

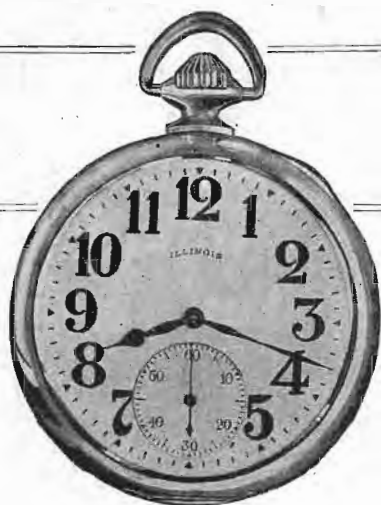
THE MILWAUKEE EMPLOYEES MAGAZINE

ENTALBOWE



November 1922

**The Turkey Patrol
Glencoe, Minn.
C.M. & St. P. Ry.**



ILLINOIS

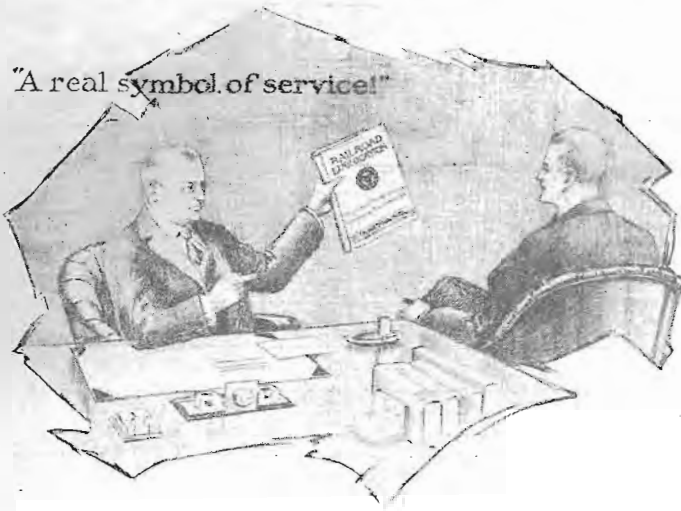
The Name on the Dial

To You an Assurance of Quality--
To Us an Acceptance of
Responsibility

The ILLINOIS WATCH
COMPANY

Springfield

"A real symbol of service!"



Galena Service

There is no word in the dictionary of modern business so generally used nor so greatly abused, as the word "service."

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*When Galena Service goes in—
Lubrication troubles go out!"*



Galena-Signal Oil Company

New York

Franklin, Pa.

Chicago

and offices in principal cities



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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?

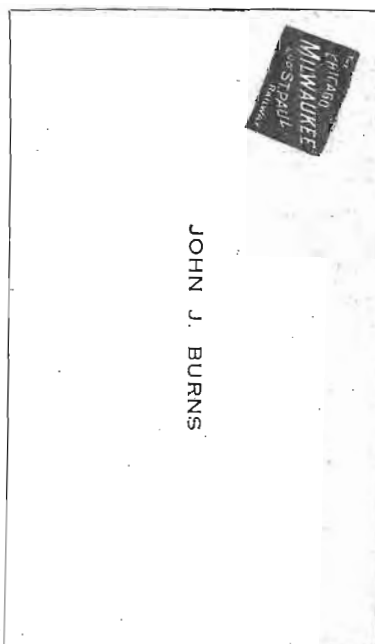
Send your name written plainly (better print it) and \$1.50 and we will send you 100 cards, prepaid, printed in two colors. Some class! Come on!!

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

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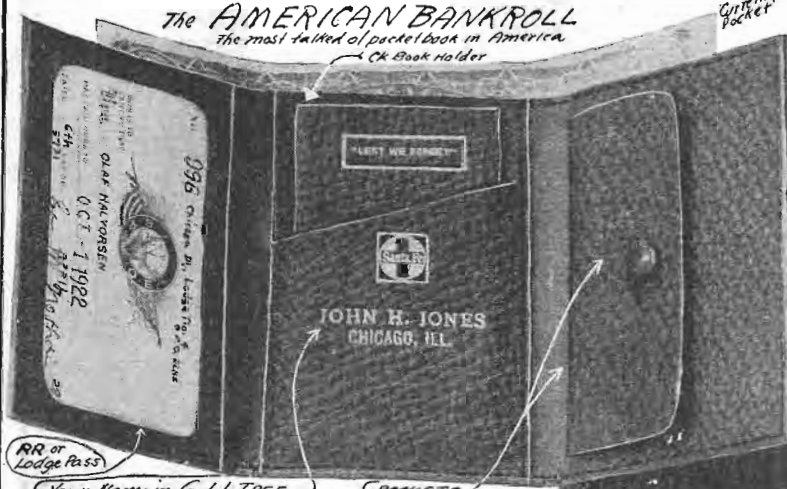
Chicago



Brother Milwaukee - Man.

You can't afford to be without a Halvorsen Billfold or Pass Case to keep your cards, passes, memos, coins & bills etc in order. Note the remarkable prices. Others would charge you twice as much. Your Name in Gold [that I give you free] is worth 50¢ alone. Read the specifications and see what remarkable bargains I offer you:

THE AMERICAN BANKROLL
The most talked of pocketbook in America.
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Think of it
- only -

98¢

for this 1923 Model
of the famous
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BILLFOLD
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combined

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POCKETS

SPECIFICATIONS: Made of Genuine Black Grained Leather with an iron clad guarantee of money refunded if not absolutely satisfied. Size 3 1/4 x 4 1/4 folded, 4 1/4 x 9 open flat. Full sized pocket in back for currency. Transparent window for Lodge cards or Passes and a Ticket pocket with Memo Diary - place for your checkbook as well as a special snap button safety pocket for coins and other valuables.

SPECIAL GOLD ENGRAVING OFFER:

As an introductory offer we will engrave in guaranteed 23K Gold Your Name absolutely free (Street No is 30¢ extra, City 30¢ extra and emblems 40¢ extra)

Here is another BIG BET for RR People. I call it my "MIM" Pass Case. The most remarkable number ever produced for passes, memos and cards. There is no comparison for currency, but you can keep folded bills in any of the pockets. It is made of Genuine Mahogany Catfish skin to hold from 36 to 25 Passes. Prices:

For 3 Passes.	\$1.50	For 9 Passes:	\$2.50
" 5 "	1.75	" 11 "	3.00
" 7 "	2.00	" 17 "	5.00
		" 25 "	7.50



Brother
Rail Road Man:

I want every Milwaukee Employee to carry one of these famous Halvorsen Billfolds or Pass Cases. You can't afford to be without one - and listen, I DO NOT ASK YOU FOR THE MONEY FIRST. Simply fill out the coupon and pay the postman, when he delivers the package. I also want you to give me your permission to send along to you my large illustrated general catalog, showing the best and most complete line of picked leather goods at a great saving to you. I guarantee you personally against dissatisfaction. I have been making and selling Pass Cases for 17 years.

Halvorsen,
The Pass Case Man

Masonic Temple
CHICAGO, U.S.A.

send me at once and when the package arrives I will pay the postage as checked plus extras as understood that if I am not more than satisfied I will return my money at once

NAME
STREET NO
CITY

EMBLEM

Send me agency proposition
the Pass Case Man
Masonic Temple
CHICAGO, ILL.

First class registered mail and return money
I will pay the postage as checked plus extras as understood that if I am not more than satisfied I will return my money at once

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.

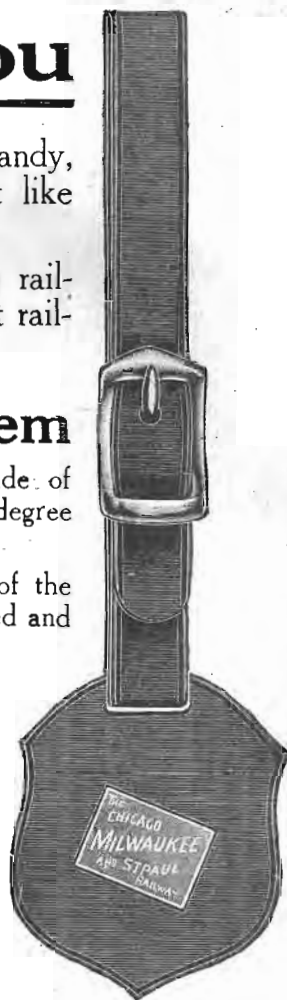
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

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

Job's Turkey

By Ted

Job and Mary Curry were in the second year of happily wedded life when the turkey episode threw its shadow across the placid stream down which their little bark was quietly drifting, and stirred its waters to the depths. It wasn't a tragic episode,—nothing like that,—but exciting while it lasted and fraught with events somewhat out of the ordinary.

In order to a better understanding of the turkey, which by-the-way, is a perfectly non-understandable bird all the way from his infancy, through adolescence, through the days of wisdom, even to old age, (supposing he should be spared to reach that honorable period of life, which if market reports are to be believed, seldom happens.) Well,—as we said,—in order to a better understanding, let us say, of the episode, we will meet Job, first. He was a telegrapher at a remote railroad station in the far west, he was a native of Wisconsin, went to school in his home town and when, at eighteen years of age, he decided that he had absorbed enough erudition to set him on his way, he withdrew his little savings account, bade his aged parents an affectionate adieu and took the train for as far as his money would carry him. His financial limitation landed him in another little town on the banks of the Mississippi River in the state of Minnesota, where his career as a money-earner began by sweeping out the railroad station, cleaning the coal oil lamps and doing other odd jobs assigned to him by the station agent. In his few leisure moments, he was attracted to the table where sat the telegraph operator, a starry-eyed little maid who deftly fingered certain very interesting looking and sounding instruments. The telegraph key very soon began to sing to Job a loud call to the big world beyond,

and he was not long in picking up a good working acquaintance with what the telegraph maiden in the little station called "perfect Morse." He, by-the-way also acquired a very considerable interest in the young lady herself, and when he left the little Minnesota town, he left his heart behind, but as it had been rather an even exchange on the part of each, things were not as bad as they might have been. This was the beginning of Job Curry's and Mary Wilson's courtship, and within three years after Job had set out to woo fame and fortune, he was in position to go back to Minnesota from his good job in the Pacific Coast country, and woo Mary in place of the fortune. Mary was responsive and they were married with a great "setting out" from the home folks. They moved into their cozy new home in the west just as trees and flowers were budding and woods and fields were wakening from their winter's sleep. The hillsides were burgeoning and far away on the distant ridge, the color was changing day by day from winter's hazy purple and lavender and dull grey to misty blue and tender green, flecked and spotted with big white and pink balls where the apple, plum and cherry trees were bursting into bloom.

It was an attractive little town; the wide sidewalks were tree-shaded, the broad main street swept up the hill in a splendid curve, the pretty bungalow homes sat in the midst of big, velvety lawns and the village childhood played on a big village green beneath the shade of age-old elm trees and tall evergreens.

The view from Job and Mary's front porch took in all of the picture, and Mary, following Job out to the doorway to wave him on his way, always stopped to admire and rejoice over and

over again that the world was so full of good and beautiful things.

Mary was an energetic housewife, and when the furniture was put in place, the pots and pans disposed of and all the machinery of good house-keeping set in motion, she began peeping over the backyard fence at the young gardens of her neighbors, springing up from the warm, moist soil,—and presently she notified her husband that the "Currys would have to have a garden." Job had at the outset appointed his wife "Superintendent of Terminals," and so he meekly accepted his orders and trekked home at night with forks and rakes and spades and packages of garden seed, while his evenings were given over to earning his garden by the sweat of his brow.

Shortly after this had been set on the way of achievement, a neighbor from over the street, dropped in on Mary one morning for a gossipy chat, and by way of making her early call a welcome one, she brought a dozen new-laid eggs, saying that she felt sure they were nicer and fresher than the "store variety." This incident opened up a hitherto unthought of vista to Mary's vision, and when Job came in to dinner, she pounced on him with the news that she "was going to keep chickens." The S. P. had spoken and Job, being a wise boy, immediately visualized the Curry chicken yard and domicile and, what was more to the point, he set about its construction, knowing very well that his energetic young wife would soon have tenants therefor.

Mary bargained with Mrs. Sheehan, the lady from over the way, for a fine, promising young Plymouth Rock hen which Mrs. Sheehan said was "cluckin' and off would go her head unless someone might be in want of a settin' hen." Mrs. Sheehan also provided the "setting" and in the course of events "Mrs. Dominick" was stepping about the chicken yard with ten lusty chicks, busy and happy withal.

That summer the chicken yard grew apace, as did the garden, and as did the satisfaction of Mary Curry. Everything seemed to be going along exactly to her liking, and as Autumn approach-

ed, there was a fine prospect for a real Thanksgiving Dinner, with the second trick operator at the station and the village school-mistress as invited guests.

If Mary had not been born of thorough New England stock, that first Thanksgiving dinner would have been a prospect of unalloyed pleasure, but as she had decided to make it a completely "home-grown" affair, she found she had to substitute Plymouth Rock poultry for the bird that made Thanksgiving famous, and this disturbed her not a little. She however made the best of the situation on that first Thanksgiving dinner and Job and the invited guests never knew that there was even ever so little a cloud on Mary's horizon. But after the party was over, and she had been loaded with compliments from Job, and from Jack Dutton and Jessie McAlpine, she issued a General Order to "Boy" to the effect that next year she would raise turkeys herself. Said Boy: "But Mrs. Super, have you any idea what it means to take a family of turkeys to raise?" "Mrs. Super's" head wagged vigorously as she proclaimed her unalterable determination to do that very thing. "Next Thanksgiving, there shall be turkey", said Mary, and being a loyal employe in that Terminal, Job cast no further aspersions upon the question of taking turkeys to raise.

Now, after this circumlocutory, we are at the beginning of the turkey episode. With the opening of the second spring, Mary established her turkey colony,—ten beautiful foster children of Mrs. Dominick, the plump and well preserved dame of the Plymouth Rock dynasty, with which Mary had set up her poultry yard.

Mrs. D. was a devoted mother, but it was very shortly evident that her family had wandering tendencies beyond her powers to control. She chirped and "clucked" and scratched with all her might and main, but little by little her children developed habits of straying away into the wet grass and up the hill into the woods, and sadly enough, when they returned at night,

bedraggled and weary, their numbers gradually grew less. Nine, eight, seven, and then, one awful night, only five came home, and Mary's heart grew sad within her. Almost tearfully she besought Job to pen them up. Job told her they would "all die in that little hen-yard anyway", but he obediently shut the family up, and then instead of the long, anxious days of wondering how many were coming home to roost that night, succeeded days of drooping, and one by one, the youngsters expired until only two were left. Mary and Job declared that if these lone ones had to die, also, they should at least, die happy; so these two turkeylets, whom Mary named Gaston and Alphonse, (because in their progress up and down and roundabout, the one seemed to be always waiting upon the footsteps of the other), were released from durance vile, and as the spring days went on into summer, Gaston and Alphonse had undisturbed possession of the free range. They grew and waxed strong, and their turkey trot slowed into a dignified strut more becoming self-respecting birds. Farther and farther afield went the inseparables, and it soon became the customary thing for Mary's telephone to ring several times in the day by calls from the farm folk out over the far-away ridge, who had gotten to know this wandering pair and who called up to tell her that they were seen headed for foreign parts, or to say that by discreet manoeuvring of the farm hands, they had been turned back and were on the home trail. Little by little Mary's eyes became accustomed to the distant view, and when she saw two shadowy forms winding slowly down the hill, she knew that her turkeys were inward bound. At length, so far did their journeyings take them, Job would be called on the telegraph wire by operators up and down the line, to advise him that Alphonse and Gaston had been seen in the neighboring towns, always together, and always seemingly content with life as they found it on the long trail.

But one evening toward the end of summer, only one shadow came creep-

ing over the hill, and Alphonse dragging a weary foot and a bedraggled wing, came limping into the yard alone. What had happened to Gaston could only be surmised. Then commenced anxious days of nursing and watching, until finally Alphonse fully recovered proudly demanded "the open road" again. This was an occasion for serious consultation, and Job and Mary went into executive session that lasted during the entire evening. If Alphonse was to be again a free agent, they had to devise ways and means to follow him up and endeavor to protect him from whatever harm had come to his last remaining brother. They discussed many projects, but as the sphere of Alphonse's peregrinations had widened with his growth Mary could not roam the country afoot in search of him as she had done in the early days of the turkey family; and so the Curry's concluded that the only course open to them was to buy a flivver; Mary would learn to drive it, and Alphonse must be made to ride. Thus he could get his country air and satisfy his longing for change and variety of scene. Therefore Job took a day off and went to the city, jogging back in a little car, with a basket on the running board for Alphonse. The basket was fastened in place and Alphonse initiated into the novelties of motoring. Did Alphonse enjoy the new sensation? At first, it may be unhesitatingly said that he did not. Every morning, like the insulted monarch that he was, he stalked out of the dooryard and took his way up the hill, and every evening Job and Mary tuned up the little machine and went in pursuit. As Autumn crept down the hillside in all the splendor of its colorful array; with the shadows lengthening over the treetops and the hazy October sunset reddening in the west, they would see through the early gloaming, Alphonse strutting haughtily down the road toward them. With great caution then, Job would get out of the car, throttle down the motor to its lowest whisper and gently approach the wanderer. Turkeys are curious beings, and it soon was appar-

ent that this was a new and interesting game for the gay Alphonse. "Gobble-obble-obble", he returned to their entreating call of "Here, Alphonse", and then off down toward the home roost, legging it at top speed, so that by the time the motorists reached their dooryard, the object of their solicitation was resting easy on his perch and glowering down on his persecutors with a baleful eye. Gradually as the days went by, he grew accustomed to this hide-and-seek evening performance, and as the frost began to nip the air, one evening he permitted Job to approach near enough to lift and place him gingerly in the basket on the running board. With the lid seemingly strapped down, Alphonse found himself a prisoner, and seeming to recognize the futility of further warfare against these strange beings who pursued him up country and down, in an infernal machine made up of strange noises and unholy speed, he crooked his legs comfortably under him and settled down to enjoy the ride home. After that, it became the regular thing for Job and Mary to ride up the road a piece to a certain bit of woods where the picking was more than commonly fine, and there to find Alphonse at the roadside apparently awaiting the arrival of his taxi; and stepping into his place, to settle down for an enjoyable evening ride.

Thus the days wore on, the woods and hills took on their winter coats, and at home Job and Mary gathered the garden in and made ready for the great Thanksgiving Dinner.

Came then Thanksgiving week, Mary's look was pensive and Job grew more and more silent. Alphonse was content to stray about the home ground forgetting the charms of the wanderlust. It was the eve of the festival—the fatted bird was to be sacrificed—Mary refused her supper and Job looked on all food with lack-luster eye. Slowly he rose from the table, looked toward his wife, toward the door, and then sat down again. "Mrs. Super," he said, "I can't do it." "Boy," said Mary, "I couldn't eat him if you did. Go down to the store tonight and buy a turkey." Job went.

Spend Thanksgivin' Day at Home with Paw and Maw

E. C. Turner

Some folks idea of Thanksgivin' is a table loaded down

With punkin pie an' turkey roasted done.
Some folks git up bright an' early, an' lie them from the town

To spend it in the woods, with dog an' gun;
Some folks spend it at the races, some folks at the football game

Some folks spend it at a table, playin' draw.

But my idea of Thanksgivin', an' 'twill always be the same

Is to spend the day at home with Paw an' Maw.

Memorial Day you'll always find me minglin' with the crowd

To place my wreath of posies o'er the boys.

An' July Fourth you'll always hear me shout in' big an' loud

A helpin' all I can to swell the noise;

Christmas I spend with my babies, sharin' with them all their joys

These, methinks, the happiest days I ever saw

But just before Thanksgivin' they is something seems to say:

"Better spend th' day with your old Paw an' Maw.

'Cause some these days they're goin' to that country from whose bourne

No traveler has ever yet returned

An' you wan't know how you've missed 'em till it comes Thanksgivin' day.

An' home again your wanderin' steps you've turned:

Then, my son, you'll guess my meanin' an' 'tis likely you will pray

That the Good Man will come down to you an' draw

Aside Life's silken curtains an' whisper to you, say

"Come an' spend th' day with your old Paw and Maw."

Said the Clerk—Huh?

She was distinctly a foreigner. She asked for talcum powder.

"Mennen's?" asked the clerk.

"No, vimmen's."

