonderful record was shattered at 8:30 A. M. November 17th, when Miss Rose Silvernail and Roger Gallagher were married at St. Maries. Roger has had a reputation of being a very fast worker when it comes to clearing a wreck, supervising the laying of track, and other construction work, but the fast work that he recently accomplished has proven that he excels in other accomplishments besides the supervision on his district as roadmaster. While both Miss Silvernail and Mr. Gallagher were very popular with their friends in St. Maries, they were so shrewd and secretive about this final step, that they did not have the customary delegation or town bands, as no doubt would have been arranged for, had they not been too wise for the bunch. Miss Silvernail has been employed as B. & B. clerk at St. Maries for the last four years. They departed on No. 15 the same morning for California, and although they thought they were going to get away alone, there was a party of about 15 of their friends accompanying them as far as Manito, and at frequent intervals showered them with rice, old shoes, etc., simply to let their fellow passengers know that they were bride and groom.

Mike Donovan came down to the office on Thanksgiving, unusually happy. When asked what the reason was, he informed us that a new boy had arrived at his home that morning.

Othello

Operator Coburn, spending a few days in Spokane, had better hurry back. Charley, the conductors claim they are finding microbes on train orders.

Cashier Fay Smith intends to spend Xmas with the folks at home near Minot; better buy heavier clothes, Fay.

Roundhouse Foreman Roy Kidd was all smiles Sunday morning. Cause: Cartoon he received in his morning mail.

Clyde Medley is spending the day inspecting car department.

Trainmaster A. O. Vietch inspected the terminal one day last week; no mail, so guess everything was found O. K.

Engineer Slightam returned from his visit in

Wisconsin and said he wouldn't trade the big polars for the Westinghouse motors.

Silk train through Othello in nine minutes today. Shows none of the bunch have any use for silk at Othello since the workingman cut out the silk shirt.

Scene at Othello Depot station platform, train 17 ten minutes for lunch.—Passenger dashes out of Pullman to get his morning eats at the beanery; bumps against fair dame who is getting a few breaths of Othello morning air; irate Pullman passenger says: "Thought the Milwaukee advertised electric motors Othello to coast—no light on platform or depot—why?" Village Cut-Up (whose only occupation is to meet the trains): "Depot and platform is on Idaho Division, and they are still using the steam."

Since Conductor's Stiener, Wright and Lawrence have been bumped off east end. Special Officer Brochi is relieved of the duty of watching Whalen's cow; he is now assisting Operators Evans and Morrow with the mystery of the lost poker.

R. & S. W. Division

M. J. Carey.

Roadmaster Hubenthal with the aid of a few men and the rail-loader picked up all scrap Beloit, East, Dec. 12th.

Superintendent F. E. Devlin and family spent Thanksgiving at Montevideo.

Heine Funk, assistant time-keeper in the superintendent's office, well knows where the finest "chickens" are raised and had his Thanksgiving dinner at Delavan.

General Superintendent W. M. Weidenhamer in business car made an inspection trip over the division Nov. 28th.

Assistant General Manager C. O. Bradshaw did likewise Nov. 30th.

Engineer Callahan took up duties on the way-freight, selecting the Racine lay-over.

Reta Westrick is the new file clerk employed in the superintendent's office.

A copy of the Wisconsin State Labor Law Hours of Labor for women has been posted in the superintendent's office, and the same is complied with.

Trainmaster Connor's office has a rather forlorn look these days owing to the absence of Frances McGinn's pleasant smile. Miss McGinn is away on vacation.

"O! Josh by Gosh," says Grace M. Brodeman, who spent Thanksgiving in Oshkosh. Dame Rumor says there is something in these little visits for Gracie.

Mary McDonald and Ruth Ann Hall of the superintendent's office force spent the week end in Chicago recently. Lots of fun looking at the skyscrapers; sore necks? Well, I guess so.

Tonny Crago, chief time keeper, wife and little Bobby spent Thanksgiving with the home folks at Maryland, Wis. Tonny even took a miniature pool table with him with hopes of inducing some hayshaker into a game for a piece of change. Pool is Tonny's long suit.

Ticket Agent Batty boarded the train, bag and baggage, for Milwaukee to eat Thanksgiving turkey. Mrs. B. left the day before as advance guard, while Mr. B. came up in the rear.

Mr. Williams from Moberg, S. D., is assigned to the position of assistant accountant in the superintendent's office, taking the place of Jess Allen, who resigned.

Mr. Williams' family lives at Fort Dodge, and he expects to move them to Beloit soon.

The fourth crew is now on the Nahant runs, during the period that business is slack on the rounds. Live and let live—that is the stuff. Our train master has the right system.

Round About Freeport

The ball continues to roll merrily at Freeport. We are all framing our resolutions into shape for the new year.

Qucer murmurs have been heard around the freight office of late. If one is fortunate enough to "get in" on some of the inside dope he might learn that Miss Cunningham has been working on two dozen pongee handkerchiefs for Christmas presents. Bill certainly ought to be well supplied in 1922.

And did you know baggagewoman Wilbur Cunningham has quit smoking cigars? In fact, it was Fred Lindeman's idea. Some think the source of supply has run out, but—ask Wilbur. T. J. McCarty on the "Irish Mail" expects to get some free smokes now.

H. H. HEWITT
President

W. H. CROFT
First Vice-President

MAGNUS COMPANY

Incorporated

Journal Bearings
— and —
Brass Engine Castings

New York

Chicago

RICHARD WELSH, Western Manager

Nathan Manufacturing Company

Injectors
Lubricators
Boiler Checks
Globe and Angle Valves
Coal Sprinklers

707 Great Northern Bldg.
Chicago, Ill.

Dearborn Water Treatment



for Prevention of

**Foaming, Scale Formation, Pitting
and Corrosion**

Waters analyzed and treatment prepared to
handle conditions on each division
or district.

DEARBORN CHEMICAL COMPANY
332 S. Michigan Ave. Chicago

SEVEN in ONE



The "F. B. C." Welded Staybolt replaces seven different Tate Staybolt Sleeves.

"F. B. C." Welded Staybolts insure better and stronger boilers, eliminates leakage and saves 25% in cost of application.

FLANNERY BOLT COMPANY

Vanadium Building Pittsburgh, Pa.

Burdett Oxygen & Hydrogen Co.

309 St. Johns Court—Phone Monroe 4486
Chicago, Ill.

Producers of pure oxygen and hydrogen.

Oxygen-hydrogen and oxygen-acetylene welding and cutting apparatus.

Welding rods, fluxes, regulators and goggles. Complete stock carried for immediate shipment.

Lukens
Locomotive
Firebox
and Boiler
Steel



Champion
Structural
and
Boiler
Rivets

Detroit Cold Drawn Seamless Steel Tubes
Rome Staybolt and Engine Iron
Black-Galvanized and Alloy Coated Sheets
Steel and Charcoal Iron Boiler Tubes
Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work
A. M. CASTLE & CO.
CHICAGO, ILL. SEATTLE, WASH.

KERITE



For Signal Service,
Car Wiring, Lighting
and Power Service

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO

We are glad to report that Miss Esther Ellis is again at her desk after being off for two months on account of sickness. She says life looks pretty bright again, but that she will not get married unless she can have an electric washer.

When asked if he had anything to contribute, Bill Clerk "Jake" Waldecker replied, "Being a married man, I have nothing to say."

Chief Clerk Beauvais bought a new raincoat, and it really looks well on him. We think he feels as big as Trainmaster Connors when he has it on.

Car Clerk Askey went to Chicago last month for a week end among the bright lights. We can't find out where he stayed while there, but we suppose with "relatives."

Every one here is well pleased with the new windows installed in the freight office. Come around some time and see how light the place is now. We wish to thank those responsible for this improvement.

On the whole, the weather has been fine on this part of the system. No delayed trains or other trouble due to inclement weather. "Jim" Sweeney says, "Let her come: I've got my coal in."

Bob Wright and his "hired hands" have put on a campaign in the yard for the careful handling of freight and equipment. We are all interested in the prevention of damage claims, and are glad the boys are on the job. By the way, Bob has been talking of building a garage in the spring. What does it mean, Bob, future joy rides or just a place to keep the old bike?

We have an all-star bowling team at Freeport, the line up being: Hickey, Waldecker and Askey. They are going to show up this C. & N. W. bunch here and teach them to play. This is the second season these teams have clashed on the varnished alleys, so naturally much friendly rivalry exists.

Mitchell, 3rd Trick Bardwell, found two mice raising a family in his cap when he laid it down for about 30 minutes the other night.

Des Moines Division Items *Frenchy*

A meeting was held during the early part of December, at the Rock Island general offices, Des Moines, in connection with the compiling of a statement for the labor board on comparative rates paid in other industries.

Those attending this meeting were General Superintendent W. M. Weidenhamer and the following superintendents in Iowa: B. F. Rummel, Sioux City; D. W. Kelley, Mason City; A. J. Hasenbalg, Dubuque; B. F. Hoehn, Ottumwa Junction, and C. H. Marshall, Marion.

Mrs. Cramer, wife of Conductor Cramer, was in Des Moines on a shopping expedition recently.

Ed Olson is back on his old job as side table operator in the superintendent's office in Des Moines.

Section Foreman A. W. Long has been on the sick list but is again able to be at work. It is rumored that he is mourning the loss of a gasoline engine, and another rumor is that some one was seen wearing it on his watch chain as a charm.

District Passenger Agent Harry Warren, accompanied by his wife and small daughter, left December 21st to spend the holidays in Los Angeles.

Division Accountant C. E. Kinney was recently transferred to the position of accountant in the superintendent's office at Savanna. His many friends on the division regret his departure and wish him the best of luck in his new location.

Engineer John J. Goulden was severely burned when the stove in the bunk car in which he was sleeping exploded. We understand he is recovering nicely.

Mrs. Hartshorn, mother of brakeman Earl Hartshorn, visited in Des Moines during the month of December.

Leverman Ed DeLacerda and wife, of Fonda, are rejoicing over the birth of a little daughter who arrived the 9th of November.

I. & D. Notes
H. S. F.

The peal of wedding bells sounded in Rapid

City Nov. 9th, when Al D. Schader and Miss Gladys Welch of Greene, Iowa, took the stand 1007—Milw Mag—6M—Ben SEVENTEEN for better or for worse. Mr. Schader is roadmaster at Rapid City and formally extra gang foreman at Mason City.

Engineer Aura Major has returned to this division after spending several months on the Running Water Branch, which is an S. C. & D. run.

We regret the sudden death of Willis Louthier, yardman at Mason City. Mr. Louthier was struck by train No. 4 while coming into the yards, Nov. 25th. The deceased has been in the service for eighteen years in this vicinity, and will be missed by all his fellow workers.