"Want it scented?"

"No, ay better take it with me."—Selected.

Double Action

George—"I put a tack on teacher's chair yesterday."

Gerald—"Did you? I'll bet he won't sit down in a hurry again."

George—"No; and neither will I."—Western Christian Advocate (Cincinnati).

"All right back there?" called the conductor from the front of the car.

"Hold on," came a feminine voice. "Wait till I get my clothes on."

The entire car-full turned and craned their necks expectantly, as a girl got on with a basket of laundry.—A. C. L. News.

What Counts

"Really, Gladys, I could never marry him in spite of his wealth. I don't like his ways."

"You silly child, never mind his ways; consider his means!"—London Mail.

Explored Carver's Cave in 1869

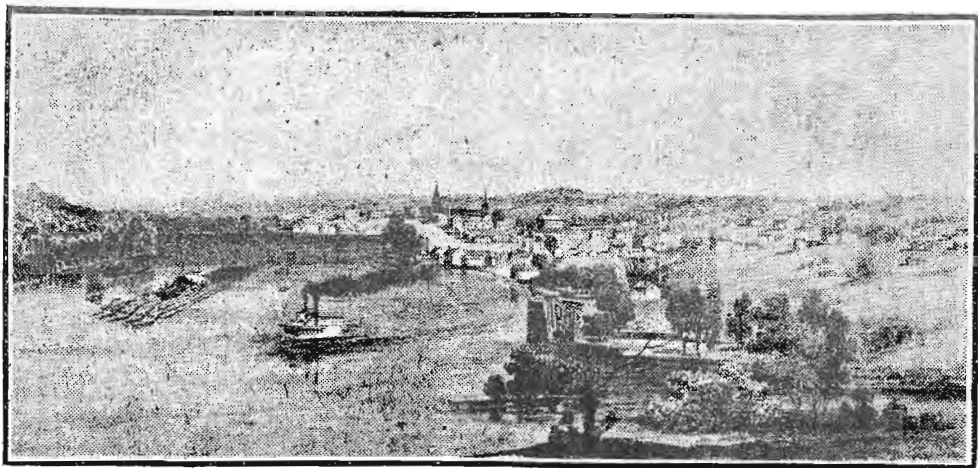
St. Paul, Minn., Sept. 21, 1922.

Dear Editor:

I noticed a request in September Magazine for someone in the neighborhood of "Carver's Cave" to give a little information in regard to its location, etc. In 1869 I explored "Carver's Cave" by taking my "Dads" hunting boat and pulling it up the bank from the Mississippi River, opposite the cave. The cave at that time lay about 25 feet above the level of the river. I had to pull it across the railroad track—at that

Plum Streets, Commercial Street and Plum Street are not yet plotted. Commercial Street runs along foot of "Daytons Bluff" and Plum Street is on top of bluff (see pictures). There is a good path running to the cave where Commercial Street is supposed to be.

When the Chicago, Burlington & Northern R. R. built into St. Paul, they cut away about 50 feet of the cave, to lay tracks. There are now 13 tracks between the cave and the river. Five belong to the N. P. Ry., five to the C. B. & Q., three to C. M. & St. P. Ry. "Chronological History" of St. Paul says



An Old Wood-Cut of St. Paul Made in 1859. The Large Building in Right Foreground Is Probably the First Capitol

time Milwaukee & St. Paul Ry. It was the River Division Main Line. The track was about 20 feet from the mouth of the cave. I got the boat in the cave, which was full of clear spring water and cold as ice. I paddled back as far as I could, about 50 feet, but could not go any further because the water at that point was not deep enough. The sand was too soft to get out and stand on it. I wanted to pull the boat over it, but could not, as I would sink in the sand too far, so I had to give it up. The deepest place was about three feet of water and about thirty feet wide.

The cave is located at Commercial and



Entrance to Carver's Cave. Mr. Coffers On Extreme Right

Jonathan Carver discovered "Carver Cave" in Oct., 1766.

On Nov. 16th, 1913, I had a picture taken by Mr. O. Getchell, which will show you where the bluff has been cut down.

The newspaper clipping you may keep as I have several of them. I have been with Milwaukee road since 1877 on River Division. Am now in St. Paul yard.

C. J. Coffers,

The Last Fly

The last fly clings to the window pane,
His nimble legs he twists in vain;
With age his eyes are growing dim,
For winter has the drop on him.
No more he'll wade across my plate,
Then wipe his feet upon my pate;
He will not in my coffee swim,
Nor balance on the creamer's rim;
He will not tunnel up my sleeve
And spoil my morning nap, nor grieve
Me longer with his wiry tone,
And make my ears his telephone.
And yet I know when winter's frost
In summer's melting breath is lost,
There'll be at least a hundred score
To meet me at the kitchen door!

—E. W. D.

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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He Made His Job Big

Healy, Dan
Under the above caption, the Minneapolis Daily News of September 28th gave editorial space to the passing of Dan Healy, our world-famous and universally beloved old steward of the Pioneer Limited. In the following is set forth the reason why "Dan" reached the pinnacle of fame in his calling, and that reason was, fundamentally,—"He attended to his duties as if he owned the railroad." If everyone on this railroad did as Dan did, there would be no room at the top for anyone else, the space would all be taken by employees from The Milwaukee Road. The News said:

"Dan Healy is dead. The news commands an important position in the columns of the daily paper.

Yet Dan Healy was only a dining car conductor.

There are hundreds, perhaps thousands, of dining car conductors in this country whose deaths would be chronicled nowhere save in the obituary columns. In the thoughts of most persons, even in the thoughts of most dining car conductors, like as not, it is held to be an unimportant position, one in which the opportunity for any real success is small.

But Dan Healy was a successful dining car conductor. He is known all over the United States, all over the world as a dining car conductor, and there are literally thousands who counted it a rare privilege to dine with him when they were traveling.

He is mourned today as the dean of dining car conductors because he put his heart into his job. He saw opportunity in his task where other dining car conductors saw only a job. He saw possibilities. He put everything he had into it. He attended to his duties as if he owned the railroad and for that day was charged with the responsibility of doing that one special job as the owner of a railroad would do it. He was a royal host. He made the diners feel that they were guests. He looked after their wants as he would have wanted another dining car conductor to look after his.

And so, whether he thought of it or not, he became not only a great dining car conductor, but a noted man, a man of whom the world spoke with high regard. He was

not limited by the size of his job. He was big enough to make his job big. That is why the death of Dan Healy is chronicled in the big news. He was a big man."

To honor and perpetuate his memory and service, the dining car on the Pioneer between Chicago and Milwaukee will henceforth bear the name "Dan Healy".

Like Nehemiah's Prayer

The Reverend Samuel Price, Assistant Secretary of the World's Sunday School Association, New York City, recently made a trip on the Olympian from Chicago to Seattle, and in his published International Sunday School Lesson, the text of which was from Nehemiah 1:1-11, he made an application of the theory of regenerative braking as follows:

Nehemiah prayed help for others and made his own life easier by so doing. I was riding from Chicago on the Chicago, Milwaukee and St. Paul Railroad lately, and the man opposite me at the table in the dining-car proved to be an electrical engineer who had charge of the signal system of the road. This gave opportunity for asking a lot of questions, especially about the 649 miles of electrified road in the West. Formerly, in going down the mountains, the brake friction necessitated frequent stops to cool off the wheels. Now they have what is called "regenerative braking," which in non-technical language means that one train going down the mountain is held in control by generating electricity which enables another electrically drawn train to ascend the steep grade on the up track. Just think of it; instead of all but tearing itself to pieces on the down grade, that train not only descends smoothly and safely, but it helps another heavy train to ascend. Every one of us can steady our own lives and make them more effective by being Nehemiah-like in prayer as we do that which is akin to "regenerative braking."

October 27th Was "Navy Day"

October 27th, the birthday of Theodore Roosevelt, was celebrated as "Navy Day" and that date set apart in the future as "A Summons to Patriotic Thought", and in recognition of the great service which the United States Navy has rendered its country throughout the entire history of the Federal Government. The basic thought in this movement is that the people of this land should be informed in detail as to what their Navy is doing for them. Its record is a splendid one, and one of which we may be justly proud; it is our great defensive weapon, but it has never caused a war; and it is moreover a potent factor for the development and aid of our people in peace time.

To broadcast the great ideals for which it stands, therefore, the birthday of the great American has been chosen as the day to celebrate that arm of the Service in which he had so much faith and for the upbuilding of which he battled so valiantly.

The Potato Industry of South Dakota

A. F. R.

South Dakota is fast developing into one of the largest potato sections of North America. The potato crop this year has maintained a very high condition in the important production area of the east central counties regardless of the mid-summer lack of moisture. Its present condition is placed at 90% which justifies a 92 bushel average yield per acre. The estimated and quite probable production of the state this year is 10,000,000 bushels, which is approximately seventy per cent increase over the production of one year ago and exceeds the production of any other recent year. The Bureau of Agricultural Economics Division of Crop Estimates show that the National potato crop is placed at 439,900,000 bushels. This also shows an increase of 90,000,000 over last year.

The production of South Dakota as quoted above will equal 400 carloads of potatoes. About 300 carloads of this amount will be marketed. It is estimated that usually one fourth of South Dakota's production is for domestic consumption. Of the 300 cars to be shipped to markets or interior points about 200 carloads of this quota will come from points on the Chicago, Milwaukee & St. Paul Ry. between the Minnesota State Line and the Missouri River at Mobridge, including all branch lines, but excluding North Dakota stations on such branch lines; and from Aberdeen to Mitchell, S. D. This would leave 100 cars to be shipped from the balance of the state of which 50 to 60% of this will move from the territory on the Chicago & North Western Ry. between Redfield and Wolsey to Pierre, S. D. Henry, being about the biggest productive shipping point in that territory, while Britton on the Milwaukee is the largest point in this territory and the largest in the state. This year the stations on the Harlem line of the Milwaukee Ry. excluding North Dakota stations, will market approximately 125 cars, compared with 74 cars shipped last year. This year the entire Harlem line, including North Dakota stations, will possibly market 170 cars, compared with 102 cars shipped last year.

The potato growers on the Harlem line are the most successful in the state, due greatly to the progressive growing and handling of the product to the market. Just a few years ago when this industry was recognized as gradually expanding, they formed an association headed by J. W. Jarett of Britton, S. D. The association adopted and maintained the most important feature of potato culture, i. e., only placing Federal Grade No. 1. potatoes on the market. This has steadily gained a reputation at terminal markets and there is now a great demand for potatoes from that territory by such markets. Another item of interest and importance to growers is that the Association has constantly advocated the sacking of all potatoes rather than to

place them on market in bulk as was done two and three years ago; and it is expected that this year's shipping from the Harlem Line will find 90% of the potatoes sacked—the balance in bulk will only find destination at interior points.

The production this year over the entire state suffered an approximate loss of 15% of Standard Federal Grade No. 1 potatoes due to the mid-summer drought. It is estimated that 90% of the potato growers will make use of such lower grade potatoes for stock feed and potato seed for next year, with practically no loss to the growers for the results through this course will bring comparatively higher return.

Farmers are steadily realizing the value of potato growing. It supplies them with a product similar to grain, yielding a market with a good profit, supplies stock feed with the lower grade of potatoes, supplies seed and is one of the greatest soil fertilizers known.

"Autumn"

When the cattle are in the stubble
And the clover is in the barn,
When the farmer forgets his trouble
As he picks the golden corn,
When the brown thrush in the thicket
Hears its lonesome lover call
And the chirping little cricket
Tells a story of the fall.
When the grass out in the meadow
Takes on a coat of brown
And foliage smeared in gold and yellow
Spells autumn's sweet renown,
When the golden sun creeps daily
From the northern shining lights
And black birds sing so gaily,
'Mid scenes 'of falling nights,
When a smoky haze is hanging
'Neath a sky of perfect blue
And russet leaves are falling
Bidding summer sun adieu,
Does not your heart throb wildly
'Mid the scene that's spread for you,
Formed by autumn winds so mildly
And a sky that's always blue?

A. B. R.

Obituary

Delevan E. Moore, 80 years, died at his home, 1502 Cedar Street, Sunday afternoon, Oct. 15th.

Mr. Moore has been employed by the C. M. & St. P. R. R. for over 35 years, having entered the service as an operator at Bangor, Wis., in 1867, later becoming agent, in which capacity he acted for more than thirty years at different points on the St. Paul System. At the time of his death he was employed in the Superintendent of Terminals Office, Milwaukee.

He was a member of the 2nd Mass. Cavalry during the Civil War, enlisting at the age of 16 and serving four years. He was a 32nd Degree Mason. On Oct. 9th, Mr. and Mrs. Moore celebrated their fiftieth wedding anniversary.

Funeral services were held from the rooms of Geo. L. Thomas, under the direction of La-Fayette Lodge No. 265 and Ivanhoe Commandery. Burial at Bangor, Wis.

The C. M. & St. P. R. R. joins in extending their sincere sympathy to the family of one of our most loyal and true veterans.

Legal Department Changes



H. H. Field, General Counsel

Following upon the lamented death of Burton Hanson, general counsel of this company, some changes have been made in the positions occupied by the various officials of the legal department; but no change in the personnel:

H. H. Field Becomes General Counsel

Effective October 15th, announcement was made of the election by the board of directors, of H. H. Field, as general counsel, succeeding Burton Hanson, deceased. Mr. Field held the office of general solicitor, until his election as general counsel. He has been in the service of this company since 1880, when he entered its legal department in Milwaukee, where the general offices were then located.

Mr. Field is a native of Massachusetts and came west in 1876, studied law in Milwaukee

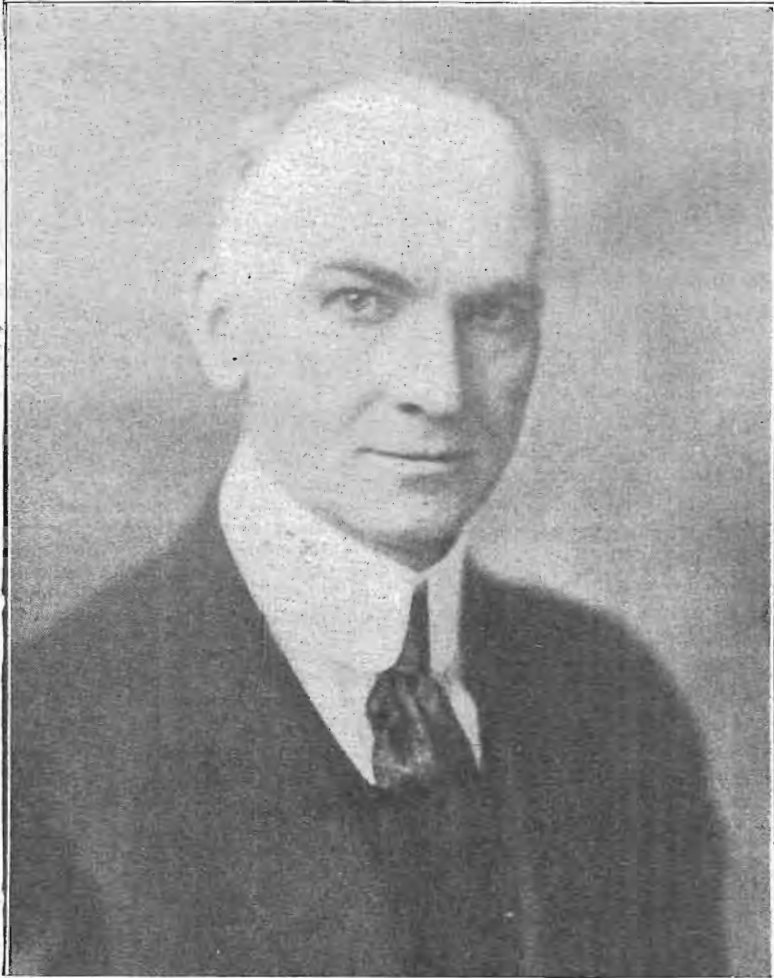
and was admitted to the bar in 1879, entering the law department of the Milwaukee Ry. under John W. Cary, general solicitor.

He was appointed assistant general solicitor in 1887. In 1906, when the Puget Sound extension was commenced, he went to Seattle as general counsel for the lines constructing that extension, and remained in Seattle until the close of 1911, when the C. M. & P. S. was united with the parent line, when he returned to Chicago as general solicitor of the entire system, with office at Chicago.

Mr. Field is a charter member of the Veteran Employes Association, is greatly interested in its welfare, and all who have had the pleasure of attending the annual dinners of that organization when Mr. Field presided as toastmaster have come away impressed,

not only with his scholarly attainments, but with his ready wit and genial good-fellowship. His election as general counsel receives the hearty endorsement of the entire organization.

commerce counsel. In 1918 he was given the title and duties of general attorney. He was elected to office of general solicitor effective October 15th. He is a member of the Chicago Bar Association, the Illinois Bar Association



O. W. Dynes, General Solicitor

O. W. Dynes General Solicitor

Mr. Dynes was born at Columbus, Wisconsin. He was educated in common schools, the State Normal School at Oshkosh and Cornell University. After graduation from the Normal School he was principal of a high school for one year and after admission to the bar taught the Law of Evidence for a time in the Chicago Law School. In 1895 he aided in the last revision of the Starr and Curtis Revised Statutes of Illinois. In 1897 he was appointed trial attorney for the Fidelity & Casualty Company and continued in that work and general corporation practice until 1908 when he was engaged to do trial work for the Chicago, Milwaukee & St. Paul Railway Company and given the title of assistant general solicitor. In 1912 he became

and the American Bar Association. His home is in Hinsdale, a suburb of Chicago, and office in the Railway Exchange Building.

Carl S. Jefferson General Attorney

Carl S. Jefferson, assistant general solicitor, has been appointed general attorney. Although a comparatively young man, Mr. Jefferson is an "old-timer" in point of years of service, having entered the legal department of this company as law clerk, in 1898.

He was born in Madison, Wisconsin; was graduated from the University of Wisconsin Law School, and after serving several years as law clerk, he became secretary to George R. Peck, for many years the general counsel of the company.



Carl S. Jefferson, General Attorney

He was appointed assistant general solicitor in 1910, which office he has held until his appointment as general attorney, with office at Chicago.



J. N. Davis, Commerce Counsel

J. N. Davis Commerce Counsel

J. N. Davis, assistant general solicitor, has been appointed commerce counsel of this company, to succeed O. W. Dynes, newly elected general solicitor. He is a native of Missouri, was graduated from Grand Island College, with the degree of A. B. He completed his law course at Chicago University and entered the legal department of this company in May, 1911. His office is in Railway Exchange Building, Chicago.

An Old Timer of Milwaukee Shops

Chas. E. Berodin, Paint Mixer, Car Dept.

Following is a narrative of 45 years of service with one company, of which 42 years was continuous. This is the record of one of our veterans, Chas. E. Berodin, now foreman

in the paint mixing room at the Milwaukee shops.

I worked for this company a short time in the fall of 1869 at the old shops located at the foot of Second Street, Milwaukee. My duties at this time were the painting of locomotives, which in those days were little dinky wood burners. They were coupled to the cars with a link and pin. I left the employ of the company for a short time and again started, in 1872 at what used to be the North Milwaukee shops. These shops were located at what is now the Humboldt Avenue yards. After painting locomotives and cars for a time I got an idea that I would like to go braking so I was put to work braking freight on the Northern Division. After a few trips I got all I wanted of the old system of coupling and uncoupling cars with link and pin, and decided I would make a better painter than a brakeman. On April 5th, 1879, John Ballie, then Master Car Builder put me back to work at painting under A. T. Schroeder then foreman painter at the old car shops located at that time at 6th and Fowler Streets, Milwaukee. My duties consisted of painting and striping coaches, which in those days were small wooden cars with open platforms. We did not know or ever thought that some day we would see the big modern steel passenger coaches, which are in service today. In fact in those days the little old wooden dinkies, as they are now called, were considered the finest and best cars which could ever be built for passenger service. At this time the company had six sleepers in service and everyone thought they were wonderful things. We did not know what parlor, dining and observation cars were, neither were they thought of. I have seen all of the present day style cars come into service.

February 14th, 1882, the shops were moved from 6th and Fowler Streets to what were then called the new shops at West Milwaukee. At that time they consisted of six buildings and today we have about fifty.