Miss Gertrude Deeney, O. S. & D. clerk at Mason City, and Miss Marion McGuire, clerk in the roadmasters' office, spent their vacation in Denison, Texas, with relatives.

Max Weiss, third operator at Calmar, expects to spend Christmas in his home at South Bend, Ind. Relieved by R. J. Lassance.

E. W. Chase, agent at Everly, has been granted a three months' leave of absence on account of his health. He expects to spend his vacation in the State of Washington. J. H. Jungwirth will relieve him.

L. L. Long has been appointed agent at Parker, taking over the station Dec. 1st. Former Agent J. L. Russell has left the service.

R. W. Shore, agent at Rapid City, passed through here December 7th on his way to Rockford, Ill., after the young lady he married some time ago. They expect to enjoy a belated honeymoon of two weeks, after which they will be at home at Rapid City, S. D.

Now that the fishing season has closed, the talk is all of rabbit hunting, and there is not much to choose from, between the fish stories and the rabbit stories in the chief dispenser's office. Just a matter of being long winded.

Melvin Higgins, the nine-year-old son of Dispenser F. M. Higgins of Mitchell has won the prize offered by the Mason City Hardware Co., for the largest pike caught during the fishing season. The lad landed unaided a six-pound pike while on a fishing trip with his grandfather, C. B. Higgins, dispenser at Mason City. The boy now has a fine rod and reel.

E. J. Dougherty, night roundhouse foreman at Mason City, has been confined at the Park Hospital for the last two months. We are glad to hear that he is getting along nicely and will soon be out again.

C. C. Searles, agent at Algona, was a recent visitor at the F. J. McDonald home in Marion City.

Trains 401 and 408 between Canton and Marion Junction have been discontinued, effective Dec. 5th. Since the runs terminate at Marion Junction, we suppose Conductor Chas. Alexander will go back to eating Russian peanuts again.

Although "Curly," our pumper at Canton, wouldn't tell us, we understand he is the proud father of a ten-pound boy, born Dec. 3rd. Where are the cigars, Curly?

Fred Mau, section foreman at Canton, became rather lonesome, so took a trip to Corliss, Wis., and spent Thanksgiving with his wife and relatives there.

F. E. Smoot and Pete Roller of the B. & B. Department spent a few days in Canton making repairs and placing storm windows on the depot.

Miss Margaret McCormick, assistant time-keeper in the superintendent's office, spent Xmas with her parents, who reside in Minneapolis. She believes in going home after her presents.

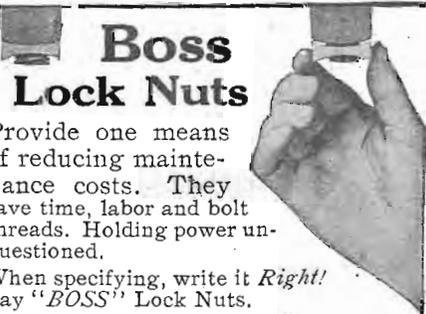
Since the holdup epidemic hit Mason City, it's hard to find anyone who has the price of a bean sandwich on his person.

We understand that C. E. King, our division accountant, made a flying trip to Minneapolis and return Sunday. Maybe you would, too, if you hadn't seen your wife and baby for a couple of weeks.

We are glad to hear that John Pfahler, one of our veteran passenger engineers, is back on his run. We hope he has entirely recovered from his recent illness.

Miss Elsie Hodges has accepted a position as file clerk in the superintendent's office. Miss Hodges was formerly roundhouse clerk at Mitchell, S. D.

Miss Lillian Ong, clerk in the division master mechanic's office, has returned to her duties,



Boss Lock Nuts

Provide one means of reducing maintenance costs. They save time, labor and bolt threads. Holding power unquestioned.

When specifying, write it *Right!*
Say "BOSS" Lock Nuts.

SEND FOR LATEST CATALOG

BOSS NUT COMPANY CHICAGO U. S. A.

WILLIAM S. FURRY
President

FRANK W. EDWARDS Vice-President GEORGE M. DICKSON Secretary

The Ohio Injector Company of Illinois

1437 Monadnock Block

Chicago

Continental Bolt & Iron Works

West 43rd Street & Western Ave.

CHICAGO

Phone McKinley 1701

Machine & Carriage Bolts Bridge Bolts
Hot Pressed Nuts Lag Bolts

Cast Steel

Buckeye Truck Frames, Truck Bolsters,
Body Bolsters, Draft Yokes, "D"
Couplers, Major Couplers,
Coupler Repair Parts
in Stock.

THE BUCKEYE STEEL CASTINGS CO.

Works and Main Office: COLUMBUS, OHIO

New York Office:

Chicago Office:

1274 N. O. 50 Church Street 619 Railway Exchange Bldg.
St. Paul, Minn., Office: 817 Merchants Bank Bldg.

Machine Tools Railroad and Shipyard Equipment

DALE MACHINERY COMPANY, Inc.

Formerly
Dale-Brewster Machinery Company
Inc.
541-547 Washington Blvd., Chicago
54-60 Lafayette Street - New York

POLARIZED MERCURY BOILER CHEMICALS

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

B-A Anti-Foaming Chemicals

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

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

Pantasote

Trade Mark

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 Broadway
NEW YORK

793 Monadnock Bldg.
SAN FRANCISCO

after having spent two months visiting relatives in Los Angeles and other parts of California.