When we made this move, I was placed in charge of the floor as assistant foreman under A. T. Schroeder, until the fall of 1882. Then I was placed in charge of the paint mixing room, supervising the making of paint for the entire system, which position I still hold. Now working under L. B. Jenson, shop superintendent car department.

I have seen this system grow from a few short lines, which were considered long runs in the old days. The coast extension was never thought of, neither the immense locomotives burning coal or those using electricity for power which are now in operation on the western extension.

I have also seen the coming and going of many officials, many of whom have passed to the great beyond.

My recipe to my younger fellow workers, for a long continuous service record are, a good clean life with moderate habits, conscientious in your work, and always prompt and loyal to your employer.



Reading The Milwaukee Magazine In Front of The Pyramids

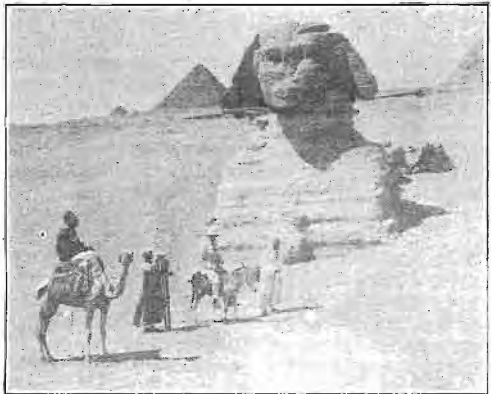
A World-Wide Circulation

If anyone doubts that "our" Magazine has a world-wide circulation, let him observe the March 1922 number in the hands of an interested reader sitting on a camel in front of the Pyramids of Gizeh with the Sphinx looking Nileward in the far background.

The pictures show Ira Jay Ingraham, brother of Trainmaster Ingraham of the Sioux City and Dakota division, with the Magazine in his hand, while a fezzed native attendant looks over his shoulder. Let us imagine they are pouring over the story and the pictures of Superintendent Macdonald's article on the "Big Power Plants on the Wisconsin River"; or the picture of our little song-bird, Miss Gertrude Skarolid of Minneapolis. Anyhow, there they are reading "The Milwaukee Magazine" under the shadows of the tombs of the Pharaohs of 4,500 years before Christ,—almost the first word in antiquity in the background, and the last word in modernity,—the picture of the electric motor-drawn train in Montana Canyon, on the Magazine cover.

Ira Jay Ingraham is a traveler of note, having been with Burton Holmes

on his journeys in different parts of the world. While in Honolulu with Mr. Holmes, he was notified to report for U. S. service as instructor in aviation moving pictures at Rochester, N. Y., where he spent some months. After being relieved there, Mr. Holmes recommended him as motion-picture director to Mr. A. Y. Gowen, owner of the motor boat Speejacks, which was outfit-



Mr. Ingraham Arrives At The Shynx

ting for a trip around the world. The Speejacks left New York August 22nd, 1921, sailing first through the Panama Canal and across the Pacific Ocean to the South Sea Islands.

On September 22nd, Trainmaster Ingraham received a letter from his brother, mailed from Alexandria, Egypt, enclosing these photographs. From the fact that one year after the date of their sailing, the Speejacks party had only reached Egypt, it will appear that the end of their cruise is still some length of time away.



Still Absorbed In Home News

Hints to Amateur Photographers

H. W. Griggs, Staff Photographer

Quite a number of the railroad employees have kodaks, and when out on the road or up country bring back some really fine views in snap shots and time settings under various conditions and where this includes railways, locomotives, cars, etc., such films are a valuable addition for record information as much of this data is now picked up by the camera. Not a few films however come in that show up blurs and streaks, pale, thin, etc., some over timed, some under timed, some not timed at all. Many have asked the cause of this. Perhaps a word of advice from the "Official Photographer" may be in order. See that the time lever has not moved away from "snap" position (when making snap exposures or a swishy effect will result.)

Many of these thin no good exposures are caused by making snap shots with the iris diaphragm lever accidentally moved over to the small stop openings, or making a time exposure by holding the camera in the hand, or making snaps near sundown or shortly

(Continued on page 20)

Future of Railroad Maintainance

By R. H. FORD, Assistant Engineer C. R. I. & P. Ry.—Reprinted from Rock Island Magazine, (Concluded)

It has been customary for many years that all operations performed in replacing rail should be done by manual labor. The average weight of a rail was from 500 to 600 pounds, but this has now increased to from 1,100 to 1,500 pounds. Most every railroad man can recall the old days when from fifteen to sixteen men were required in unloading a rail, preliminary to placing ready for renewal. In laying the rail from 100 to 200 men were engaged. In later years, the tendency has been to decrease the size of these gangs but, measured in output, the results have not varied to any great extent. It is now entirely practical to do the greater part of this work by mechanical means from the unloading to the final stage of the operation, until the released rail and fastening are placed in cars ready for shipment. Pneumatic air machines for unloading, operated by two or three in place of fifteen men formerly required, gasoline or electrical locomotive cranes or small hand power machines operated by three or four men, will do the work that formerly required five to ten times that number. In laying the rail, their cost ranging from \$400 to \$8,000, depending upon the size and type of the machine required.

Many of these machines are provided with a trailer for transporting the men to and from the work. They have a capacity of about thirty men and are operated in conjunction with rail-laying jobs, their use and cost depending upon the amount and extent

of traffic and other operating conditions.

The pneumatic drill power machine, power bonding machines and power track wrenches are some of the several labor-saving devices that operate to reduce the cost of this work and will permit increased efficiency and be productive of great economy in rail renewals. The labor cost of laying rail varies from \$700 to \$2,000 per mile, the large fluctuation being influenced largely by operating conditions and facilities. A fair cost today is probably about \$1,400 a mile.

To my mind, the time is not far distant when it will be practical to do this work for about one-third this sum. Twenty million dollars were expended last year for labor in the performance of this work. There are unmistakable evidences today that this work can ultimately be done almost entirely by mechanical means.

After rail was released in the old days, as many men as could be gathered around the rail, marched on each side and lifted it by main strength on to a flat car, the number of cars loaded varied of course, with traffic but four or five cars a day was a pretty good average, all things considered.

A pneumatic air machine, mounted or built on a flat car and equipped with two air derricks, one at either end and placed between two flat cars, will load the equivalent of two miles of rail at about 1/10 of the cost by former methods.

A derrick truck consisting of a small derrick car, is now available for use in large terminals for moving frogs, rails, switch material and heavy timbers. It consists of a turn-table truck and looks very much like a miniature crane and can be lifted from the track by three men. It will replace the work done by two or three times that number. Its advantages pretty largely depend upon the versatility of the foreman.

I do not believe that the average railroad man appreciates the widespread usage and great opportunity for savings that can be accomplished by a properly designed locomotive crane. One of these machines will do about everything required in lifting, placing, transferring, pile driving, erecting, digging and in fact anything of this class where manual labor has been heretofore necessary. The range of their use is entirely a matter of education, not only are they extremely valuable in maintenance of way work, but they are adaptable for other lines, wrecking, loading coal, cleaning out cinder pits, moving mechanical material and appliances, in and around stores, departments and numberless other uses. Their activities being predicated very largely upon the organization and method of control. If these machines are equipped with a generator and electric magnet and can be utilized to a great advantage in the larger terminals in picking up scrap and transferring and loading heavy material by the use of the magnet. The latter, by the way, reflects very attractive possibilities in Railway Maintenance.

One of the expensive items of roadway maintenance is caused from the deteriorating effect on rail fastenings, spikes, bolts, tie plates and even in some cases the rail itself, resulting from brine drippings from refrigerator cars and the salt air for railroads in the vicinity of the ocean. This requires that these metal parts shall be oiled periodically and the work is usually done by track labor. An oiling machine, introduced on the Lackawanna by Mr. A. J. Neafie of that Company has proven invaluable both as a means of performing the work efficiently and decreasing labor costs.

The cost of oiling joints only by a mechanical oiler runs from \$3.50 to \$7 per mile (depending largely on the cost of the oil) being much less than it costs by manual labor, but when the other track appliances are included the difference is so great that much of this work becomes impractical for hand labor.

The American Railroads spend today about \$30,000,000 for clearing the weeds from their track, with an addition of about \$16,000,000 for keeping the right of way clear of brush and weeds. It is customary on a majority of the roads to do much of this work by team mowers, or by hand, using a common scythe in the same manner that a farmer cut hay many years ago due largely to the fact that there is so much broken or rough and rocky land within the right-of-way, so no machine has been developed for this pur-

pose, but the tractor is well adapted for the greater portion of such work. A great opportunity for saving is represented in this single item, by the development of the tractor and sickle-bar, both of which are now in use to a limited extent. Track weeds are one of the larger items of roadway maintenance. On important lines it is necessary that they be removed from the track in order that it may be properly maintained. It forms one of the principal jobs of section labor and requires the services of over 100,000 men for five months to clear the American railroad track of weeds. A weed burner operating at a cost of \$14.00 per mile per trip, as compared with \$135.00 per mile for hand labor. This is only one of several devices that is entirely practical for the purpose.

On branch lines the ballast shoulders can be taken care of by the disc weed cutter which operates at a cost of about \$4.50 per mile as compared with \$25.00 per mile for hand labor. Track mowing machines which consist of a sickle bar attached to a heavy-duty motor car, and so adjusted as to cut the weeds six feet from the rail, starting from the outer edge of the ballast section, can also be adjusted to a hand car and operated by hand. These machines operate at a speed of from 4 to 6 miles per hour, at a cost of \$5.50 per mile, as compared with \$40.00 per mile for both sides of the track by hand labor.

Destruction of weeds by chemical process is both possible and practical, although the field is yet open for further development and here again much remains for the inventive genius. The foundation for most chemical weed destroyers, is arsenic in a soda solution. It is sprayed on the roadbed from specially constructed cars passing over the line at a speed of about 20 miles per hour. From one to three applications are necessary during the growing season, depending on the class of weeds and the frequency of use. After a series of applications the interval between applications can be greatly increased and the cost correspondingly reduced. It is possible by annual applications for a few years to sterilize the soil so that weeds will not grow and operate to reduce the vast sums that must be spent annually on a weeding program. There has been an aversion for a long time to the use of chemicals in weed destruction on account of danger to live stock and the claims resulting therefrom, but changing methods have made it practical to use chemicals which destroy the root as well as the stem, differing in this respect with the weed burners which destroy the part only above ground. In my judgment the time is not far distant when a great part of the money now spent annually for weeding on the American railroads will be no longer expended because chemical and mechanical means will render this labor cost unnecessary.

One of the largest items in roadway maintenance is the labor required to maintain the track in uniform surface in order to secure smoothness in riding, prevention of derail-

ments and the decreased wear on rail fastenings and rolling stock, which are greatly affected by rough stock.

The trackman does this by lining and surfacing the track, tamping up the ties and truing up the alignment by means of shovels, tamping bars, tamping picks and similar tools. The surfacing work especially is of necessity performed in a slow, laborious manner, spotting up the track as it is called or surfacing out of face. In the former case, the loose places between the ties and ballast are located and the ties brought up to a uniform bearing under the rail. Long stretches are corrected in the same manner except that all ties in the section are brought to a firm bearing and uniform surface, the extent of the work varying with the standard of maintenance required, largely dependent upon the speed, frequency and weight of passing trains.

Approximately 44 million dollars is annually expended for this work which is almost exclusively a labor item and is performed by the section and extra gang forces.

There are now upon the market tie tamping machines, operated both electrically and by means of compressed air, in some cases the section motor being used to run the compressor. These machines cost about \$2,500 each, and reduce the cost of the work from 70 to 100 per cent. although many cases are reported where the reduced cost greatly exceeds this. As a general rule these machines are better adapted for rock and heavy ballast than for light material and for this reason there is considerable room for further development in this direction. The tie-tamping machine is a practical, efficient tool, its use, however, has not become as general as the circumstances warrant, doubtless because of the initial investment. One important trunk line is using a pipe line over a hundred miles long which parallels its track for an air line to furnish compressed air for tools of this and like character, with the corresponding reduction in the cost of maintenance throughout this territory.

Ballast becomes foul by use and must be either shoveled out by hand and waited on the adjoining slopes or cleaned by screening. It is customary for many roads to do the latter work by hand using the old-fashioned screen (somewhat similar to coal screen). Even at that they are enabled to show savings, principally, however, because of the first cost of the ballast. While there is yet a great opportunity for an inventive genius in reducing cost in this direction there is now on the market power operated mechanical ballast screen that

greatly decreases this cost over-hand labor as well as conserving the ballast supply, a matter of special importance in certain localities.

Picking up scrap and cleaning of the railroad right of way and yards fall to the maintenance laborer. There are many short cuts where savings can be made by local appliances, that help out wonderfully in reducing the cost and equivalent labor required. As previously stated, the tractor or locomotive crane equipped with a magnet offers great opportunities in this direction, especially when combined with the facilities for cleaning, collecting or piling miscellaneous material. There are also many opportunities for the reduction of labor costs in this direction, particularly so in bridge and water service work, if time permitted reference to same.

such matters. As a general rule, a man unfamiliar with railroad operation or maintenance does not appreciate the conservativeness that is necessary on railways because of the elements of safety to life and property and the hazard that is always involved in everything connected with railroad operation, also that simplicity is an absolute essential. This has been so well drilled into the trained railroad man that he will quickly discard devices that may have indications of merit, but in the stages presented are not feasible, although it is usually pretty hard to get the inventor to see it that way.

The patent office is full of discarded inventions for railroads that are theoretically all right but practically impossible. A thorough understanding of the principles involved is absolutely necessary and the man unfamiliar with railway operation is generally seriously handicapped at the start until he can properly inform himself or cooperate with practical railroad employees. Railroad men of inventive turn of mind who will study railroad problems have a good start in this direction. One of the essential features is a well-grounded knowledge of costs under existing conditions, the experience of others on proposed remedies and their reasons for failure if any, together with a willingness for research and investigation, matched only by the usual amount of patience and perseverance, which the inventor usually has and this with a knowledge of the proper cost to manufacture the proposed devices. Is it conservatively safe, cheap, simple and essential, is the main question. Railroad men are as a rule only too glad to aid men of this character in giving them the benefit of their knowledge and experience and assisting him in the right direction.

Appointments

Following are recent appointments in the traffic department:

- F. J. Calkins, assistant general freight agent, Seattle.
- O. P. Kellogg, assistant general freight agent, Seattle.
- Geo. E. Stolp, assistant general freight agent, Chicago.
- J. A. Farmer, assistant general freight agent, Chicago.
- E. W. Soergel, assistant to the traffic manager, Chicago.

Current News of the Railroad

C. M. & St. P. Motive Power

Do you know a Pacific-type locomotive when you see one, or can you distinguish a Prairie from a Mikado? Perhaps not many men not connected with the actual operation of trains can; therefore, the following re-cital may be of interest.

The Atlantic-type locomotive, designated in our ownership as Class A, was first brought out early in 1895 for the Atlantic Coast Line. It is used only in passenger service and has four drive wheels, four lead and two trailing truck wheels, and includes locomotives in the 3100, 3100 and 3500 series. Wheel arrangement / oo O O o.

The so-called ten-wheeled engine, used in both passenger and freight service, was first patented in 1846. The distinguishing feature of this type is that the six drive wheels are connected, with no trailing truck but with a four-wheel lead truck. Our ten-wheelers are of the B and G Classes, Series 2000 to 2950 and 4100 to 4400. Wheel arrangement / oo O O O.

Mallets are designated as Class N, freight service, Series 9100, 9500, 9600. They are carried on six pairs of driving wheels, divided into two groups and a two-wheeled truck front and back. Wheel arrangement / o O O O O O o.

The consolidation type is the C Class, Series 7000, 7100, 7200, 7500, 7600, in freight service. The first "consolidation" was built for the Lehigh Valley in July, 1886. It has eight drive wheels and a two-wheel lead truck. Wheel arrangement / o O O O.

The Pacific is a passenger locomotive. It has three pairs of coupled driving wheels, a four-wheeled leading truck and a two-wheeled trailing truck. The originals of this type were built during 1901 for export to the New Zealand Government Railways. These are our Class F and are in the Series 6000, 6100, 6300, 6500, 6600, 6700. Wheel arrangement / oo O O O o.

The Prairie-type was designed to handle heavy freight trains at high speed. It has a leading pony truck, three pairs of driving wheels and a pair of trailing wheels. It is our K Class and comprises Series 5000, 5500, 5600. Wheel arrangement / o O O O o.

The Mikado L type freight locomotive, Series 8000, 8100, 8200, 8300, 8500, 8600, has a leading pony truck, four pairs of driving wheels and one pair of trailing wheels. They are appropriately named, the original having been designed and built for the Nippon Railway (Japan). Wheel arrangement / o O O O O o.

The original Mogul, a class of engine with three pairs of drivers connected and a swinging pony truck in front, was the E. A. Douglas, built for the Thomas Iron Company in 1867. They are of the M type, our 2950 Series. Wheel arrangement / o O O O.

The eight wheeler is our H Class, passenger and freight service, Series 300, 400, 500, 700, 800. It has four connected drive wheels and a four-wheel leading pony truck. Wheel arrangement / oo O O.

Water Supply

It should be interesting to travelers by rail to know that every source of water supply for drinking and culinary purposes on trains is inspected and examined regularly by agents of the Federal Government. The United States Public Health Service, under Surgeon General Hugh S. Cumming, maintains a large staff of health officers, supplementing the activities of the railroad itself, to safeguard and protect the traveling public from contagious and infectious diseases through contaminated water not only the supply itself, but also the manner of handling in coach yards. There are obviously so many sources of contamination in a coach yard that eternal vigilance and supervision is the price of protection.

Equipment Shortage

Months ago the agitation for a reduction in freight rates was at its crest, railroad officials in public statements made the assertion that the reduction sought would not stimulate business, but that commerce would revive through the entirely natural laws of supply and demand and that then the cry would be not for rate reduction but for more cars, more power and greater terminals; in other words, a railroad plant capable of expansion to meet the needs of the situation. How true the prediction came is demonstrated daily in every railroad office in the country when shippers and consignees are begging for cars of all kinds, refrigerator, automobile, grain, common box, stock and flat. The volume of business now being handled under the handicap of this normal car shortage, made worse by the bad-order car situation caused by the Shopmen's Strike, is shown in figures compiled by the American Railway Association. During the last week of September, loading of all commodities, except coal, was 809,032 cars, the heaviest loading (excluding coal) of any week in the history of the railways. This period of the year represents, of course, the peak of the heavy season, but the nation's present supply of cars and locomotives is woefully inadequate to handle the immense amount of freight awaiting movement. However, the public is fickle and will undoubtedly forget as soon as the emergency is past and will then go back to its favorite topic—reduction of rates.



General Superintendent of Transportation, G. L. Whipple

G. L. Whipple Receives Promotion

Effective October 1st, Mr. G. L. Whipple, superintendent of Transportation, has been made general superintendent of transportation, with headquarters, as heretofore, in the Railway Exchange Building, Chicago. Mr. Whipple is a veteran Milwaukeean, his term of service dating back to 1893. He entered the service at that time as telegraph operator, and has successively filled the positions of train dispatcher, chief dispatcher, trainmaster and in 1910 he was given the position of assistant superintendent of transportation and in 1912 was promoted to superintendent of transportation, which position he has held until the advancement to general superintendent of transportation.

Discarded Tools

H. W. Newlin, Spl. Inscr.

There is a box car shed at Milwaukee shops scrap dock, one end of which is used for the storage of discarded tools which are taken from the incoming scrap cars and from various other sources. In the collection one can find almost anything in the line of small hand tools from the stock and die, the bench vise, pipe wrench, monkey wrench, drills, files, chisels, punches, reamers, sets, etc. The money represented in this collection means hundreds and hundreds of dollars.

Inspection of a large percent of these tools shows that the defect could have been remedied by the men who used them had there been the desire to do it. A bent shank on a wrench is no excuse for scrapping it or turning it in for a new one. A worn jaw on a pipe wrench does not condemn it to the scrap pile when a few strokes of a file will replace the worn teeth. The cutting edge on a bit does not, or should not, put it permanently out of commission when a few strokes of a file will restore the cutting edge. A large quantity of files come in when there is nothing wrong with them except that they are filled up with a solid mass of

metal which can be cleaned out with a small wire brush.

There is a rule which forbids the use of tools not in safe condition and another rule which requires the turning in of the old tool for a new one. Both of these rules are all right but they are overdone to a point which means waste of material.

I don't believe it would be going too far to state that the evidence gained by looking over these discarded tool piles leads one to believe that it is entirely too easy to get tools under one pretext or another.

The man that is capable of using a common tool should also be capable of keeping that tool in working condition up to the point of safety against breakage. The bent shank of a monkey wrench tells its own story. The wrench has been used in a position reverse to its normal intent.

I do not want to convey the impression that these damaged tools are scrapped just because they do get into the scrap cars and come in to Milwaukee, but the point is that they should not get into the scrap until they are beyond the point of repairing. It seems to me that the easiest remedy for this condition is for the local storekeeper to take the matter more in his own hands and scrutinize more closely the damaged tools turned in for the new one, impressing upon the man that draws the order the necessity for his doing what he can to put the tool in usable condition and then insisting that it be done.

Hints to Amateur Photographers

(Concluded from page 16)

after sunrise, or attempting snap shots in the woods and other dark places.

The standard lens openings are F4.5, 6.3, 7.7. Use the former if you can afford it. Place the instrument on its tripod, or hold it up against something solid for time exposures, which in bright sunlight should be one or two seconds with stop 32. For semi clouds use stop 16. Snap shots in bright sun use stop 8 or 11, set shutter to 1/50 sec. If you have to take snaps from moving trains or of moving objects, use full stop with 100 sec. The ordinary automatic kodak shutter release is only good up to 100, beyond that the trigger lever set is used up to 250 and higher. The $3\frac{1}{4} \times 4\frac{1}{4}$ is the standard small size which is now included in the official set of 5x7 and 8x10. Watch your lever, watch the time, watch the light, this is the crux of the whole matter.

Checking Up

Roy Simpson, negro laborer, was putting in his first day with a construction gang whose foreman was known for getting the maximum amount of labor out of his men. Simpson was helping in the task of moving the right-of-way, and all day long he carried heavy timbers and ties until at the close of the day he was completely tired out. Came quitting time. Before he went he approached the boss and said:

"Mister, you sure you got me down on the payroll?"

The foreman looked over the list of names he held. "Yes," he said, finally, "here you are—Simpson—Roy Simpson. That's right, isn't it?" "Yaas sah, boss," said the negro, "dass right. I thought mibbe you had me down as Samson."

—Forbes Magazine.

CLAIM PREVENTION

The matter of Loss and Damage to Freight is a vital issue on all railroads of this country. Here are some thoughts and some things done by agents of other railroad companies in line with their Loss and Damage campaigns:

Loss of Entire Packages Through Illegible Marking

Under the above caption, Thomas Mahoney agent of the Santa Fe System at Atchison, Kansas, gives it as his belief that illegible and incorrect marking and addresses are responsible for a large percentage of the loss of entire packages of freight and he says he is convinced that "sufficient emphasis has never been given to that feature of the subject that deals with the intelligent marking of packages." "Aside from theft," he continues, no logical reason exists why a package that is plainly marked and correctly stencilled or tagged, should not reach its proper destination, even though it becomes separated from the waybill; because the station where it is found 'over' will promptly waybill it to the proper point. On the other hand, if the destination is indecipherable it will either be sent to the unclaimed warehouse or started to a point other than the correct one."

With the foregoing in mind, Mr. Mahoney's station has for some time specialized in marking, not only with reference to perfect legibility, but also as to exercising care to see that the tags and shipping order agree in every particular. This, he says, is important, "because in some instances while the bill of lading which was prepared in the shipping office may be absolutely correct, the marking which was performed in another department may be quite different. The check clerk could of course discover the discrepancy, but with the shipping ticket in front of him, he knows what the destination of the shipment is, and if he is not a careful man, he would not inconvenience himself either to hold out the package or make the necessary change." In this manner the mismarked package is started on its way, and if the waybill is not available at transfer points, the chances are that the shipment will be forwarded to the wrong destination, with the result of another loss of entire package.

To help in securing better marking of shipments, Mr. Mahoney took up the question with the Chamber of Commerce of Atchison and secured their cooperation along lines which he suggested, requesting not only perfect legibility in the marking, but that the routing be shown in every instance, because the additional information assists materially in locating revenue billing for astray goods. The Atchison Chamber of Commerce responded splendidly and issued a circular,

which might well be used as a model for similar action in other cities having such civic bodies. The circular reads as follows:

Thomas Mahoney, agent for the Santa Fe, is soliciting your co-operation in the matter of the proper marking of goods for shipment, and I believe you will agree that this is worthy of your utmost consideration.

You are urged, therefore, to follow out the method of the proper marking of goods as described, and in this way avoid the annoyances incident to the loss or delay to shipments brought about through improper marking.

A source of perpetual annoyance to shippers and receivers of merchandise is the loss of entire package. In many instances the missing article is the one most needed, and its loss entails not only embarrassment and inconvenience to the receiver but loss of sales as well, as frequently it is a special order that some customer is anxiously awaiting. The shipper comes in for his share of trouble also, as a duplicate consignment is necessary, followed with the customary claim with its attendant delay of thirty to sixty days pending settlement and loss of interest on money in the interim.

To eliminate this loss and in the interest of increased efficiency, the carriers are giving special attention to the proper marking of goods, discouraging the mere showing of the name of consignee and destination, and urging shippers to show their name and address, nature of contents, supplemented with the routing as, for example, "via Santa Fe." The latter is an important feature in running down revenue billings and making prompt delivery of goods which might reach destination astray. For instance, if one of our shippers started a consignment over the Santa Fe to Wichita and part of the shipment arrived there via the Missouri Pacific or Rock Island, the routing would indicate to the agent of the line handling the shipment that the Santa Fe initiated it and notice would be served on the latter's representative, with the result that prompt delivery would be made, thereby precluding inconvenience to consignee.

Some of our shippers now add the routing in connection with other marks, and, as the greater percentage utilize stencils in addressing packages, it is thought that including the routing would entail but little extra labor and would contribute not only to better service but to the mutual benefit of shipper and carrier.

Don't

- Cause freight to be handled roughly.
- Leave car doors open and unsealed.
- Allow freight to stand on platform in rain.
- Ignore instructions given you by Supervising Agent.
- Make any errors in mailing way-bills.
- Pile freight too high in car, or light boxes under heavy freight.
- Receive freight that is not properly marked and packed.
- Enter a car of explosives with matches or lights exposed.
- Violate your loading instructions.
- Enter with freight a car that is defective, with leaky roof, etc.
- Neglect to clean cars before loading.
- Tear shipments of woollens by using hooks.
- Imagine you know it all, but consult your instructions.
- Overlook defective containers.

Neglect to observe these pointers, which will prevent claims.

Salvaging a Carload of Dampened Freight

Accidents are liable to happen to freight in transit, and goods arrive at destination in various stages of damage, not total loss. Here is a case of an agent of the Illinois Central Railroad getting busy with a carload of freight which had been subjected to a heavy downpour of rain caused by the roof of the car being blown off in the storm. The car arrived at its destination and the agent noting the condition of the contents, immediately unloaded the car, each article was examined, the water wiped off all the boxes and everything spread out to dry, after which immediate delivery was made by having the merchants call for their shipments. The canned goods were unpacked at once in order to dry the labels and thus prevent them from slipping off, and to avoid rust forming on the can. Where immediate delivery could not be made, boxes were opened and unpacked, each can or package dried and aired well and then replaced in the or-

iginal package. Delivery of these packages was effected without exception. Shipments of sugar, coffee, beans, etc., were unloaded, the packages turned every hour and dried on all sides.

All the paper covering was taken off a piano, which was very wet. The piano was dried thoroughly with a soft cloth and aired for twenty-four hours, and then wiped with a good furniture polish. The piano was then repacked and delivered without exception.

Among the shipments in the car that were damaged by water were: sixteen sacks of corn meal, thirteen cases of spices, twelve sacks of roasted coffee, six cases of peanut butter, ten cases of shredded cocoanut, ten cases of syrup in fiber board containers, nine bundles of paper bags, five sacks of sugar, two cases of dried fruit, two cases of corn, one carton of cigars, one carton of smoking tobacco, one sack of beans, one sack of peas, one case of drugs, one piano and stool. There were only two exceptions against the entire load of twenty-seven shipments, the claims amounting to \$4.66.

FROM THE BUREAU OF SAFETY

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

American Railway Association Safety Section

Analysis No. 1 of Interstate Commerce Commission Bulletin No. 82 Annual Accident Statistics, 1921.

During the year 1921 an unprecedented reduction in accidents of all kinds was made by the railroads of the United States, as was shown by the preliminary statement put out by the Interstate Commerce Commission on March 21, 1922, and by Annual Accident Bulletin No. 82 recently issued. This remarkable reduction in accidents was the subject of much favorable comment by the public press, in which management and employees alike were given deserved credit for the results achieved.

Those who are familiar with the subject recognized the fact that the dull times and light labor turnover in 1921 created favorable conditions from a safety standpoint, but the record was so much better than in the previous years, when conditions were equally favorable, it was believed that the reduction in accidents was due, not only to the conditions mentioned, but in a much larger measure to the safety work carried on by the railroads.

However, the increase in accidents shown by the preliminary reports for the present year, compared with 1921, the prospective increase in business and the probable employment in the near future of larger numbers of new and inexperienced men may result in a repetition of the unfavorable ac-

cident record of years prior to 1921, unless systematic accident prevention work is increased in accordance with the increase in business and the conditions that are developing incident thereto.

Fluctuations in Accident Record

An examination of the accident record, as far back as statistics are available, shows marked fluctuations in the number of accidents reported which seem out of proportion to the increases and decreases in business and the number of employees in the service during the respective years, and which may be construed in part, as a result of variation in the amount of attention paid to safety work.

For example, the number of employees killed by years since 1913 varies from the maximum of 3,715 to the minimum of 1,446, while the injuries vary from 176,923 to 104,530.

In 1919 there was a decrease, compared with the previous year, of 37% in the number of employees killed and 16% in the number injured, while in 1920 there was an increase over 1919 of 21% in the number killed and 14% in the injured.

But the increase in 1920 was followed by a decrease in 1921 of 44% in killed and a decrease of 30% in injured. The point is further illustrated by the rate killed and injured per thousand employees in the service, which for one occupation, yard brakeman, is shown as follows:

(Concluded on page 28)

At Home

Hazel M. Merrill, Editor



Jean Frances Burns, 16 Mos. Old Daughter of
Idaho Division Section Foreman
V. T. Burns

Suggestions for Handmade Christmas Gifts

Your associate editor had the pleasure of spending her vacation with "Ye Editor" on a trip "Across the Continent." While at Seattle, we suddenly realized that the November issue should contain suggestions for those who wish to make their Christmas gifts, as we needs must get an early start to avoid rushing around wildly the last minute. I, therefore, hied me to the "Marshall Field" of Seattle and spent an afternoon in the fancy-work and gift departments, gathering the followig ideas, which, it is hoped, will prove valuable to you.

Tea-cloths and napkins of colored linen, lavender, green, henna, blues, etc., are very new and novel, and one particularly beautiful set of old-rose linen with two rows of hemstitching to make the hem; in the corners, are embroidered baskets joined together with loops of ribbon. The baskets are outlined in black and filled with gay, colored flowers: ribbons are worked in two tones of rose. Another beautiful set is of oyster-white linen, hemstitched in blue in squares with a cross-stitched design in every other square around the border and one in the exact center; napkins also have a hemstitched edge with design in one corner. A strand of color run through the hemstitching makes an artistic edge. Also absolutely new and novel are the guest towels in colored linen, some in simple cross-stitch design, others more elaborate. These luncheon sets, towels, linen runners, handkerchiefs, etc., may be purchased all stamped, cut-out, hemstitched, etc., with nothing left to do but the embroidery, enabling one to make a gift in "no time."

There are many new designs in fancy, aprons, applique, French knots, cross-stitch, etc. One unusually fancy and dainty apron,

an appropriate gift for those who often have occasion to serve a light, delicate luncheon, such as a friend in college, or one living in a small apartment, has applique baskets for border design, with design of smocking near waistline. There are also beautiful applique table-covers, cushion-covers, etc.

Embroidered handkerchiefs are the daintiest of Christmas remembrances and always acceptable, and those with hand-rolled hems and chic designs in patchwork and embroidery are very charming. An exceptionally pretty one is of gray linen with white vase filled with pink blossoms; also one of white with design of drawn threads of blue, finished off with blue organdy ruffle. Some of the new handkerchiefs have a wisp of lace to form the body of the corner design, giving them added attraction. Also many gingham handkerchiefs which were so popular last season; handkerchiefs with colored borders and design to match the border. For the gentlemen, the hand-drawn, hemstitched linen and pongee handkerchiefs make very acceptable gifts.

Then there are dainty collar and cuff sets of white or cream linen, hemstitched in color and embroidered in cross stitch designs. Also the usual, useful, fancy, bright cretonne bags for collars, soiled handkerchiefs, shoes, laundry, etc., and distinctly new linen bags with elaborate patchwork designs; fancy taffeta bags to carry with costume or to hold fancy work. Most any shade and combination is good, but particularly alluring to carry with costume are the handsome black ones, lined with orchid, blues, pinks, etc. Lamp-shade bags are the very latest for novelty fancy-work bags, and each of these fancy bags must have the finishing touch of a bunch or spray of hand-made silk flowers, of which there are many new attractive designs this season. When these sprays of silk flowers are used for sachets, powder-puff cases, etc., the scent may be enclosed in the padded center. While mentioning silk and ribbon flowers, it is altogether fitting not to forget that everyone is wearing rosetted girdles, and girdles of interwoven strands of ribbon, and here again the hand-made silk flowers come into play.

One of the newest and most beautiful work-baskets is simply a wire lampshade covered with silk and trimmed with fringe and silk flowers. Parchment lamp and candle-stick shades make a simple and attractive gift.

Those of us who formed the habit of knitting during the world war, or years before, and who still enjoy it, may get a gift suggestion from a fancy knitted scarf, sweater, etc.

Gifts for the babies must be hand-made, and many consist of such articles as crepe de chine coverlets, carriage straps, a lap

pad; embroidered dress, which may easily be made by using a Madeira bib for the yoke; pair of ribboned garters to hold baby's bedclothes in place; applique bibs; washable white chamois gloves; bonnets, crocheted and knitted knee-length booties, moccasins, caps, afghans, carriage robes, etc. Fine embroidered handkerchiefs may be used on collars, cuffs, pillowcases, bonnets, etc., making attractive articles with little work. Then for the babies and small kiddies there are stuffed animals and small, cunningly-dressed dolls.

For those who indulge in china painting, even in a simple, crude way, there are designs so easy to paint that even an amateur may be assured of success. Common, yellow earthenware pie plates, decorated in luster or enamels, in a free, simple design, make useful gifts for the home. To a plate, may be added a pair of copper or pottery candlesticks, in color to harmonize, making a charming set for the buffet. There are also simple, dainty tea-sets, salad service, children's bread and milk sets, etc., and with colored linen tea-sets, we have something unusual with which to make a luncheon or a Sunday night supper, served on a gateleg table by the grate fire, delightful.

Your Perennials

You are warned against planting the "poppies from overseas." You cannot make a mistake on Shirley or California Poppies but the "French Poppy of Flanders" thrives on neglect and may easily become troublesome weeds. In France they run riot, even through grain fields. But the California Poppies are a hardy perennial, ranging in color from dark red to white, with the prevailing color of orange scarlet. They germinate easily and grow rapidly, but resent transplanting.

Household Suggestions

Wash pongee in warm suds (not hot); rinse thoroughly at least three times, and dry out of doors if possible; iron without dampening. If pongee is laundered in this way, it will never be spotted and will always retain its natural luster.

Save small salt and sugar bags, and drop into them pieces of soap which have accumulated, using the bag as a dish cloth. You will find this a great help.

To clean your felt pennants, lay them on a wash-board and use lukewarm water with plenty of soap powder and a soft scrubbing brush. They will look just like new.

When sewing on buttons on heavy garments, place a pin on top of the button and sew over it. Then remove the pin. The button will stay on twice as long.

The best way to clean gas or electric fixtures that are tarnished or fly-specked is to use a strong solution of vinegar. Rub and polish.

When small children's stockings become badly worn at the knees, cut off top and sew on the ribbed top of a discarded sock. This takes much less time than patching or darning and is much neater.

A pretty table decoration for a child's party can be made with a box of animal cookies and some oblong cookies. Ice the oblong cookies with chocolate or any nice icing and stand an animal upright on it before it hardens. You can make a regular Noah's Ark procession.

Good Things to Eat

Meat Loaf—

1½ lbs. ground raw beef
¼ tsp. pepper

½ cup bread crumbs or cracker dust
½ cup milk or tomato puree
1 egg
1 tsp. minced parsley
½ lb. ground raw pork
1 tsp. salt
1 tsp. onion juice
1 tsp. lemon juice
½ tsp. poultry seasoning

Scald milk or tomato puree; add to bread crumbs; add meat and seasonings and slightly beaten egg; mix all well. Pack in well-greased pan. Bake one hour in moderate oven. Serve hot with a tomato or brown sauce, or slice thin for supper, picnics, sandwiches, etc. Veal, chicken, or all beef may be used. Serves six nicely.

Nut Bread—3 cups sifted white flour; 1 tsp. salt; 6 tps. baking powder; ½ cup sugar; 1 cup chopped nuts; 1½ cups milk or water. Mix and sift dry ingredients. Add nut meats and liquid. Mix well. Place in well-greased pan, brush top of loaf with melted butter, and let stand undisturbed for 20 mins. Bake in moderate oven 40 to 45 mins.

Hot Corn Bread—1 cup yellow cornmeal; 4 tps. baking powder; 2 tbsps. sugar; 1 egg; 1 cup flour; 1 tsp. salt; 2 tbsps. melted shortening; 1 cup milk. Mix and sift the dry ingredients. Beat egg and mix with milk and add with melted shortening to dry ingredients. Bake in shallow pan in hot oven for 20 mins.

Italian Turkey Dressing—For an ordinary 10 lb. turkey, 1 lb. bulk sausage (ordinary breakfast sausage is best); 1 lb. chestnuts; 2 stalks celery; 1 small onion; 1 large loaf stale bread; 12 olives; salt, pepper, pinch of thyme; pinch marjoram, 3 sprigs parsley. Soak bread in enough milk to moisten so that it can easily be handled. Remove stones from olives, and run celery, onion, and olives through meat-grinder. Roast chestnuts enough to loosen the skins, peel and cut in half. Mix bread crumbs, sausage, and seasoning thoroughly, kneading until sausage is completely blended with the bread. When well mixed, add the chestnuts and mix in thoroughly without breaking the nut meat. Stuff breast pouch first, sewing up tight, then put rest of dressing in hollow of turkey. Baste with cider and water, heated, in which little butter has been melted. Put well-greased paper over the turkey inside the double-baking pan. It will help to keep the breast well basted. Cook in moderate oven. Thyme and marjoram may be omitted if not desired.

Oyster Dressing—4 cups softened bread; 8 tbsps. melted butter; 1 little onion juice; 2 tbsps. poultry seasoning; salt; red pepper; 1½ doz. oysters and liquid.

Mix the bread, after it has been softened in water and lightly squeezed out, with the melted butter. Season to taste, being sure to add a dash of red pepper. Add the oysters and use enough of the liquid to make the dressing of the proper consistency.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE and COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. Address Miss Hazel Merrill, Room 1241 Railway Exchange, Chicago, Ill.

THE PATTERNS

4163. Ladies' Apron.—Cut in 4 sizes: Small 34-36; medium 38-40; large 42-44; extra large 46-48 inches bust measure. A medium size requires 4½ yards of 27 inch material. Price 10 cents.

4156. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. It requires 4½ yards of 40 inch material for the 18 year size. The width of the dress at the foot with plaits extended is about 2½ yards. Price 10 cents.

4152. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2½ yards of 44 inch material. Price 10 cents.



4158. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires $3\frac{1}{4}$ yards of 54 inch material. The width at the foot with plait extended is about 24 yards. Price 10 cents.

4172-4174. A Stylish Street Costume.—Coat 4172 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. It will require $3\frac{1}{2}$ yards of 44 inch material for a 38 inch size. Skirt 4174 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and

37 inches waist measure. The width at the foot is 29 yards. To make this style for a 31 inch size will require $3\frac{3}{4}$ yards of 44 inch material. Two separate patterns 10 cents for each pattern.