Stop! Look! Listen! The bride doesn't make biscuits like mother made; Nor does the groom make money like father made.

Al Schader, assistant roadmaster at Rapid City, has been transferred to the River Division with headquarters at Wabasha, Minn.

Pebbles from the Musselshell

4-11-44

We have had our usual session of winter—lots of cold weather, snow and ice, which has turned off into our usual fine Montana fall and winter, but eagerly looking toward spring.

We regret to announce the death of Mrs. A. C. Bowen, wife of our superintendent, which occurred at Battle Creek, Mich., the middle of last month. Mrs. Bowen's remains were brought to Miles City and funeral held in the Methodist Church, after which interment was made in the local cemetery. The sympathy of all friends are extended to Mr. Bowen and children. During Mrs. Bowen's brief residence in our city she made many friends who mourn her loss.

George W. Knowles from Kansas City Division has accepted the position of division accountant. Mr. Knowles expects to move his family to this city in the near future. O. S. Porter, who has been division correspondent, has transferred to like position at Deer Lodge.

I. G. Geddis of the shops was married on Nov. 17th to Miss Violet May Beuson. They are making their home at 901 Knight Street.

We sure had some excitement around the passenger station a short time ago. The janitor, man by name of McNew, who it later developed had wandered away from the State Hospital for Insane at Salem, Ore., built us a good fire one chilly morning (having just been hired that day and wanting to start the work right off). After said fire got to going real good, he pulled same out of the fire box and then shoveled in ashes. The same day after pulling this "stunt," he went in the lunch room and ordered a substantial meal, and after disposing of same, was requested to pay up; he stated that "he did not have to pay, as he was King Solomon, and that said meal would be paid by the Supreme Being. He was then taken into custody and at his hearing said some friend on another planet had sent him a chest of gold, but he had lost the key; he also declared himself able to hear music being sung up above.

Ed C. Williams, live stock superintendent, was a recent Chicago visitor, taking in the Live Stock Congress in the latter city.

Miss Lorette Aldrich, daughter of J. J. Aldrich, conductor on 17-10, was recently married to George Berg of this city; after a brief wedding trip they will be at home to their many friends in Miles City.

A meeting was held by the shop crafts to lay plans for the organization of a boxing and wrestling tournament, to be started in the near future.

F. J. Pachel, fireman, has resumed work after an absence of ten months in Seattle.

13007—Milw Mag — 6M — Ben THIRTEEN Mr. and Mrs. P. B. Strickland are the parents of a fine baby boy born on the 15th of last month. Word and cigars reached us too late to get the news in last month's items.

Miss Helen Coleman has returned from a two weeks' vacation spent with relatives in Sioux City.

Chas. Schong and wife have returned from Seattle where they visited relatives several days. Fireman Murdo McKay was killed at the Yellowstone bridge east of Miles City. It appears that Mr. McKay was leaning out of the engine and was struck by one of the steel beams on the bridge, knocking him from the engine to the ground. The train was stopped as soon as possible and backed to Saugus where the train was set out and run made to Miles City with the caboose, but before its arrival Mr. McKay had died. Mr. McKay was former service man, serving with his engineer W. Olson, who accompanied his body east for shipment to his old home in Scotland.

Yardmaster L. E. Carlyle and wife returned home recently from a visit with relatives in North Yakima, Wash.

Jim Corbett, former dispatcher, has located out on the coast.

4-11-44 is going to pack his grip and go back

to Wisconsin and Iowa to eat Xmas dinner with the home folks, also enjoy a three weeks vacation; going to have plum pudding with..... sauce.

S. M. Division (East)
I. McCarthy.

Engineer John Ryel has gone to California where he will spend the winter with his family.

Larry Showen spent Thanksgiving with his sister in Milwaukee.

Mrs. Thomas McGreevy, wife of Conductor McGreevy, spent a few days in Milwaukee.

Miss Augusta Sprague, chief clerk in the master mechanic's office, has returned from Milwaukee, where she went to consult a specialist in regard to her eyes.

On November 10th Miss Ethel Mady was given a surprise party in honor of her eighteenth birthday.

Ray Hoffman of the roadmaster's office of Madison, spent Thanksgiving in Lennox, S. Dak.

Train Dispatcher R. E. Wood enjoyed a visit from his mother, Mrs. H. R. Wood, of Lauesboro, Minn.

Mr. Williams, baggageman, spent a few days in Chicago on business.

The twin daughters of Roadmaster Luskow spent Thanksgiving with their grandmother in Mapleton.

Alfred Larson, time keeper, has returned from LaCrosse, where he spent a few days. He had such a good time that he advises everyone to take a short vacation.

On November 22nd occurred the wedding of Miss Clara King and switchman Alfred Thompson. Congratulations.

Operator H. P. Mordaunt enjoyed a two days lay-off from his duties at Austin. This is the first vacation Mr. Mordaunt has had since he started work in his present position in June 1908.

Miss Marguerite Grau, daughter of operator Grau, spent a few days at home. She is taking a post graduate course in Minneapolis and expects to be through by the first of the year.

Ethel's order from the Nut House in St. Paul was filled on November 23rd, when they sent one of their representatives down to Austin to be entertained at Thanksgiving dinner at Ethel's home. We hope that it's not so serious that we'll soon be needing a new comptometer operator.

On Friday evening, December 9th, Ronald Evenson of the Superintendent's office, was given a very pleasant surprise party at the home of his parents on Railway Street, the occasion being his birthday. The feature of the evening was a Christmas tree with comic gifts. All present were remembered. Herbert Norgorden of Wells was the only out of town guest present.

Accountant Robert Galligan spent a few days in Minneapolis. Seems to be some attraction in Austin for Robert these days; he hasn't been home for three whole weeks.

Signal Department Bubbles—Lines East
By "Suds"

The park in front of the depot will present a pleasing appearance next year. The city has a number of men planting numerous trees and shrubs and filling in the low places.

F. D. Morehart made a four day trip to New York attending the Signal Association meeting. Chas. Mattes was off on account of sickness for a week recently, but am pleased to report he has recovered and is back on the job again.

Recently the correspondent was accosted by a big "Cop" on the south side of the city who asked me if I wanted to take a free ride. Upon looking closely, I discovered the "Cop" was none other than Adolph Ebert, formerly assistant signal storekeeper. Adolph looks fine in his uniform and is a member of the policemen's band.

Philip Linneroth is captain of the Bay View Merchants, who won the minor league football championship of the city. They had a great season this year, playing mostly in one to three inches of mud.

Joe Munkhoff, Bill Seemuth, Gene Forster, Elmer Muckerheide and myself attended the Badger-Maroon football game at Chicago November 19th. While the Badgers lost, 3 to 0, it was some game.

Joe Munkhoff generally manages to do some-

Safety Goggles

—FOR—

**Chippers
Grinders
Rivettors
Welders**

**Drillers
Babbitters
Pourers**

**Boiler Makers
Cupola-Workers
Open-Hearth Workers**

For the Eye Protection of all Those who do
Work that Might Cause Eye Injuries.

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

10 South Wabash Ave.
CHICAGO, ILLINOIS.

TENTS and CAMP EQUIPMENT

LAY YOUR PLANS NOW

during these cold winter months for next summer vacation. Send for our catalog of Tents and Camp Equipment; contains valuable articles on camping. Its free to you. Ask for Catalog No. 628.

GEO. B. CARPENTER & Co.

440 NO. WELLS ST.

CHICAGO

MAKE WOOD LAST LIKE IRON

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

Pacific Creosoting Company

Northern Life Building

Seattle, Wash.

thing every month to get his name in the magazine. His latest was an attempt to pick up the third rail at Evanston. It didn't work, and he says it has a kick worse than a mule. The jolt did not affect Joe's bowling eye any, for besides getting 200, 200 and 204 in the league bowling he took three out of five games from the pot hunters. Maintainers, beware of Joe when he gets back maintaining. He's bad medicine on the alleys.

Frank Hallada returned to work again after spending two months at New York and other points. He reports a great time, also a great hole in his bank account.

Bill Seemuth's little daughter Margaret, not quite three years old, died after a long illness on December 4th. The Department extends its heartfelt sympathies to the sorrowing parents.

Steve Warren paid us a visit recently and gave us a few tips about farming. Bill Leubke also dropped in a day or two later. It sure was too bad they did not come at the same time. It would have been a strong reminder of the days of yore when this Department was located at the Shops. Bill evidently works in a rope factory during his spare moments for he sure packs around some line.

John Ellefson has taken the Maintainer's job at Janesville, left vacant when Alex Skeede left the service. It was somewhere around Janesville where John spent his boyhood days, so he will be quite at home there.

The correspondent won the tools belonging to N. E. Simpson. Most of them were sold later to Joe Munkhoff.

Ocker should make the pins fly now, as he is using Elmer's ball which had been resting peacefully in the attic at Hilbert while Elmer is at Des Moines. Ocker would like to buy it, but it takes two to make a bargain.

We note that the Freight Auditor's office issues a challenge to the bowlers of the Milwaukee league at this city. No doubt after the new year a get-together of some kind can be arranged.

The C.M.&St.P. bowling league standing to date is as follows:

	Won	Lost	Average
Milwaukee Shops	29	7	834
Telegraphers	27	9	841
Signals	25	11	811
Rates	21	15	810
Special Agents	18	18	784
Cashiers	16	20	789
Milwaukee Terminals ..	6	30	722
Chestnut Street	2	34	717

F. Derfus, 184; A. Epp, 182; E. Johnson, 180; C. Klug, 179; E. Brock, 176; C. Hortlvy, 175; E. Marsh, 174; L. Ouan, 172; A. Hoerl, 171; J. Munkhoff, 168.

Notes from the Docks—Tacoma

We regret having to report that our popular chief clerk, Ed Collins, has been off duty for a month at this writing, due to protracted illness. Several weeks were spent by him at St. Joseph's Hospital of this city, but fortunately he was able to return home on November 28th, where he is now rapidly recuperating under the gentle care of his charming wife. We hope that he may soon regain strength sufficiently to return to his desk; in fact, we feel quite confident that he will have done so before these lines appear in the Magazine.

Emmett Maloney, wharfage clerk, celebrated his birthday on November 12th; as this date was a Sunday, he generously invited the whole office force to a big birthday spread at this office at quitting time Saturday noon the 12th. You can form an idea of this Lucullan banquet when you hear that it consisted of hot dogs, rolls, pickles, pies, ice cream and coffee, all in such quantities that we were almost unable to get away with them. The two pies which Mrs. Kear, wife of assistant warehouse foreman Kear, had thoughtfully sent in from Puyallup, were unanimously voted especially delicious, but the whole spread was a grand success, and none of us were able to eat much dinner that evening. Emmett made an ideal host and received the congratulations and good wishes of the guests with becoming modesty. We are not quite certain of his age, but he is certainly able to vote. Let us wish him many happy returns of the day here also, hoping that each birthday may see another spread.