4155. Girls' Coat.—Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10 year size requires $2\frac{1}{2}$ yards of 54 inch material. Price 10 cents.

4162. Ladies' House Dress.—Cut in 7 sizes: 36, 38, 40, 42

6½ yards of 32 inch material. The width at the foot is 2½ yards. Price 10 cents.

4182. Juniors' Dress.—Cut in 3 sizes, 12, 14 and 16 years. A 14 year size requires 3¾ yards of 40 inch material. Price 10 cents.

4160. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4¾ yards of 40 inch material. The width of the skirt with plaits extended is 2½ yards. Price 10 cents.

4151. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years.

A 10 year size requires 3¾ yards of 32 inch material. Price 10 cents.

2967. A set of Toy Animals.—Cut in 1 size. The Cow requires ¾ yard of 27 inch material and the Horse ¾ yard of 36 inch material. Price 10 cents.

4196. A New Doll Set.—Pattern comprising the Doll and garments is cut in 3 sizes: Small 12 inches, medium 16 inches, large 20 inches in length. The Doll requires for a medium size ¾ yard. The Rompers ¾ yard. The Suit and Hat 1¼ yard of 27 inch material. Price 10 cents.

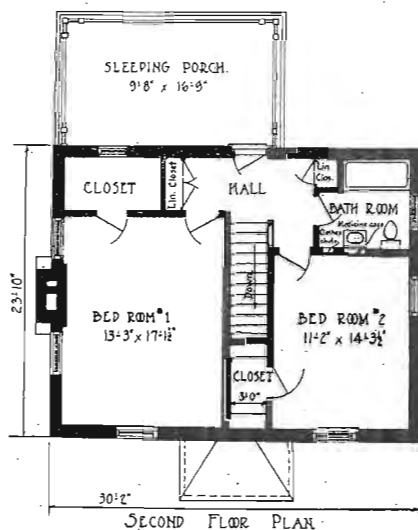
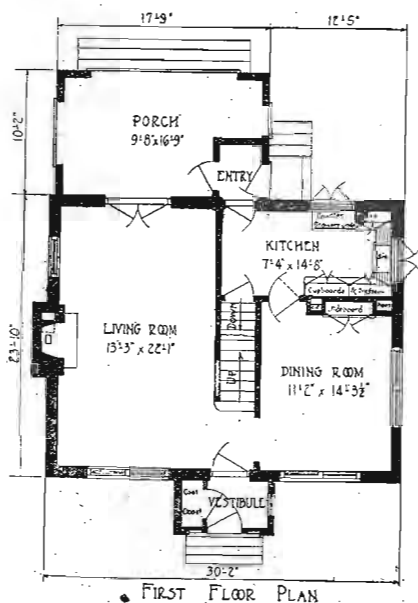


Our House Plan Service

The house shown this month is the popular Colonial type, than which there is nothing lends itself more completely to convenience and economy of space; while its very "homey" appearance, its quaint front entrance with curved hood and trellis, its out-

side shutters and the big porch at the back are remindful of an olden day.

The living room is the full depth of the house, opening from the front door. A fine fire place occupies the outside wall, with outside chimney. The dining room and kitchen are on the opposite side of the house.



The dining room is lighted from two sides and the kitchen is fitted with cupboards and lockers. Place for the refrigerator is made in the back entry. There is a large screened

porch at the rear, with sleeping porch overhead.

The staircase leads to a hall at the back of the house on the second floor, the bedrooms are large and have the very desirable arrangement of cross light and ventilation. The bath-room is conveniently located and is large and well arranged. The width of the house is 31 feet, and to look its best, should stand on a lot not less than 50 feet wide.

Our house plan service has been undertaken with the idea that the important part of building a house is often accomplished before the actual construction begins, because the economy, comfort, convenience and the actual appearance are largely dependent upon the care and thought put into the design and plan. In these exceedingly important phases of home building, the services of a good architect are a distinct advantage. A good architect will more than save his fee in the matter of saving costs, economies and the like; but as it is not always possible to secure the services of such an architect when the home is to be built in a small town or in the country, the plans and home building service offered by the Magazine is designed to remedy this deficiency. Its purpose is to make available the knowledge and experience of the professional architect, through the publication of carefully selected plans by many architects of good reputation; and which are in a high degree representative of the best modern ideas of a number of such experts. Through the cooperation of the Portland Cement Association we are able to publish each month, plans for attractive homes; and a handsome book containing the entire series may be obtained from the editor for fifty cents. Also arrangements have been made so that readers of this magazine can secure at a nominal cost, complete working plans, including specifications and bills of materials, of any of the plans published in this magazine.

From the Bureau of Safety

(Concluded from page 22)

	Number per 1,000	Average Number
	Killed	Injured in Service
1916	8.49	303.90
1917	8.28	247.76
1918	7.38	194.68
1919	4.77	168.27
1920	6.67	214.52
1921	3.79	150.33

It is true that changing conditions in railroad work, due to fluctuations in business, increase or decrease the liability to accident and this is a big factor in the fluctuations in the accident record. But it is also true that such increased liability to accident can be offset, in large measure, by systematic accident prevention work.

Preventable Accidents

This conclusion is supported by the fact that the increase in accidents in any given year is largely made up of accidents which for the most part may be classified as preventable by the application of suitable safety measures.

For example, in 1921, 105 employees were killed while "coupling and uncoupling cars and steam and air hose" compared with 185 in 1920, 138 in 1919, and 208 in 1918.

In 1921, 17 employees were killed due to "violation of blue flag rule" compared with 39 in 1920 and 29 in 1919.

In 1921, 6 persons were killed by "cars or locomotives coming against cars placed for loading or unloading," compared with 12 in 1920 and 6 in 1919.

In 1921, 370 employees were killed due to being "struck by trains" compared with 762 in 1920 and 641 in 1919.

In 1921, 123 accidents were due to "negligence in train flagging" compared with 379 in 1920 and 284 in 1919.

In 1921, no persons were killed due to "getting on front end of approaching locomotive," compared with 14 in 1920 and 4 in 1919.

It will be seen that accidents due to the causes mentioned above, as well as the majority of causes shown in Bulletin No. 82, are to a very large extent preventable by proper educational methods and supervision, and the purpose of this general analysis of Bulletin No. 82, which will be followed by other analyses in greater detail, is to impress upon all concerned the necessity for putting forth every reasonable effort to stay the increase in accidents on American Railroads which threatens to destroy the excellent record of 1921.

Total Figures, 1921

Employees killed	1,518
Employees injured	104,653
Other persons killed	4,478

Comptroller's Office

Just heard that Mr. Leyns took three days vacation and we do not know what happened to him, but found out that he was arrested during that time. What for, we do not know, but he told his wife he did not stop at a new boulevard crossing.

Dale's bowling team is now third in league, but we think they are shooting over their heads.

Straw ballot in this office three weeks before election gives Andy Gump solid vote for Congressman. Little ballot about evenly divided on light wines and beer as against home brew.

We are indeed sorry to have Laura Baldwin leave us, but we hope they treat her better in 1455. Good luck to you Laura.

Congratulations are extended to J. J. Roche who has just returned from his honeymoon. Girls all chance is gone, he's taken.

The schedule of strenuous training the semi-professional lady golfers of this office has been following all summer under the direction of that well known but caustic professional, Mr. Wolf, but had to be broken for a week during October. Mr. Wolf is exceptional among the pros, in that he never swears and once each year devotes an entire Saturday afternoon to fasting. During this time of spiritual house-cleaning he also scrubs the basement of the church. Schedules of succeeding years will be arranged accordingly.

Lost: Small silver bell with neck chain engraved initials W. M. H. Return to comptroller's office and receive liberal reward. No questions asked.

Work or Fight

A prim and proper young miss was much horrified on the street to find a small boy, apparently not over 6 years old, smoking a cigaret.

"Little boy," she commanded, "throw down that horrid thing this minute!"

"Go chase yourself, lady," answered the infant disdainfully. "Hunt yer own. I found dis one meself."—(American Legion Weekly.)

Special Commendation

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

W. A. Hearst, roadmaster's clerk, Ellensburg, Washington, for active participation in the solicitation of business campaign, by employees of all departments. He was instrumental in securing the following four tickets: Cedar Grove, Indiana to Seattle and return; one, Cincinnati to Seattle and return; four, Batesville, Indiana, to Ellensburg, and car of household goods, Cincinnati to Seattle. Mr. Hearst secured this business while on a visit "back east". This is excellent work displays a fine interest in the welfare of the company.

Kansas City Division Engineer Frank Harker discovered tread broken off of wheel on C&NW car 79019 at Laredo, August 1st and car was set out before serious damage had resulted.

Yardmen J. W. Donaldson, Al Parr and Jess Longshie, Coburg, Mo., found three hogs that had escaped from a bad order door on Frisco Line car, stopped their transfer, picked up the hogs and reloaded them. Credit has been given them in the roster.

K. C. Division Conductor E. Fritchie, Engineer J. Bartlett and Bridge Foreman Louis Koebly discovered fire on bridge 748, one mile east of Braymer and at once went to work to extinguish the blaze, and by this prompt action averted a very serious loss to the company.

The kind of co-operation typified in the following is what makes the Milwaukee service the best in the world; K. C. Division Engineer H. Seyvedge, Conductor S. J. Davis and Brakeman Arthur Sherrow took hold to get train into Coburg without delay when, on Sept. 2nd, fireman on engine 8037 took sick at Polo. Engineer Seyvedge did the firing while Mr. Davis acted as engineer and brakeman helped to pull down coal. Credit has been given these gentlemen in the roster.

Superior Division Conductor Al. Jeffers and Engineer R. C. Crane for assisting the agent at Plymouth to load a refrigerator car promptly with cheese for Kansas City. When the refrigerator arrived at Plymouth it was found that it had been used for the transportation of fish and was unfit for loading cheese. Messrs. Jeffers and Crane placed engine of train No. 91 alongside the car and gave it a thorough steaming out and there was little or no delay in loading. This action enabled company to secure a good paying shipment that otherwise might have gone to our competitor.

S. M. Division Conductor W. G. Massino, while inspecting his train at North La Crosse, August 27th, discovered a broken arch bar on front truck of tank of engine 6257 which was to go out on River Division, 2nd 57. This defect might have caused a very serious accident on the road.

Superior Division Engineer Albert East and Brakeman E. Landry, as train No. 67 was coming into New Holstein on September 19th, discovered a little child playing on the track at Wisconsin Street crossing. The train was brought to a stop within a few feet of the child thereby saving a life. Brakeman Landry got on the pilot so as to be in position to save the child in case the engineer was not able to stop the train in time. This was a fine example of close attention to duty and worthy of the highest praise.

While train No. 64 with time freight was passing Section Foreman Parker at Shannon, Ill., August 25th, he discovered a brake beam down on a car in the train and signalled the engineer to stop. He then assisted the crew in removing the defective beam, thereby correcting a condition that might have resulted in a serious accident. His action was commendable and highly appreciated.

Made Their Journey Pleasant.

This railroad had the privilege of carrying 120 members of the Grand Army of the Republic

to their annual encampment held in Des Moines, Iowa, in September. The following copy of resolutions adopted by the members of the party indicates how well our company through its chosen representatives discharged their obligation to the gray-haired veterans of the Civil War.

On Board Official G. A. R. Train,

September 24, 1922.

Whereas, the Chicago, Milwaukee & St. Paul Ry. Co. was selected by the Department Commander of Washington and Alaska as the official route to Des Moines, where the 56th National Encampment of the Grand Army of the Republic will begin Sept. 24, 1922.

And Whereas, on September 21, at 8 o'clock A. M. said official left Tacoma with one full car load of members of the Grand Army and their affiliated organizations, two cars were added at Seattle and one more at Spokane, with every berth filled making four car loads with about 120 passengers, under the supervision of Department Commander Enoch Sears of the Grand Army and E. L. Gulbransen, Assistant Passenger Agent of the C. M. & St. P. Ry. Co.

And Whereas, Mr. Gulbransen for the Railway Company had arranged for a stop of four hours at Aberdeen, where a banquet was held for all the visitors from Washington and Alaska, a band met the comrades at the station, headed the march from there to the Commercial Club where the banquet was served, after which autos were provided for driving the visitors about their beautiful city.

Therefore, Be It Resolved:—

That the officers and members of the various organizations so graciously entertained with unbounded hospitality by the local G. A. R. Organizations, the W. R. C., Legion Auxiliary, the Commercial Club and citizens of Aberdeen, extend their sincere thanks;

And Be it further Resolved: That to Assistant Passenger Agent, E. L. Gulbransen, to C. F. Blue, Conductor in charge of the sleeping cars, and to the car porters, we are under many obligations for the pleasing, efficient manner in which they sought to make the entire journey filled with joy.

Enoch Sears,

Dept. Commander, Wash. & Alaska G. A. R.

S. H. Seckner,

Adj. Gen. Wash. & Alaska G. A. R.

F. H. Hurd,

Member Nat'l Council G. A. R.

J. E. Gaudy,

Pres. Junior Com. in Ch. G. A. R.

Mildred Love,

Dep. Pres. Women's Relief Corps,

Lela M. Thatcher,

Dep. Pres. Ladies of G. A. R.

Grace Hurd,

Dep. Pres. Daughters of Vets.

Randall Bubb,

Div. Com. Sons of Veterans.

Lavina M. Langford,

Div. Com. Sons of V. Auxiliary.

Good Business Foresight

Here is a letter that Agent C. A. Spaulding of LeRoy, Minn., wrote for the benefit of two passengers who were about to make a trip from LeRoy to Spokane. Agent Spaulding not only got them away from our competitor in that territory by emphasizing the advantages of electrified train service minus the smoke and gas-filled tunnels, cinders, etc., but he did them the further service of writing a little description of the route:

LeRoy, Minn., 9-12-22

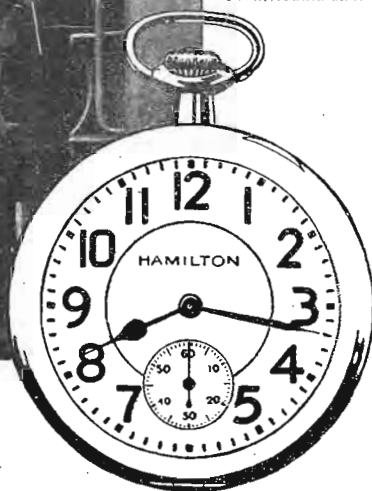
Mrs. Turner and Daughter:

As I agreed, I'll write up some of the points of interest on your trip to Spokane, because if one is advised beforehand something of what there is to be seen, and how best to see it, one enjoys the trip more.

Leaving Minneapolis on No. 18 at 10:15 P. M.,



Conductor Ewing and Engineman Shenk comparing time before starting in their scheduled run of 100 miles in two hours and sixteen minutes, on the "Pennsylvania Limited," one of the Fast Trains of the Pennsylvania Railroad.



You may never run the Pennsylvania Limited—but you can own a Hamilton Watch

AND every Railroad Man who owns a Hamilton is equipped to time the Pennsylvania Limited or any other closely scheduled train. The Hamilton is the watch that Railroad men instinctively turn to. It is sturdy, dependable, and so consistent in accurate performance that it can always be counted upon to tell the truth when consulted.

Conductor L. F. Ewing and Engineman H. J. Shenk, of the Pennsylvania Limited, here shown, carry Hamiltons. They've been carrying them for a number of years. Both report their watches as being highly reliable and satisfactory.

Of course they do! Therein lies the value of the Hamilton Watch to all Railroad Men. Almost any watch may tell accurate time for a while, but the Hamilton does it day after day and year after year.

Ask your jeweler to show you the Hamilton No. 992—the 21 jewel "Railroad Timekeeper of America." The new and lower price of this model is \$48.50 for the movement alone. You'll find it a timepiece that will eliminate doubt and give you a real sense of time security.

We will be glad to send you our booklet "The Timekeeper." It contains valuable watch information and illustrates and describes the different Hamilton watches.

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

Hamilton Watch

"The Railroad Timekeeper of America"

St. Paul at 9:25 P. M., you pass through a very pretty and prosperous country in western Minnesota and eastern So. Dakota in the night, arriving at Aberdeen, S. D., at 7 A. M. At Mobridge at 10:15 A. M. you set your watch back one hour. A prosperous and newly settled country succeeds from Mobridge to Miles City, Mont. You cross the Missouri River at Mobridge. At Harlowton, Mont., you strike the electrified section and if you haven't thoroughly enjoyed the trip thus far, I'm sure you will from now on, for the electrified part of our line is certainly great. It is night when you get to Miles City and daylight again when you reach Harlowton. You have been following the Yellowstone River from Terry, Mont., to Forsyth, and the Musselshell River from Melstone. Soon after you strike the electrification you climb over the foot hills of the Big Belt Mountains and enter Sixteen Mile Canyon. Do not fail to see this as the scenery is fine,—some short tunnels and very sharp curves where the railroad follows between massive walls of rocks, the windings of a small mountain stream (Sixteen Mile Creek). This is a wonderful trout stream and parties come from all over the country to fish there. At Lombard, the western entrance of the canyon, you again cross the Missouri River, also the Northern Pacific tracks. At about 8:20 A. M. you are liable to see an unusual sight; two trains going in the same direction on parallel lines—yet one is an east bound train (on the N. P.) and the other is west bound (your train). Figure it out if you can.

At Donald, Mont., just a short distance from Butte, you reach the highest point on our railroad, 6332 feet altitude: more than a mile above sea-level. You look out on some wonderful mountain scenery all the way down from Lombard to Butte. From Butte west, you pass through a fine agricultural valley. At Gold Creek you see the sign indicating where gold was first discovered in Montana. From Missoula to the Bitter Root Mountains, the country is mountainous with the railroad running along the banks of the Missoula River. Climbing the Bitter Root Mountains, you find some of the grandest scenery of the route as well as some of the most wonderful engineering achievements in getting up and down this steeply inclined range. At Avery, Idaho, you will see how, because the railroad had to have a division terminal in this locality somewhere and could find no level spot in which to place it, they had to build the houses one above the other on sharp ledges cut out of the mountain side; while the railroad yards occupied the narrow space between the mountains and the North Fork of the St. Joe River. They look like bird houses in trees.

From Avery you follow the course of the beautiful St. Joe River for a long distance, and arrive at Spokane at 11:15 P. M., so I'll leave you in the hands of your Spokane friends. Hoping you have a pleasant trip—it's a safe one I know, for the train is all steel from cow-catcher to tail light and thanking you for the patronage, I am very truly yours,

C. A. Spaulding.

On the Steel Trail

From the Finance and Transfer Office New York
Dear Editor:

So many of the men from the Western offices when visiting here, ask me people. Why we don't contribute our bit to the "Employees Magazine". Although we never did have a personal invitation from The Editor, we take it for granted that we, also, belong to the Chicago, Milwaukee & St. Paul, even though we are miles away—also we would like you to know that we read the Magazine—and perhaps you would like a little contribution about the doings of the Finance and Transfer Office."

Henry Daniels Abroad

A week ago, Saturday, our well-known "Henry" sailed away, not on the "Good Ship Judy Pluck", but on the stately "Majestic"—we sort of gave Henry the best farewell we could, and as our office overlooks the river, as so many of you know, we waved "good-bye" with the aid of a large American flag and a few yards of cheese-cloth tied to a long stick. We only hope Henry was able to see our salute, and as he had not struck the Three Mile Limit, there is no reason why he did not see it. That's right, Henry.

Upon arriving in New York, Henry found out that it was quite necessary to convenience his trip with a "Carryall" so one of the attaches of the financial office advanced this comfort, feeling secure in the thought that the St. Paul was not left behind, and included with the above mentioned.

Mr. Welch

Of course, by this time, you all know what a very fine, "New Big Boss", we have—Mr. Jerry Welch. We realize just how much you must miss him because he is so fine, that even now, in such a short time, if Mr. Welch should leave us and return to you all, we would miss him just as much as though he had been here for ever so long. But we are mighty glad to have him, and you won't know him when you see him as he is now an established "New Yorker": but we know that even though Mr. Welch likes New York, he is mighty glad to see an old familiar face from the West, so when any of you visit the Big City, don't forget 42 Broadway.

Wedding Bells.