Miss Margaret Bolander recently favored a lame shoulder for some days. Report has it that

she went hunting one Sunday afternoon and fired a shotgun for the first time in her life. We hear that she was quite surprised when the empty shell popped out of the gun, and asked in bewilderment: "Did I shoot?" Curiously enough, there was no one to answer her for several minutes, as all witnesses of her performance had promptly taken refuge behind the most convenient trees and did not venture out until Miss Margaret had dropped the gun to nurse her lame shoulder. Fortunately no casualties are reported.

Frank Thomas is now a real horn-handed son of toil, having moved out to Summit, a suburb of Tacoma, November 17th, where he has purchased a ranch consisting of one acre and is now engaged in his chicken business on a large scale.

Good railroad people are also good at almost anything else, as a rule, but we shall have to admit that not many of them also win distinction as artists. However, these docks boast of such a one in the person of F. Mason Holmes, one of our watchmen. Mr. Holmes has achieved a more than local fame as an artist, both in oil colors and in pastel and water color, although we had not heretofore seen other than his pencil and pen-and-ink work. However on Tuesday, Nov. 23rd, we were privileged to be present at an occasion which brought his work before the public very prominently. On the evening of this day a magnificent oil painting by Mr. Holmes, representing a view of Mount Tacoma, was formally presented by the Tacoma Fine Arts Association, of which Mr. Holmes is a prominent member, to the Ferry Museum of this city, which also houses the collections of the Washington Historical Society. The presentation took place in Hewitt Hall, the picture gallery of the museum, before a large audience. Mr. Bullard, president of the Fine Arts Association, made the presentation speech; Mr. McCormack, president of the Board of Trustees of the museum, accepted the painting, while Mr. Bonney, curator of the museum, also spoke. All united in glowing tributes to Mr. Holmes' art. The audience insisted on a response by him, which he made very modestly, speaking rather for the efforts of the Society than for his own. Several songs were rendered by Mrs. J. Spencer Eccles, wife of Assistant Trainmaster Eccles of the Coast Division. Mrs. Eccles is a leading member of the St. Cecilia Club of Tacoma and possesses a wonderful voice.

After the ceremony Mr. Holmes received enthusiastic compliments on his work. The picture (which measures 36 by 50 inches) represents the mountain from Indian Henry's Hunting Ground, a valley of entrancing beauty. A noted artist from Chicago, who had an opportunity to see the picture before its presentation, characterized it as the finest view of the mountain which had ever been painted. We can only join with the others in complimenting Mr. Holmes on his artistic talent and in hoping that we may have further occasion to admire the products of his art, while we cannot but felicitate the Milwaukee family on numbering so accomplished an artist among its members.

Puget Sound winters are like spring elsewhere, as a rule, but once in a while the weatherman goes to sleep at the switch and gives us a taste of real winter weather, just to let us realize how lucky we are compared with less favored localities. Towards the end of November the weather slipped a cog in this fashion and surprised us with a foot or so of the wettest, slushiest snow you ever saw. To the dock office force, caught here without rubbers, of course, Brother Ebbesen, our handsome chief accountant, proved a life saver on this occasion. If we ever thoughtlessly made fun of his Tin Lizzie heretofore, we shall never do so again, for the way that faithful fiver took us on board and nobly made the grades over to town, in spite of snow and slush, was a marvel. Our hats are off to Eb and his caravan.

Minneapolis Shop Happenings James Nellins

There is again a splendid article on page 5 of the November issue of the magazine, and it is well worth reading, in fact, it would seem to be the best yet, so let us all read and commit to memory and remember it.

It seemed good to see Frank P. Brock of the Milwaukee office here on a business trip on November 10th, and all his friends here were glad

A Fob for You

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

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

The Milwaukee System

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

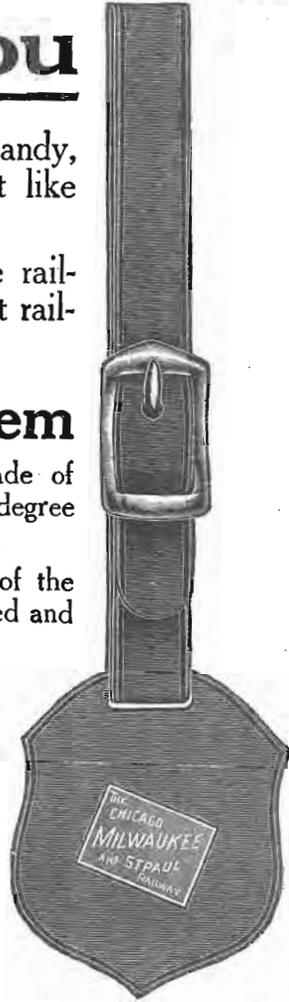
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

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



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



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

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

Name _____
 Address _____
 Town _____
 State _____
 R. R. Dept. _____

Mark Articles Desired

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

Free to Asthma and Hay Fever Sufferers

**Free Trial of a Method That Anyone Can
Use Without Discomfort or Loss of Time**

We have a method for the control of Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Chronic Asthma or Hay Fever, you should send for a free Trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with Asthma or Hay Fever, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all form of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that our method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms.

This free offer is too important to neglect a single day. Write now and begin the method at once. Send no money. Simply mail coupon below. Do it Today—you do not even pay postage.

FREE TRIAL COUPON

FRONTIER ASTHMA CO., Room 595G
Niagara and Hudson Sts., Buffalo, N. Y.
Send free trial of your method to:

.....
.....
.....

Hotel Tuller Detroit Michigan

600 Rooms—600 Baths

L. W. Fuller, Pres. A. McKendrick, Mgr.



\$2.50 UP, SINGLE \$4.50 UP, DOUBLE

Agents Sample Rooms \$5.00 per day.

HEADQUARTERS IN DETROIT FOR

Old Colony Club

Detroit Automobile Club

Motion Picture Exhibitors' Ass'n

Detroit Transportation Club

Table d'Hote Dinner Business Men's Lunch

\$1.50 and \$1.75

75 cents

Cafe a la Carte

Cafeteria

Men's Grill

to see him, as he can do his business free from the hard boiled and rough neck style, and all smiles. He dropped in on "us" for a brief visit and "White Top" and "Silver Top" had a chat over old times.

Special Officer Patrick Casey of Milwaukee was at the shops on business November 13th, and it is safe to say that he called on his old friend John Stoddart of the blacksmith shop while here.

Veterans about the shops were all reminded of old days in the Far West when the news went out on November 13th that Charles H. Prior was dead.

Mr. Prior was assistant general superintendent of the Northern District for many years, resigning such position during the summer of 1886. He came on the road in 1857.

Machinist Helper Frank Whitford died suddenly while right in the harness and at work in the machine shop on November 22nd. The sympathy of all his associates is extended to his bereaved family.

Steam Hammer Operator Gust. B. Anderson, of the blacksmith shop, died on December 1st, and there is a most familiar figure missing from the place. He has been employed at those shops for thirty-eight years, and a more gentlemanly shop mate cannot be found. His friends are all grieved over his taking-off and the condolence of all is extended to his bereaved family.

Joseph Cochran, blacksmith, should have favorable mention for securing four adult passengers, Minneapolis to Chicago, on November 26th, and also securing the shipment of their household goods. Mr. Cochran failed to use the customary post card solicitation, and hence his good work would not appear in the regular way.

This method is taken to make known his good work in this line.

It should be well to refer to page 36 of the November issue and note the all-solid-copper, non-explosive, air-tight, fire-proof can. Those cans may be all right for automobiles, but one would be led to think they can be used for another purpose that is quite rampant throughout the country at the present time, and it would seem that the ten-gallon can is about the proper size for family consumption.

There is a very interesting paper composed by Supt. E. W. Lollis, in the November issue, wherein he mentions the "Eternal Triangle" and the railroad triangle, being the chief-train dispatcher, the general roadmaster and the round-house foreman, a very good combination, and he states this trio should work harmoniously together. In the windup of his paper, he states a mighty load can be lifted if all lift together. Well, that is true; true; true.

State Factory Inspectors Messrs. Smith and Odden, visited and inspected the shops on December 1st and expressed themselves as favorably impressed with the condition of affairs as far as their line of business was concerned.

Engine Yard Foreman John Hendry is entertaining his brother from Canada and showing the brother about the vicinity. This brother saw four and one-half years' service over seas in the recent war with a Canadian regiment and John is giving him a good time and convincing him that the fellows in the States are a pretty jolly lot.

The reduction in passenger train service on the West H. & D. Division sends engineer Thomas King to the east end between St. Paul and Montevideo. Tom looks good and well.

The Welder Lawrence Trost is on the job again patching up the flues, after an absence on account of sickness. Says he lost seven pounds but he could spare an additional seven pounds, so it is an ill wind that does not blow some good.

It must put life and pep into the souls and bodies of station agents to read and assimilate the splendid paper of A. M. Maxeiner, agent at Lewistown, Montana.

This correspondent is a station agent of the old school, but he would say that Mr. Maxeiner's comments and arguments are indisputable and splendid reading and straight from the shoulder. Also let station agents and employes note the article following Mr. Maxeiner's paper entitled "The Croix de Guerre for Him," complimenting a station employe at Lake City, Minn. Well, when the station agents and station men get their just dues, they have the Kingdom of Heaven within their reach.



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.

Standard Underwood Typewriter

Rebuilt like new. Every typewriter is factory rebuilt by typewriter experts. New enamel—new nickeling—new lettering—new platen—new key rings—new parts wherever needed—making it impossible for you to tell it from a brand new Underwood. An up-to-date machine with color ribbon, back spacer, stencil device, automatic ribbon reverse, tabulator, etc. In addition, we furnish **FREE**, waterproof cover and a special Touch Typewriter Instruction Book. You can learn to operate the Underwood in one day.

Easy Payments

You don't even have to scrimp and save to pay cash. Instead, you pay only a little each month in amounts so conveniently small that you will hardly notice them, while all the time you are paying, you will be enjoying the use of and the profits from the machine.

10 Days Free Trial

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

Typewriter Emporium
Shipman-Ward Mfg. Co. 2411 Shipman Building, Chicago
Montrose & Ravenswood Aves.