Perhaps you all, who have visited us, remember Miss Kathryn Armstrong. I am sure some will, especially those who came to audit the books, coupons, etc. If you think back, Kathryn would

be at the switchboard at noon-time just when you boys would like to make a few calls on Mr. Theatre Ticket Office or Mr. Polo Grounds,—but boys, we won't linger on that, but anyway, Kathryn left our little gathering here and was married on October 17th, in New Haven, Conn., where she will reside, leaving we people all by ourselves, but we know that you will join us in wishing her heaps of happiness.

Trans Missouri Gossip "M. F. H."

Mr. and Mrs. R. S. Lewis left Oct. 9th for Huron, S. D., where they will attend the Eastern Star convention which is held in that city. From there they will go to Heron Lake, Minn., to visit Mrs. Lewis' mother.

Mrs. W. P. O'Hern of Wakpala visited at Mobridge yesterday.

A. W. Vail has been enjoying a visit with his sister, Mrs. Grace Dean, of Hettinger.

Mrs. N. H. Fuller attended the meeting of the state federation of women's clubs at Vermillion recently. On leaving Vermillion she went to Perry, Iowa, and accompanied her mother, Mrs. David Ainley, to Mobridge. Mrs. Ainley will visit here for two or three weeks.

Mrs. Louis Scheffels returned recently from Spokane where she visited with her sister, Mrs. Fitzgerald.

Mr. and Mrs. A. C. Bunker have returned from a prolonged visit with Mr. Bunker's mother, Mrs. W. T. Davis, at Oregon, Illinois.

Ora Bethke is spending his vacation at Portage, Wisconsin.

Mrs. Dick Peterson and daughter, Phyllis, of Spokane, visited with Mr. and Mrs. E. E. Clothier during October.

Miss Alice Olson of Three Forks has been assigned to the stenographic position at the store department, Mobridge.

Agent C. I. Donnenwirth of Faith has returned to work after a visit of three weeks at eastern points.

On Saturday, October 7th, occurred the marriage of Miss Ada Lewis and Chester Helmey. The bride is timekeeper in the Mechanical Department and Mr. Helmey is a fireman on the division. The very best wishes of everyone are extended to the young couple with hopes for a long and prosperous married life.

Edwin Larson has accepted the position of



*The Stamp of
Character*

WHERE there is an actual need for the services of a responsible and capable tie company, these services are eventually paid for, regardless of whether they are actually rendered.

*Forty-three years of
Satisfactory Service*

T. J. MOSS TIE Co.

SAINT LOUIS

MISSOURI

clerk at the Car Department office.

If you only knew how scarce news is—but then I forgot; Mr. Rippberger was in town recently on official business.

Trainmaster and Mrs. E. M. Grobel visited at Albert Lea, Minn., and Cresco, Iowa, last month.

Mildred Tait of St. Paul, former stenographer in the chief dispatcher's office, spent a few hours at Moberg on Sunday, October 15th.

New station at Redelm has been opened with B. C. Brockoff as agent.

B. P. Shields is spending his vacation somewhere. I forgot to ask him where he was going. Anyway, we hope he has a good time.

Harold Jennings is spending a couple of weeks visiting in Wisconsin, also at Vermillion, S. Dak.

Mrs. Lloyd, wife of Round House Foreman Lloyd, has returned to Kansas City after spending some time with her husband at Moberg.

Iowa (Middle and West) Division Ruby Eckman

Louis Mathis, a son of Passenger Brakeman L. E. Mathis, was killed in an auto accident near Las Animas, Colo., the latter part of August. The young man who had been in the navy during the war has been at several government sanitariums during the last couple of years for the benefit of his health. His mother, Mrs. Thos. Costello, of Perry, had been to visit him a couple of weeks previous and it was then planned to transfer him to a hospital in San Diego. In company with some other former service men who are patients at the hospital at Fort Lyons he had been to a round up and in returning to the hospital the taxi in which they were riding was crowded from the grade by a passing motorist and Louis sustained injuries from which he died in a few hours. Burial was made at his old home in Marion, Iowa, under the auspices of the American Legion.

Conductors George Robinson, Charges Craig and Caller LaVerne McLaughlin spent a few days the middle of September taking in some ball games in the windy city. They saw Babe Ruth make one of his home runs so felt well repaid for making the trip.

John Slattery, who has worked for a number of years on the freight transfer platform at Perry, has resigned and has moved to Des Moines to make his home. W. J. O'Brien has taken his place on the transfer force.

A wedding which called forth the congratulations of the many friends of the groom, occurred September 24th when Victor Lewis and Elizabeth Hirschcock were married at the Congregational parsonage in Perry. Victor is a car repairer on the force at Perry and has a large circle of friends among his railroad associates. They will make their home in Perry.

J. W. Sheplar, for about forty years an employee in the bridge and building department, passed away at Jennie Edmundson hospital September 24th. For the last couple years Mr. Sheplar has held a position as crossing watchman at Council Bluffs, as his health had failed so that he was unable to continue at carpenter work. He laid off to celebrate his 81st birthday and was taken sick the following day. Burial was made at Council Bluffs.

George Wagner was down from Lewiston, Montana, for a visit with his father and other relatives the latter part of September. George is an engineer on the west lines.

John Eisle, who is the oldest machinist in the Perry shops, has taken a leave of absence on account of ill health and with his wife and daughter has gone to Seattle to spend the winter with relatives. A few nights before their departure, the Perry machinists and helpers invited Mr. Eisle to a meeting which they held and while there presented him with a beautiful gold handled cane, as an expression of their good will towards him.

Mart Applegate, who worked as yard master at Perry yards along about thirty years ago, was in Perry in September for a visit at the home of his sister, Mrs. Fannie Fields, and with his nephews Charles and Ralph Fields. Mr. Applegate left the service of the company about twenty-five years ago and started on an Iowa farm, so now is in a position to spend his old

age in the warm climate of southern California.

Mrs. Wm. Long, wife of one of the telephone line men at Perry, was in the Kings Daughters hospital the latter part of September for an operation.

The accounting department of the division storekeeper's office has been moved from Perry to Marion, the change having been made the last of September.

Miss Carrie Hess, a clerk in the store department, surprised her friends the middle of September by being married to Stacy King, one of the city mail carriers. The young people did not take any one into their confidence and their marriage was quite a surprise to their friends. Carrie returned to work after a short honeymoon and worked until the office was moved to Marion when her place was taken by Miss Druce Higgins. Mr. and Mrs. King have already gone to housekeeping in Perry.

Conductor L. C. Newell left Sept. 19th for Hot Springs, Ark., to spend a few weeks taking the baths.

Conductor Elmer Millard left Sept. 19 for Herdsfield, N. D., to spend a few weeks at the home of his niece.

M. C. B. Gossip "Lee"

Now that the World's Series is over and we are sure the Giants were the winning team, we can collect our bets and settle down again. It's a great life if you don't—bet on the wrong team.

Eva reinforced herself with a lovely marcel wave and her most winning smile and went to Green Bay for a week-end visit. From what reports we got she enjoyed herself immensely, but then who wouldn't, with a special somebody there who owns a big car, and who says you are the very prettiest girl he knows.

Freddie Koehn has gone back to the depot where he worked before coming to the shops. We are mighty sorry he went, but then it was better to have known and lost him, than never to have known him at all.

Mr. Brock was at Tacoma and Seattle checking up some records and so for a little more than two weeks, we were minus an assistant chief clerk.

Julia Weiss went to Chicago and Lake Geneva over two different week ends and although she would not say much about her visits, we understand she enjoyed herself both times.

Frank Skola spent part of his vacation in Minneapolis but when asked if he had a good time and what he did, he became so wrapped up in the memory of his visit, that he was absolutely speechless. No amount of teasing or threatening could break this silence so you will have to form your opinion as to what Frank thinks of Minneapolis.

There is some mystery connected with the disappearance of Bert McNeil's overcoat. Ask him how he got it back.

It may be of interest to the office to know that Izetta Esler, a former member of the M. C. B. office, has regained her health, after a long siege of illness, and is now wearing a wonderful diamond on her left hand. The latter may have aided in her recovery, but just the same we are glad to know she is well again and that she is happy, for although she is gone from among us, she is not forgotten.

Martin Biller knows where he can get a haircut for twenty-five cents, but one experience with the barber proved to be more than enough. The whole operation lasted just three minutes.

Wm. Stark, our A. P. E. statistician, went to Terre Haute on business.

Prairie du Chien and Mineral Point Division Notes G. R. S.

One of the girls in the chief dispatcher's office is wearing a big sparkler. A great many of her admirers were very much surprised as this really has all come up quite suddenly. Don't dare give any names in the case but we call her "Lillums" for short and her last name begins with "Q." Lots of good luck to you, Lil!

A. B. Batty has been appointed passenger agent at Madison to succeed E. F. Immler, who was transferred to Milwaukee. J. C. Prien, who formerly resided at Madison, is again located here, in the capacity of traveling passenger agent.

Ottomar Kloetzner, chief clerk, on this division since July 1st, 1908, who on account of a nervous breakdown left the division on Oct. 5th to spend a year or more with his aged parents in Germany, desires to express his sincere appreciation and heartfelt thanks for the splendid response to his appeal for clothing, shoes, etc., for the German-poor, and also for the expression of good will towards him on the contribution list for a lasting souvenir to all those who joined in the surprise. To everyone, official and employee alike he leaves a hearty God bless you and au revoir, auf wiedersehen, let us meet again.

Taking Mr. Kloetzner's place as chief clerk is F. W. Liegeois, who formerly was division accountant on the Superior division.

Those cold wintry winds are surely going to be fooled at Madison if Mrs. A. H. Johnson, roundhouse foreman's wife, Rae Scherneck, stenographer, Charmie Tregouing, price clerk, and Mrs. Grace Suwalski, roundhouse clerk, can find fur coats to suit them. They were in Milwaukee, Oct. 10th, looking 'em over.

Frank Dempsey, local storekeeper, took inventory over the east and west Prairie du Chien division during the past week.

Roundhouse Foreman A. H. Johnson spent three days in Tomahawk with his parents. Lead Machinist L. DuBois taking charge during his absence.

Harley Regan, chief caller at Madison roundhouse, went duck hunting with Don Farris, assistant maintenance clerk and Jack Fletcher, proprietor of the Washington Hotel. "It was the limit what they got."

Lead Boilermaker Thos. Westover was sporting a new touring car for three days—nobody being able to catch Tommy to find out where he got the car—when landed, we found out said car belonged to a long lost "Brother-in-law."

The Wauzeka-LaFarge Line is again double-crowded. All the boys are looking forward to this line coming to the front as we are getting a lot of children, and hope to soon be able to do away with the slow orders on this line.

Joe Fox is still running passenger on the LaFarge Line with Chas. Doran at the throttle. Joe's family still live at Prairie du Chien, but Joe manages to get home for a good dinner once in awhile. Chas. Doran has moved to LaFarge and from what we can learn from Charlie, he sure is well pleased with his new location.

Max Beier and Matt Holman are on the Wauzeka layover. Max has a fine new Nash car which he enjoys very much, while Matt has a new radio with which he is keeping in touch with the outside world. He says it sure is a fine thing, but was very much disappointed in the news received from the World's Series. Guess Matt must be a Yank from all accounts.

Jake Simpa and Joe Graves are on the LaFarge layover. They have made a few improvements in their caboose and seem to enjoy themselves. Jake says this is the time of the year when the scenery is just beautiful all along the Kickapoo Valley, and Oh! Boy, talk about wild grapes—they can be gathered by the carload. Jake says they make fine jelly.

The force at Wauzeka are rejoicing over the disposal of the Jack Mule which they had on hand for nearly three months. While Keating and Lathrop were kept busy feeding and caring for the Jack, E. D. C. was kept busy keeping a record on the amount of feed furnished. Night Operator Coleman is sure glad he is gone as he says he was unable to get any sleep nights due to the fact of that awful noise a Jack Mule can make, which you all know.

Wm. Wilson, one of our engineers in Milwaukee, visited in Mineral Point recently. Mr. Wilson worked into this city 34 years ago as fireman for "Patsy" Whalen. While here he gave an inspiring address on Sunday evening at the First Congregational church.

We regret to hear that Al Welke, fireman on

passenger trains between Milwaukee and Mineral Point has been in the Washington Boulevard hospital, Chicago, for an operation. Last report says Al is doing nicely. We hope it will not be long before he will be able to be on his job again.

Mrs. Pagel, wife of the agent at Mineral Point, has returned from a visit with her people at Plainfield.

C. & M. Division Pick-Ups Buck

Progress—that is the C. & M. division. We now boast of a new automobile—(new?) equipped with steel wheels to ride on the rails. The bus is used by the trainmaster and superintendent and enables them to get over the road in good time. The train sheet will now show "Extra X stopped to take gas."

The other day the phone rang and a female voice asked to speak to the trick dispatcher, so G. T. C. says "Alright, Bill do your tricks."

He wished to play football

The timekeeper called click

He did, just five minutes

And now he's on the blink.

Clothes make the man truly, but C. Schipper and H. Roesch are not painters or Turk Soldiers even though they wear white coats.

Conductor Wybourne is now on a daylight run, ask the office force.

She went out west to visit

And we really did miss her

Returning, her name was changed

To Mrs. Flora Pitcher.

Yes, truth will out, Miss Yorgey is no more—married last month and will soon leave to take her new life position. The best of good wishes from all.

The girls of the office gave a party to the newly married one and from all reports a good time was had by all. Understand that Wood was the only man present, until Hal relieved him. Oh for the life of a nice dispatcher.

Ambling Andy says that since prohibition has come our men are better versed in arithmetic and now understand all about fractions and percent—2 and $\frac{3}{4}$, less than one-half, etc.

Norman Bennett now a resident of Wauwatosa—it is not on the map yet—but miracles will happen—ask Mary. They have water there when it rains, honestly.

Towerman—Hey Tom, dispatcher wants to know what brakeman you got.

Conductor—Only Tew.

Towerman—Should have two—what's the names.

Conductor—Only got Tew.

(Note)—And they still rave on.

Fighting now over in France—but room ten

That's something different again.

Wonder what Crapsey would do if he lost his chew?

Poem—"There's knocking at the door"—Babcock adds that is not the only place around here.

Received two reports lately—milk missing from cans carried on the Walworth train and Brake-man Caveny getting fat—forward, Hawksbaw.

Financial news item for the month—Count the shopping days before Christmas.

Pickups from the Aberdeen Division Scoup

Esther Brown and Clara Konantz are the new clerks at the Aberdeen round house office vice Celinda Neimic who resigned her position and Gladys Edmunds, who was transferred into the master mechanic's office. Understand the girls like their positions real well but it takes a lot of powder.

"Jack" Cassin, demurrage inspector, has been transferred to Sioux City. We all will sure miss his handsome phiz.

Operator C. N. Williams of "R. N." office has been ordered to Madison, S. D., to do a job of dispatcher relieving. Some fellows have all the luck in the world for falling into these soft things.

Superintendent O. N. Harstad and Master Mechanic Hopp were in Minneapolis recently attending some very important law suits.

District Adjuster C. A. Peterson has been pro-

HEAVY TRACTION ELECTRIFICATION

On October 7, the "Railway Age" printed an advertisement entitled "The Americans are Beginning to Electrify their Railroads."

In making a survey of the roads in the United States that have been electrified, one is impressed by two facts; namely, the relative scarcity and the relative importance of these roads.

In comparing the present mileage under electric power to that under steam power, one gains the impression that the electrification of the steam roads is insignificant. Let us analyze the present electrified steam roads and see why the present condition exists.

Steam roads have been electrified for four reasons, namely:

- (1.) Congestion at tunnels.
- (2.) Congestion at terminals.
- (3.) Heavy grades combined with heavy freight.
- (4.) An abundance of water power.

Notable examples of the first class are the Hoosac Tunnel and the St. Clair Tunnel. These tunnels were entirely too long to permit frequent transit with steam locomotives. The maintenance cost of the road bed and the tunnel arch in both tunnels has been greatly reduced by the abolition of engine exhaust, acid gases, and condensing steam. The comfort and the safety of the passengers and train crew have also been correspondingly increased. The trackage capacity has been increased from one to two trains per hour to as many trains per hour as traffic demands.

Any one familiar with transportation in the large cities, knows what the electrification of the interurban and the steam terminals has meant to the commuter and to the city dweller. Examples of this class are the New York, New Haven and Hartford, the New York, Westchester and Boston, the Pennsylvania Terminal Electrification, the Long Island Railroad, the Chicago, Lake Shore and South Bend, and the Pennsylvania System Main Line Electrification at Broad Street Station, Philadelphia.

An example of the third class is the Norfolk and Western and the Chicago, Milwaukee and St. Paul which now handle practically double the freight that they handled when under steam operation.

The roads around Niagara Falls, namely the Niagara Junction Railway and the Erie, owe their electrification largely to the abundance of water supply throughout that region, as do these roads in the Rocky Mountains, and on the Pacific Coast, such as the Chicago, Milwaukee and St. Paul, and the Spokane and Inland Railroad.

Electrification offered to many of these roads is the only economical answer to their particular operating problems. However, through the electrifications so far accomplished, the officials are beginning to see how further economies in operation might be secured. Accordingly, within the next few years the entire world is sure to see marked advances in the electrification of steam roads. Chile, Japan, Switzerland, France and Italy, realizing the economies to be gained, are pressing their electrification programs. In our own country the Pennsylvania System, the Long Island, the Norfolk and Western, and the New York, New Haven and Hartford have recently ordered extensive additional equipment and the proposed Moffat Tunnel in Colorado looks as if it would soon be another "feather in the cap" for electrification.

moted to the position of assistant to the general adjuster, with headquarters at Chicago. We are all sorry to see "Pete" go as he sure is one good scout. F. T. Ballow of Sioux City has been assigned to this territory.

Miss Adeline Brown, the popular stenographer of the superintendent's office, reports that she had a most pleasant vacation which she spent in Watertown, Minneapolis, and various other places. Do not know if it's true for judging from the action of a certain party in room No. 12 there is nothing to it.

Brakeman A. C. Liebenow reports the arrival of a way freight conductor at his home the later part of September. You can tell that "Al" is sure some proud the way he steps around 'em now.

W. E. Campbell, formerly general car foreman of this district, but now of Tacoma, Wash., was seen visiting the old burg recently. Looking fine too.

W. O. H. has purchased an old new Maxwell to

go on his hunting trip with. "Bill" states she is a great boat for the fix she is, but it has one habit he cannot account for. When asked what that habit was we were referred to Blair DeTray for details. Come clean "Bill" you know we cannot get him to tell.

Drippings From the Ice Bunkers
Spud Bar

Spokane is having Smile and Whistle week. Inspector Kaum is urging his dentist to hurry completion of his false teeth. He is sure some optimistic guy.

Days of real sport—Ancay ouyay alktay igpay atinlay.

By the time these items are scrutinized the various inspectors will be wearing off the summer tan juggling car heaters. Who said they would rather ice cars than handle heaters? Everybody.

Notice—A new fad. It is commonly understood that gum is to be chewed until one's jaws become tired and then stuck under desks, tables and upon chairs for people to sit on, but it takes Miss Eval Stevens to discover a new use for it—Eating Gum. No one else has ventured to eat gum before. We would therefore request the manufacturers of "the flavor lasts" to print specific instructions on each wrapper.

Miss Kalas is surely getting thin fast enough. Her diet is accomplishing wonders. Pretty soon she will be compelled to drink muddy water to keep from being transparent.

Amil Cochran has asked us to refrain from teasing him about what he is anxious to call a "mustache." Well, we won't kid you, Amil, but we can't help but laugh at the imitation you are encouraging to call a mustache and fool the public. Anyway, here's luck to you for your efforts.

Now that Mr. Nix has every tooth out of his mouth, we can say anything we want to him. He can't bite, anyway. Welcome to Spokane, Mr. Nix.

Mystery—Miss Huber and Miss Stevens reported that while on their vacation in Minocqua, they found people there making their own moonshine, yet Mr. Buchanan spent his vacation there and came back with a cold. Too deep for us. We know some people who would either not come back or else bring back something other than a cold.

Will some one please explain why Jim Englin always blushes when a girl speaks to him? Maybe it means something, who can tell?

When Mr. Wheeler was asked to contribute some news items for the magazine he brought out his diary and proceeded to read as follows: Monday—Got up, ate, worked and went to bed. Tuesday—Ditto. Wednesday—Rubber stamp. Thursday—Likewise. Friday—Etc. and etc. Saturday—Give me some of the same. Very good, Mr. Wheeler—Bill on yourself for two tons of ice, just for that.

Some people are so plump that they can live on a glass of milk a day and yet seem to fall away to a ton. We do not like to mention any names but guess it won't hurt much if we suggest that our steno please note.

Freight Claim Department

The bowling season is again in full swing and as predicted the Freight Claim is right up there among the top notchers as their average of 864 for 12 games will show.

Our captain certainly picked the right man in securing Felix Specht as this future star has been hitting the maples for an average of 186.

Our esteemed friend Joe Gleason after a very discouraging start has again found the head pin and with him back, shooting in form you will not only see his name on the board with the other stars but it will also help to boost the teams' average.

John Hamm could not stand prosperity. Getting 20 in his first game and 248 in his second, some one in the gallery shouted that his mother-

in-law was waiting on the outside. Enough said poor John was fortunate enough to end up with 140.

Will the blondes arrange to meet at the Crystall alleys Tuesday evenings at 6:00 p. m. We make this urgent request in behalf of our handsome tenor C. H. Larsen who claims without their help he is lost.

All employees carrying passes are requested to go to Fox Lake any Saturday and see Champion Sharp Shooter Carl Larsen shoot Mud Turtles on the wing.

Allen LaRue who won on the city series was seen on Lincoln Avenue looking over the jewelry stores' stock of sparklers. Who is it Allen, the one we saw you with last Wednesday. Good luck, old boy, go to it.

Miss Aleda Lund of typing bureau, put one over by quietly getting married. She came to work as usual Saturday morning looking not a bit excited. Good work Aleda.

Miss Jeannette Dettlerbeck leaves us the last of October to be married. If this keeps up there will not be very many single girls left. Who is next.

It seems strange that the Misses Schwaan and Kruger should so closely scan the classified pages of the Tribune. What's the big idea. Won't he accept the yoke until the kitchenette is provided?

Northern Montana Division A. B. G.

Jack T. Fisher and family are with us again. Just arrived from Oklahoma where they've been for the past three years. Sure is good to see 'em back. Jack is the roadmaster's clerk and reports, etc, sure oughta come out all right now.

The Right Honorable Charles H. Koch has been away to Illiny, New York State, visiting the places of yore "In the Days of Real Sport." Charlie says that things sure have changed in the past 30 years. (Sounds funny anyway.) He can't quite understand it. He had such a good time that he was sick for a coupla days after

gettin' back. We told yuh so, Dr. Heinrich.

Bridge inspection holds its thrills for J. C. Kidneigh, roadmaster. The doggone car jumped the track and tried to run over John, but he fooled it. He just got in the way and had it turn over his foot. One good turn deserves another so Doc Sawbones just turned it back again and put it in a cast. John says as how he'd just as soon wear crutches as a wooden leg. (P. S. The rest of 'em didn't get hurt.)

Looks like the railroad is mobilizing an army. All the freight inspectors, etc., are here helping to look after grain shipments.

Yeah—We've had some ducks. For details ask E. P. Cook. He sneaked up on 'em while they were asleepin'. He thot he knocked all the feathers off'n 'em, but later discovered they hadn't kum out yet. Tasted like real ducks tho.

Ann's hair is stilled bobbed. Yuh know Anna B. Goff (Flapper Ann?) She says as how she cut it off to keep it from kummin' out and now she has to tie it to keep it from kummin' in.

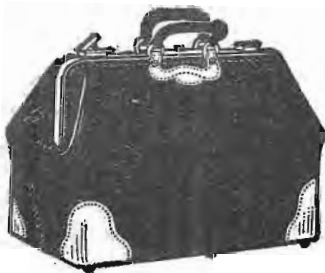
Great Falls Items

Adverse conditions at Great Falls have made it impossible for any of us to arrange our vacations, as have been regulated by the management. However, we are optimistically looking forward to next summer, when we hope that conditions will be such that we may join with you in discussing vacations.

As for the news: the days slip by so rapidly that we do not have a solitary minute to even think of what is going on, outside of our regular office routine. However, I feel that Mrs. Hawkins, of the traffic department, with her elevated location where from she may look out upon the active streets of this city and with her daily visits from both of the city's reporters, should be unanimously elected to furnish Great Falls' share of news in the Employee's Magazine.

Illinois Division Mabel Johnson

Deepest sympathy is extended to Conductors C. A. and E. W. Altenbern on account of the



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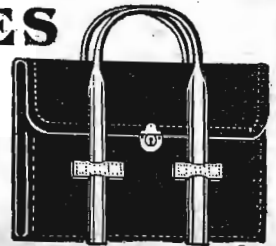
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loss of their brother, Henry Altenbern, who was struck by a train and killed near Sabula, Iowa, Sept. 28th. He was well known on the Illinois division having served as conductor for many years for the C. M. & St. P. About 20 years ago he moved to Stockton, Ill., where he was employed on the Chicago and Great Western railroad until his retirement about a year ago, when he moved to Lena, Ill. The body was taken to Lena, where burial services were held.

Congratulations are extended to Brakeman Geo. Bristol on account of his recent marriage to Miss Bernice Klumpf of Marion, Iowa.

Lee, (the call-boy) says to follow traffic rules. "turn to the right" going through the midway, superintendent's office. Too much knock-kneed.

Miss Betty Cole, roadmaster's clerk in the superintendent's office, left for Chicago, Sept. 25, to enter the Presbyterian Hospital for nurses training. We will miss Betty without doubt, but here's good luck to her. The girls of the superintendent's office tendered her a surprise party previous to her leaving and presented her with a fine fountain pen, bearing the words: "This pen has a two-fold mission, Our token, small though true; And when those temperatures you take, Sped up, and pen us a line or two."

By chance, we learned of the recent marriage of Passenger Brakeman Coyne to a Chicago lady. Congratulations are extended.

Brakeman Orrin Weaver who was injured Sept. 15th while going from head car in train to engine tank, is getting along nicely at the Sacanna Hospital. Brakeman Weaver receives numerous calls from his fellow workers and always welcomes visitors.

C. H. Grissinger, assistant superintendent rail mill welcomed a fine baby girl to their home the middle of September. Congratulations are extended.

October 2nd. Oh where, Oh where, did the mimeograph brush go? Lost strayed or stolen.

Brakeman James Gray called at the superintendent's office Oct. 3rd and is looking fine. While he will not work in the same capacity that he did previous to his injury, we are hoping that he will not get too far away from us and there will be something on the division for him.

Miss Nan Gallagher is filling the position of roadmaster's clerk vacated by Miss, Betty Cole, who resigned.

Baggagemen C. W. Southard and T. J. Renwick were relieved Oct. 14th, to go to New Orleans to attend the American Legion convention at that place. They anticipate a very pleasant time.

Miss Mabel Fennie, daughter of Conductor H. H. Fennie went to Chicago the latter part of September to enter the Presbyterian Hospital to take up nurses' training.

Margaret McGrail, chief clerk to master mechanic, has been suffering with a sprained right arm. Tough luck, Margaret.

Miss Florence Schmidt is the new steno to Mr. Slater and Walter Getz is now timekeeper in master mechanic's office succeeding Miss Alma Groezinger, who resigned. Walter's place as timekeeper in car department is being filled by Miss Mildred Gillogly. WHAT ARE YOU GOING TO DO ALMA—GET MARRIED???

J. T. Hansen, chief clerk and Don Carrier of assistant engineer's office spent a week in New

AMERICAN CAR AND FOUNDRY COMPANY

Future Possibilities of Arc Welding

By B. C. TRACY

Power and Mining Engineering Department, General Electric Company

There is no doubt but that the method of joining metals with the aid of the electric arc is beyond the questionable stage. The success of the many applications to which it has been put, and the research and consulting activities of the American Welding Society have established it upon a firm footing as a practical industrial process.

So much has already been written, and discussion has been so rife regarding the present practice of arc welding that the writer has decided to confine this brief paper to future possibilities. They are the result of a painstaking investigation, and are set forth in the hope that they will prove of assistance to those interested in getting work done at less expense, but without lowered effectiveness. It is always difficult to launch a new process, or even a new application of an established one, as conservatism is a normal state of mind. For example, dire things were predicted a few years back, when the first complete locomotive fire box was welded with the electric arc. Today there are approximately 1500 of these boxes in use, and so far they have met with unqualified success.

CAR REPAIR

A careful study of the freight car repair yards recently impressed the writer that a splendid field is open to the art of electric welding if it is carefully performed. Among the suggested new applications may be mentioned repairing broken side truck frames that have become defective within the guarantee, renewing patches in car sides, welding on hand rail columns, angle supports and various other applications in the repair yards.

Car Construction

In the construction of new cars the conservatism exercised in the past might well be set aside and more progressive thought be given to the following suggested applications, bearing in mind that they are new applications, and that time and study should be given to the stresses and strains to which each part is subjected.

Cylinder supports which now require the use of 3- $\frac{3}{4}$ " rivets as well as the reservoir supports requiring 1- $\frac{3}{4}$ " rivet could be welded to the center sill diaphragm.

Cross tie braces also offer a splendid field for arc welding. They can be welded at one end to the center sill, the other can be welded to the side sill. The three large center sill supports, also four of the small center sill supports which at present require nine 9- $\frac{5}{8}$ " rivets could be welded to the center sill diaphragm.

The elimination of 19- $\frac{5}{8}$ " rivets could be accomplished in the welding of the cross beam bottom cover plate. This would require an overhead operation for the operator, but it has been established that an experienced operator can perform an overhead operation as easily as a vertical or a horizontal one.

The cross beam diaphragm could be welded to the center sill and to the side sill, by making a

small fillet weld to each sill, thereby eliminating 6- $\frac{5}{8}$ " rivets.

The bolster and supporter requiring 6- $\frac{3}{4}$ " rivets and the bolster center supporter requiring 4- $\frac{3}{4}$ " rivets, the end sheet stiffener requiring 7- $\frac{3}{8}$ " rivets and 6- $\frac{3}{4}$ " rivets could be welded to the center side cover plate and to the striking casting.

In the welding of the bolster top cover plate to bolster diaphragm it is the writer's recommendation that the width of the cover plate be made 1 $\frac{1}{2}$ " narrower than the outside dimensions of the diaphragm. This would make an easy operation for the operator and the space between the top cover plate and the bolster diaphragm could be taper welded by applying a fillet weld from the $\frac{5}{8}$ " to the $\frac{5}{16}$ " plate with the elimination of 32 $\frac{3}{8}$ " rivets, as well as the savings in the steel.

The application of arc welding the center sill cover plate to the center sill offers another field to the automatic arc welder, which has recently been developed, making a fillet weld the entire length of the diaphragm and eliminating 188- $\frac{5}{8}$ " rivets.

The application of tack welding the top cross tie cover plate to the cross tie and fillet welding it to the center sill would create a saving in eliminating 28- $\frac{3}{4}$ " rivets.

The bottom cross tie cover plate at present is 3" wider than the cross tie diaphragm. It is recommended that the bottom cross tie cover plate be 1" wider than the cross tie diaphragm and that a fillet weld be applied the entire length, which now requires 18 rivets of $\frac{5}{8}$ " diameter.

The hand brake rod support could be welded to the center sill by applying a fillet weld front and rear, which now requires 4- $\frac{3}{4}$ " rivets.

The 3-lever guides, the floating lever fulcrum, as well as the bottom strap to fulcrum lever, could all be successfully arc welded to the center sill.

The diaphragm brace from center sill and bolster diaphragm to side and end sills could be welded making a continuous fillet weld from the bolster diaphragm to center sill. The 12 side post and 12 side braces, could be welded to the side sill and to the top angle that supports the roof. This would eliminate 192- $\frac{3}{4}$ " rivets.

The writer believes that the 3 supports to the side sills could be butt welded from the outside. This now requires 72- $\frac{3}{4}$ " rivets.

The side door threshold angle can be welded to the side sill. The threshold angle plate should be $\frac{3}{4}$ " narrower than at present to enable making a flush weld to clear flooring. Welding bottom end sheet to end sill bottom angle would require a fillet weld the entire length and eliminate 22- $\frac{3}{4}$ " rivets.

Instead of riveting the bottom end sheet to center sheet to top sheet, they could be successfully arc welded by making a weld both inside and outside at the lap joint.

The cardboard brackets to top and center end sheets, the grab iron to end ladder stiles, the brake mast guide to end sill, the pin lifter bracket to end sill and the side end sill corner gosssets, all could be safely arc welded at a probable saving.

The top diagonal brace could be welded to the side sill and to the end sill; also the bottom end sheet could be welded to side plate to end sill. The top door track to side plate angle could be welded by applying a fillet weld the entire length of door track to side plate angle.

The two ridged pole supports to be welded to the end sheets as well as the ridged pole plate to car lines and ends. The grab irons support to end sheets, the pipe clamp support to end sill angle, the sill steps to side sills, the car lines to top angle, the car lines to top side angles, the running board brackets to end sheets, the brake mast guide top to end sheet, and the brake mast steps to end sheet could all be successfully arc welded, each creating a saving in the elimination of rivets.

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Orleans, where they attended the American Legion convention. Go to any dances, Mr. Currier?

Mr. Elnarson, formerly traveling engineer on the C. M. & G., has been transferred to the Du-
buque division. W. W. Bates is now traveling
engineer on the C. M. & G. line.

Belford Howard is the new engineer in R. G.
Heck's office.

H. H. Byram is now secretary to W. M. Weiden-
hamer, general superintendent.

Can anyone lend the freight house force a
dictionary with the word "Fourty" in it—or is
it "Forty"?

Not many people can tell the difference between
right handed and left handed hinges. However,
Carpenter Daley can, for it appears he had some
trying and fitting experience with same said
hinges. The new typewriter stands are A No. 1
and the girls beg forgiveness for all the trouble
caused.

The lure of a vacation at last overpowered
Happy's industrious spirit, for he with his wife
and little tot journeyed to Bloomington, Ill. He
came back smiling. Nuff said!

Who's the heavy weight in your office or shop?
Kenny wins the prize here, but it behooves him
to reduce, for chairs cost money and it doesn't
do to pile them up in the corner for repairs.

Rudolph has at last solved the problem of sav-
ing shoe leather. Clear the way—for here he
comes on his new bike.

Emory Brooks is back loading freight after
spending a few months thrilling thousands of
people with his head down, toe hanging slide on
a wire stunt. We wonder why that sort of ex-
ercise wouldn't increase his height. But it didn't.
Evidently he isn't made of rubber.

We were without a foreman also a few days
ago. He and various others, we don't know who
all, have stocked up with a few days rest to tide
them over the coming winter months when it
rakes so much energy to keep warm out on the
platform.

Sioux City and Dakota Division*H. B. Olsen*

A slippery rail is a troublemaker for engines,
just as a slippery person is a troublemaker in a
community.

Mrs. Harold Ness, formerly Miss Fay Detrick,
stenographer in the superintendent's office, has re-
turned from a month's vacation, including a
honeymoon, to Minneapolis. She is at home to
her friends at the Metz apartments, Sioux City.

Al Osthoff, division accountant, has cut his
Eskimo Pie diet down to about 8 per day, proba-
bly due to a little cool weather. Al says he
wishes it were summer again.

"Bill Hart and Doug Fairbanks" have nothing
on Conductor Ed. Reck and Engineer McGrain
when it comes to heroic stunts, for on October
5th, at Sioux Falls, train No. 6 with its entire
crew played an important role in a "movie" stunt
when there was an honest-to-goodness automobile
wreck. Of course it was all played in "sections"
and the way Conductor Reck and Engineer
McGrain with the rest of the crew rescued the
driver of the "wrecked" automobile from the
pilot of the engine was hard to beat, in fact the
thousands of by-standers voiced the fact that it
was an act that could not be duplicated even

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About the most effective measure to provide freight-carrying equipment is to educate the shippers and consignees to load cars to full capacity and unload cars within the least possible time.

Ben Jausa, trucker Sioux Falls freight, has taken his wife to Albuquerque, N. M., with hopes of benefitting her health. They expect to remain in the western city for some time.

Miss Laura Seivert, expense clerk Sioux Falls, has gained much popularity rendering violin solos for the broadcasting station by radio. Her excellent music was much appreciated way down in Oklahoma and other southern points. We are proud of you, Laura.

Fred C. Myers, claim clerk Sioux Falls, with his wife have just returned from a two weeks' visit at Ponca, Nebr., where they visited relatives.

Switchmen Ray Hunter and Jack Haffy went down to Sioux City and visited the Interstate Fair and they "took in everything".

Oliver Berg, O. S. & D. clerk Sioux Falls, took a few days vacation, being relieved by Elmer Hall from the warehouse force.

Operator Theo. Munsch, 3rd, Elk Point, has been visiting relatives in Chicago and was relieved by Operator L. S. Adair.

Operator J. L. Ressigue has bid in and received 2nd trick at Elk Point during Operator Gorman's absence, who has gone to Texas for one year.

Listen to this: Ray Wadelich is sporting around in a brand new FORD.

Operator P. J. Masqn, who has been working at Mobridge, is working extra at Elk Point while Operator Ressigue is moving his household effects from Mapleton, Ia.

Thanks, Wayne Beyers, they are fine, come again.

Agent Hoke, at Platte, must be commended for the heroic work he and his force did in saving the company records, tickets, etc., when a bad fire destroyed the passenger station at Platte. Many of the business houses were also destroyed. A temporary ticket office has been installed in the freight station and will serve the purpose until a passenger station can be erected which will be done in the spring.

Relief Agent R. T. Stivers, who is now relieving Agent Brandt at Fairview, has hit on an economic plan whereby hotels and rooming houses can close their doors so far as he is concerned, for he carries with him, a tent and all the necessary equipment which is set up near the station—economical, healthful and handy, we would say.

In an unsigned communication someone asks if "We won't stir up the question as to why officials omit their titles on their letters?" In the good old days, in fact up until four or five years ago mostly all letters carried the writers' title beneath the signatures and it is believed it is a valuable practice. There are, of course, few changes among the higher officials and their names are so well known to all, that the title is unnecessary on letters, however, this is not the case with local officials as there are usually many changes during the year. We do believe it would be a good practice for the title to be used and the question is open for discussion—let's hear from someone else.

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LIMITED
MONTREAL

Little Albert B. Main Jr., the two-year old son of Engineer Main, won a \$75 diamond ring as second prize in a popularity contest at the Elks' Circus in Sioux Falls last week.

Mrs. P. V. Larson is now permanently associated with the Sioux Falls freight office force in the capacity of bill clerk, displacing Earl Hamilton, who, owing to his sight being impaired, was forced to resume work in the warehouse.

On October 6th, at 9:45 A. M., Superintendent E. F. Rummel, Trainmaster W. P. Ingraham, D. F. & P. A. C. N. Curtis, M. M. A. M. Martinson, Dispatchers H. L. Hoskin and Earl H. Platte, G. Y. M. Frank M. Henderson, F. A. R. G. Larson, Conductors "Billy" Rands, Walter Shadle, Bert Brashear, W. B. Anderson, Harry Jory and H. W. Apted, Engineers, Wulf, Tythcott, Thompson, Snidberg, Duncan, Rose, Firemen Rasmussen and Operator Taylor, left Sioux City on a special Shrine train destined to Spencer, Iowa. Conductor W. B. Anderson, brakemen Jory and Apted, Engineer Wulf and Fireman Rasmussen were in charge of the train to Canton. Trainmaster Ingraham, Conductor Rands and Dispatcher Platte being the "novices" were told to hold on to the rope as this was the final edict given them as they started their long pilgrimage to the shrine of Allah. They were tied in a box stall in the Palace horse car in which the Arabian mounts were hauled, hand-cuffed and what not. They were game and traveled the hot sands and blessed by the high priest of the temple. Dispatcher Hoskin had his 55-piece famous band with him and the affair was one of the best ever staged. It takes the S. C. & D. to put on a real show.

"News From the Connecting Link"

P. K.

E. W. Lollis, superintendent, has been to Joliet several times in the last month. We are always very glad to see him.

E. B. Crooker, division safety inspector, made a trip over the C. M. & G. and stopped for a visit at the Joliet station. He seemed to be satisfied with conditions as he found them.

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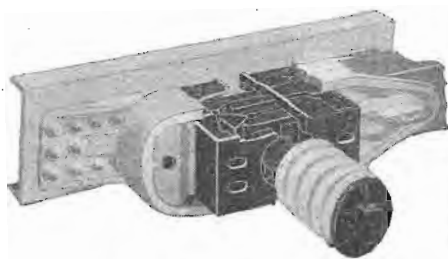
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City or Town.....State.....