Bargain Offer Coupon

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

Act now—today

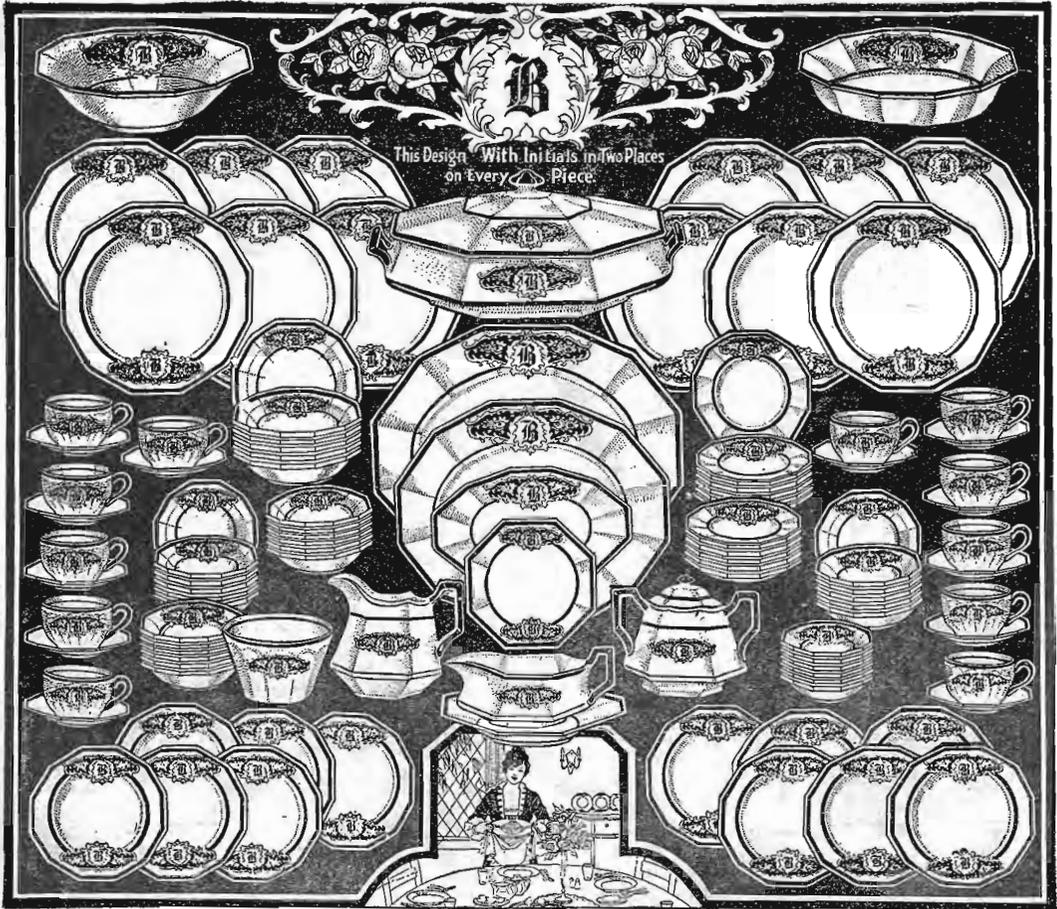
**FREE TRIAL
COUPON**

Typewriter Emporium
Shipman-Ward Mfg. Co.
2411 Shipman Building, Montrose and
Ravenswood Avenues, 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.....



This Superb 110-piece Set, with initial in 2 places in wreath with 6-color decorations on every piece and gold covered handles, consists of:
 12 Dinner Plates, 9 inches
 12 Breakfast Plates, 7 inches
 12 Cups
 12 Saucers

12 Soup Plates, 7 1/2 inches
 12 Cereal Dishes, 6 inches
 12 Fruit Dishes, 5 1/2 inches
 12 Individual Bread and Butter Plates, 6 1/2 inches
 1 Platter, 13 1/2 inches

1 Platter, 11 1/2 inches
 1 Calery Dish, 8 1/2 inches
 1 Sauce Boat Tray, 7 1/2 inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)

1 Deep Bowl, 8 1/2 inches
 1 Oval Baker, 9 inches
 1 Small Deep Bowl, 5 inches
 1 Gravy Boat, 7 1/2 inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

368-Page Book Free

Brings 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces. Use it 30 days. Then if not satisfied, return them and we refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

Your Initial in 2 Places on Every Piece—5-Color Floral Decorations and Gold

Wonderful artistic effect is given by the wreath and rich design surrounding the initial. Your initial appears in 2 places on every piece.

All Handles Covered with Gold
 Every handle is covered with polished gold. Shipping weight about 90 lbs.

Order No. 324DMA13. Bargain price, \$32.85. Pay \$1 now, \$3 monthly.

HARTMAN Furniture & Carpet Co.

Dept. 4173 Copyright, 1922, by Hartman's, Chicago Chicago, Ill.

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



FREE / HARTMAN FURNITURE & CARPET CO. / DEPT. 4173 / CHICAGO, ILL.

I enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set No. 324DMA13. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay transportation charges both ways. If I keep it I will pay \$3.00 per month until full price, \$32.85, is paid. Title remains with you until final payment is made.

Name.....
 Street Address.....
 R. F. D..... Box No.....
 Town..... State.....
 State your Occupation..... Color.....
 Give Initial Wanted (Any One Letter).....

Important!
 Hartman guarantees that every piece in this set is absolutely first quality—no second. This is a standard or "open" pattern. Replacement pieces may be had of us for three years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped without delay.