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UNION DRAFT GEAR COMPANY

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CANADIAN OFFICE TRANSPORTATION-
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Traveling Engineer Einarson has returned after a very long absence. It is needless to say that we were glad to see him.

There have been a few changes in our office force. Ruth has left us and Mrs. Thoren is now timekeeper. Mrs. Fausey is assisting Mrs. Thoren.

Most people have heard the saying, "They are so dirty they would stand alone," and thought it was an exaggeration. If the unbelievers could have seen Mr. Schmitz's overalls they would have been converted.

One of the social events of the season was a dinner-party given by Mr. Hendrickson and Mr. Hillyer, Tuesday, September the 5th, in their caboose. Mr. Mohr was the honored guest. The dinner was very good judging from the number of inches Mr. Mohr had to let out his belt.

We do not know the reason and we are not insinuating anything but we wish to extend our sympathy to Mildred, she had such a queer looking eye Saturday.

If C. B. Elder, better known as Chet, had a speedometer attached to him it would register from 60 to 70 miles an hour and the reason for all this speed is that he is acting as chief train dispatcher while Mr. Cook is touring in his new Ford sedan.

Connie, the strikingly handsome clerk in the roadmaster's office, took his annual vacation in September. He informed us that he intended to spend his vacation with his folks, down on the farm in Michigan. We wouldn't doubt Connie's word, but, oh well, did you happen to be at the depot when Connie left town?

On September the 9th, if you will think back, you will recall the fact that the sun shone brightly all day. Yet, both Chet and Axel agree that it rained, and that there is a leak in the roof above Chet's chair. (Right here we might say that Chet backed in and out of the office most of that afternoon.) We feel sure that Mr. Thoren would help Chet fix that leak.

Milwaukee Terminals

Replay

We are glad to know Frank Quick is back on the job again. After this Frank, please don't stay away so long because we miss you, and if you ever get sick again please give us warning, as I am sure of a couple of nurses that would be more than delighted to hop an engine and hurry to North Milwaukee.

Art Reiss! Don't you know there are other nice places besides Plankinton's to get a clean shave. A few of us would like to know all about it, please.

Ross, size doesn't count for a thing.

Al, are you trying to get in Herbie's class—"I am going away, etc."

When it comes to knitting sweaters, Ev, you're in a class all by yourself.

The girls on the second floor of the depot gave a party Oct. 9th in honor of Flora Yorgey, of the C. & M. office, who went to Spokane on her vacation and while there changed her name to Mrs. Cecil Pitcher. You know, Flora, you may as well kill a person as surprise them to death. Vocal selections were rendered by Miss Evelyn Orme, and all the latest steps in dancing gracefully demonstrated by the Two Florences. A dandy time was had by all.

Emily, be careful when you take that trip East. I know just a dandy chaperon.

Superintendent Whiting and Assistant Superintendent Bush accepted an invitation from officers of Milwaukee Terminal lodge 942 B. of R. T. to attend an address members present at a regular meeting held Wednesday evening, September 27th.

Regular order of business and rules was suspended on their arrival so it was not necessary for them to ride the goat. About 100 members were present. Messrs. Whiting and Bush made appropriate remarks which were appreciated by the men and were followed by remarks from General Chairman W. P. Kennedy, President Oscar Anspach, Local Chairman John Casat and others. In remarks from latter, men were urged to observe book of rules and officials to observe yardmen's schedule.

One of the boys from heresay speaking of the Colonel's army career in France mentioned the fact that at times the Colonel was where bullets were the thickest in ammunition boxes. On another occasion while the enemy were hurling shells in their direction one alighting here and there the Colonel became a little uneasy for the welfare of his men and looking around noticed a shock of red hair protruding from a shell hole. As there was only one red-headed man in his regiment, a little switchman from Minneapolis, named Murphy, the Colonel knew at once who occupied the hole and approaching he commanded Murphy in no uncertain terms to vacate at once. Murphy's reply was this, "Col. Whiting you are my superior officer, which I respect, but as I discovered this hole first, I will be d—d if I give it up, and furthermore it's not half big enough for you." I am glad to state that Murphy was not court-martialled and is now back on his old job.

Notes From the Local Freight Office, Tacoma

The outstanding social event of the past month in the Milwaukee family at Tacoma was of course the marriage of Tom Dolle, our handsome demurrage clerk, to Miss Helen Katherine Probst, of Rib Lake, Wis., which took place Sept. 7th. Miss Stella Conboy acted as maid-of-honor and Tom's brother Lawrence John Dolle, once also a well known member of the Milwaukee forces at Dock Two, was the best man. After the ceremony a wedding breakfast was served at the Hotel Tacoma. The newly-weds will reside in this city. Mr. and Mrs. Dolle received many beautiful wedding presents and among them a fine set of table silver from the Milwaukee family here. They request your correspondent to express their cordial thanks and appreciation to all the givers.

Margaret Bolander, assistant bill clerk, was off on a two-weeks' vacation in September. Miss Gwendolen Guslander taking her place. We are informed by our detective bureau that one Sunday Miss Margaret and Ed, the famous one-armed driver, were out in the car and followed another auto. Evidently the occupants of that car took them for dry agents, for they dumped out a number of bottles of beer. We are credibly informed that Miss Margaret stopped to pick them up, but far be it from us to draw any inferences from this: doubtless she merely wanted to prevent other autos from receiving punctures.

Another one of our girls who is being shadowed by our own sleuth is Miss Sophie Hanson, our lovely stenographer. We learn that she is taking frequent spins in a handsome Franklin and that the chauffeur's name is "Ernest"; we hope to be able to report his last name in our next issue.

Warehouse Foreman Frank Clover is the proud owner of a new Buick. He hasn't got into any trouble with the traffic cops so far, but here's knocking wood.

Emmett Maloney, once upon a time our athletic wharfage clerk at the docks, is now chief bill clerk at Dock Two. Roy Kidd is also over there during the rush of import business at this writing.

Bernie Bartels, with whom we are under contract to refer to him as our handsome chief bill clerk, and Miss Conway, our expense bill clerk and confirmed man-hater, both went to the great fair at Puyallup on the same afternoon. In order to camouflage their movements they left on different cars but our detective bureau informs us that they met in the fancy work department at the fair.

Miss Frieda Marty, Mr. Alleman's popular and handsome stenographer, is now spending her lunch time reading Emerson's Essays. We feel quite sure you can't match that elsewhere, but this is a real highbrow office.

There is to be a big Shrine circus here in October, and "Simon" Hillegas and Ed Mider, popularly known as "Snowball," both of the coach yard switch crew, are running a neck-and-neck race in disposing of tickets, with Jack McKay, assistant warehouse foreman, running a

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close third. No one is safe from their wiles and their activities have produced a marked financial stringency in these parts.

Bob Shipley, our handsome delivery clerk, had to lay off one day to help dig the plums or pick the potatoes or something like that on Rose's place at Rigney Hill, a suburb of Tacoma. Jack McKay informs us that Bob took out two pounds of boneless hamburger as his part of the picnic provisions. Bob might as well get used to buying the meat.

H. M. Baldwin, the best natured man on the delivery force, was recently presented with a handsome bouquet by the warehouse force on the occasion of his 76th birthday. That is, the rest of the force is jealous of his youthful spryness and vigor and claim he is seventy-six, but he is in reality not a day over sixty, the way he can juggle freight. Congratulations!

We regret that Joe Gordon of our warehouse force was sick for some days, but he is again as well as ever.

Miss Esther Thiele went on a brief trip to a convention at Wenatchee about Labor Day and Miss Irene Thiele is back at school at the state college at Pullman.

East Wind Mile a Minute

There does not seem to be any danger of a cyclone due to the fact that East Wind is blowing with such volume. However, we will submit what we have for this issue.

Mr. Lloyd Donald has forsaken the Railway X with its grand view of the lake for a position as Train Master, handling the territory between Bensenville Yards and Palothorn. Mr. Jay Franz, formerly chief clerk to Superintendent Marshall, is filling the vacancy created by Mr. Donald's climb up the ladder.

Nellie Ayers, Mr. Whipple's office, is spending her vacation in the east, making Pittsfield, Mass., her headquarters. We shall expect to hear all the details of the Yale-Army game on her return as well as other interesting accounts of her journey.

Jerry Walsh is the bright-appearing young man now handling Mr. Bradshaw's correspondence and we hope he will learn to like Chicago as well as Minneapolis. Joe Ericsson has taken a position with Mr. Whipple as distributor of stock cars and is having the spaces between the hour numerals on his watch widened so he will be able to cut the work down to an eight-hour day.

Mrs. Lyons, who for many years has been secretary to Mr. Loweth, has left the employ of the old St. Paul to assume full charge of her household duties. Mrs. Lyon will be missed by her many associates around the Exchange and our best wishes for her future are extended. Our old friend Henry Williams was in Chicago for a few days last month and received the usual hearty reception from the general offices.

Henry Daniels was very agreeably surprised with a Bon Voyage package and telegram upon entering his cabin when sailing on the Majestic with his family, October 7th. A letter expressing his appreciation has been received by his Chicago friends.

Vila Graves, of Mr. Penfield's office, in company with her sister Lora, is spending two weeks in the east, visiting in New York and Washington. We expect to hear reports of a splendid time.

Have you heard the latest story about the "goings up and down" of the elevators in Rothschild's? No? Well, then ask Mr. Witt's morose and gloomy-looking "See". Ha! Ha! It surely is a funny one (the story, I mean).

If you wanna see a very busy man in action, drop into 1215 when John is using the telephone, tickling the comptometer and trying to keep the smoke from his cigarette out of his eyes all at the same time. He looks to us to be busier than a three-legged horse turning a corner on a rainy afternoon.

Our Editor and Associate Editor spent two weeks out on the Extension, the former on business, the latter just tagging along for the good time there was in it. They report a successful and interesting trip with a touch of the mysterious entering into it.

The Chicago Tribune described the east wind the other day as two thirds hot air. Wonder just where they got their information.

Room around to the Oriental freight department and get a peek at the latest word in dressing gowns. Wallie Swanson will be delighted to display his most recent acquisition in this art, it being a cross between a kimono and a Kansas landscape during tornado time and which for want of a better name might be called a Chow Mein Jacket.

Frances Johnson, one of the old timers around the general superintendent of transportation's office, is relieving Nellie Ayers for a couple of weeks. Seems good to see her again.

Mrs. Morrison of the legal department has been sojourning abroad, taking in the deeply-tinted atmosphere of the olden countries, with their myriad of historical and interesting spots. She reports that every moment was crammed full of pleasure, but we'll bet the greatest pleasure the trip held out for her was that which awaits the journey-spent traveler when the statue of liberty on the skyline of little old New York looms up on the horizon.

Miss Salmons, also of the legal department, has been doing Washington and the eastern cities this vacation. Many interesting accounts and narratives are promised the willing listener.

Mr. T. W. Burtness, president's office, spent an enjoyable vacation, taking the boat trip from New Orleans to New York City and from there to Washington. He says he stands ready to recommend the trip to anyone contemplating making it.

S. M. West—Notes

Ray H. Hoffmann

W. H. Fry, formerly station agent at Howard, S. D., visited friends at Madison during the latter part of Sept. Mr. Fry is at present employed in the auditor's office of the Northern Pacific at St. Paul.

C. G. Fulnecky, assistant engineer from Minneapolis, passed over the division recently, on bridge inspection. "Charley" is getting to be quite a politician as he was wearing a button "Vote for Anna Olson for Senator."

Passenger Conductor Dan Lawler and son Joe, have returned from a hunting trip at Blunt, S. D., where they spent about a week hunting prairie chickens. "Dan" did not say how many chickens he got, but he usually gets the limit. Conductor Tuttle relieved him while away.

Superintendent Rummel of the S. C. & D. division accompanied by Chief Carpenter Volmer and Roadmaster J. M. Murphy, were at Madison recently while on a tour of inspection. We are glad to see Superintendent Rummel back on the job again, after his recent illness.

Claim Agent C. A. Peterson and Assistant Ralson, of Aberdeen, spent a day at Madison recently. Glad to see you, call again.

Special Agent Burke passed through Madison recently, enroute to Aberdeen, where he has his headquarters.

Carl Gulbrandson, section foreman at Lake Preston on the M. & B. line, attended the meeting of the Milwaukee maintenance of way men at Minneapolis, during the later part of Sept. as the delegate of this district.

Roadmaster T. McGee advises that he is unable to figure out where the two extra chunder dumps he has at Jackson, came from. We suggest that he take the matter up with Roadmaster J. S. Healy.

We understand that Section Foreman Nels Holm, of Elrod, is getting to be quite a hand at unloading cross-ties. What say, Nels?

P. Peterson, section foreman at Sherburn, attended the triannual meeting of the maintenance of way men at Detroit, Mich., as the representative of this district.

The boys at the Madison round house are wondering when John Felt, R. H. F., intends going to Northfield, Minn., again.

We wonder when Walter B. Damm, our genial local storekeeper, is figuring on getting married. Perhaps John Felt can tell us why Geo. W. Taylor didn't get his housekeeper.

Storage of Acetylene Cylinders

Store acetylene cylinders, both full and empty, in a shed or building well ventilated and protected from the elements and free from sparks or a flame. No other combustible material should be stored in the same room with acetylene. All cylinders should be stored standing upright.

During very cold weather, the acetylene storage room or building may be artificially heated by steam, but not to exceed a temperature of 50° F. to 60° F. Cylinders should be at least three feet away from the steam pipes or radiators. If full acetylene cylinders are allowed to remain in excessively cold storage, difficulty may be experienced with regulator freezing when welding or cutting is being done on outside jobs.

When the cylinder is emptied, always close the valve tightly. There is usually a small amount of gas contained in the empty cylinder. If the valve is not closed tight, this small amount of gas escaping may cause trouble when in return transit.

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Iowa (East) Division and Calmar Line

J. T. Raymond

Mrs. Hubert C. Deming and two children are the guests of Superintendent and Mrs. C. H. Marshall. They are enroute from El Paso, Tex., to their new home in Terre Haute, Ind., where Mr. Deming has established a business.

Division Storekeeper H. R. Meyer's office is being transferred from Perry to Marion.

Operator E. I. McGuire, Paralta, while on his way from Marion to work, motor car was derailed about a mile west of Paralta. He was seriously bruised, but no bones broken.

Chief Dispatcher and Mrs. H. C. Van Wormer spent several days visiting at Campbell and Beckenridge, Minn., at the latter place they were entertained at the home of Mr. and Mrs. F. W. Ray. Mr. Ray was formerly a dispatcher at Marion, but is now dispatching trains on the Great Northern Ry.

The Iowa division is doing the heaviest freight business in its history.

Owing to the heavy business it was necessary to put on a switch engine at Marion. Conductor Frank Lafferty and Engineer Curran are in charge.

Dispatcher and Mrs. R. C. Merrill and little daughter Betty Jean are spending two weeks visiting relatives and friends in St. Petersburg, Fla., Richmond, Va., and Washington, D. C.

Brakeman Chester V. Freeman was off duty on account of an attack of appendicitis, during his absence H. R. Barger took his place.

Mrs. Emma De Long spent her vacation in Seattle and other western cities.

Miss Mable Cuning of Cedar Rapids was a member of the clerical force in Superintendent Marshall's office during Mrs. De Long's absence.

Agent J. B. Howe, Onida, Mont., was off duty some time on account of illness of his mother. G. H. House acting relief agent.

Operator John B. McGuire was absent from duty on account of being ill. Operator Behrens relieving.

Operator Geo. Crabb, Cedar Rapids, was off on his vacation the first part of October. W. K. Hodgson relieving.

Conductor Frank E. Pike has bid in the Davenport-Maquoketa passenger run.

The motor car is again in service on 27 and 28 between Monticello and Calmar.

Mr. and Mrs. Verto M. Reichert enjoyed their vacation motoring to Dubuque, Milwaukee and Chicago.

Mr. and Mrs. Carl L. Oxley spent their vacation visiting relatives in Chicago.

Baggage man J. P. Cronmiller is off on an extended vacation visiting with his son at Bemidji, Minn. Baggage man A. R. Talbott relieving.

Baggage man D. L. Pulley, of Maquoketa, was off duty on account of illness.

Train Baggage man K. T. Kendall, while handling a trunk in baggage car on Sept. 22nd, had his hand scratched, apparently not seriously, but blood poisoning set in so that he gave up work on the 28th and in spite of good medical aid he passed away Oct. 7th. The funeral was held at Cedar Rapids, Oct. 10th. He was a member of the Masonic order and B. of R. T. The pall bearers were selected from the membership of these two orders. Mr. Kendall was a very likable man and will be greatly missed from the ranks. He is survived by his wife and two children. On behalf of his fellow employees we extend sincerest sympathy to the bereaved ones.

Operator C. J. Storm of Clinton is off on a four months' leave of absence. L. Fiala has been appointed operator at Clinton.

Missoula Misgivings

Assistant Superintendent T. J. Hamilton is enjoying a well earned vacation on the west coast, accompanied by Mrs. Hamilton. Trainmaster W. W. Black, of Deer Lodge, has taken over the duties of the assistant superintendent at Avery.

Mrs. E. F. Husaboe is enjoying a visit with relatives and friends at Ipswich, S. D.

P. F. I. "Pete" Peterson received a nasty cut over the eye when a pair of tongs slipped, and it's a mighty good thing he had witnesses, because even then some of the boys were inclined to believe he got it elsewhere.

A thought each day for the next several weeks: Do Your Christmas Shopping Early.

Dave Saunders says on account of the fuel shortage he will do his Xmas shopping early. Conductor T. Voss recently bid in the trouble shooter, but can't be kidded about soft snaps.

Mrs. Archie Dorval, who was operated on for appendicitis a short time ago in Missoula has returned, after a speedy recovery.

Engineer Charley Horning and wife are very much pleased these days with the arrival of a brand new baby girl.

"Buick" Fulleton is back. Nuf sed.

The B. & B. gang have been busy the last week or so at Avery remodeling the fish pond, and it's going to be bigger and better than ever.

Chief P. F. I. Doyle dropped in on us the other day, and had quite a visit with the boys. The only trouble with your visits Ed, are that they aren't long enough.

Travelling Engineer McAvoy says "Stomach trouble is supposed to make a man grouchy, but I think it is having the grunch that gives a man stomach trouble." And that came off during "Smile Week."

Curtis Lee and "Pete" are the latest additions to the residents of "McFadden's Flats."

We asked John Siders if he believed in dreams, and he said it all depended on who was dreaming.

Billie Lee and bride are bacheloretting up around Spokane somewhere, and the gang is expecting them home any day. We have been trying to have Mr. Smith hurry the fish pond, as the water in the river is low, because if the fish pond isn't finished we will have to use the oil tank.

Save It for the Minstrels.

Pete: Where are you going ??

George: To heaven, if I don't get hel-d up.

Freight Auditor's Office

Rein and Rott.

Arthur Gentzcki spent his vacation at Calcimine Falls. Art claims the scenery was wonderful, nothing but four walls.

Roman Smeja joined the Goodfellows Club, free drinks to everybody, one pair of fours in three shakes, what will you have, fellows.

A. Milke has purchased rubber tire glasses.

E. Ericson spends all of her spare time with the crochet needle. Just when are you going to use that luncheon set?

Why so many trips to Michigan. Pearl?

Miss Sanders is quite a musical genius, but when it comes to blowing a horn you should hear Ben. Reinert.

"Congenial Jim Graham", Superintendent of the Fullerton Avenue Building, recently had a very narrow escape from serious injury or possible death. It appears that an auto attempted to crash into a Kedzie Avenue car, but unfortunately at that moment "Our Jim" happened along and he served as a human cushion for the auto as instead of bumping into the street car, knocked him against it pinning him between; his life virtually being saved by reason of his big straw hat the brim of which was crushed into fragments, however serving as a protection for his head, which would undoubtedly have suffered a similar fate. It was the wish of providence however that "Sunny Jim" be spared as he escaped with slight injuries everything considered and within a short time all marks of the accident will disappear from his handsome countenance leaving him as good as ever. One thing the writer regrets; that is not being present when "Tiny Jim" regained his senses after being knocked unconscious and hearing the "flow of language" directed at the parties responsible for the accident. At present neither the street car company or the owner of the auto attempted to collect for damages sustained to their property by reason of the collision with "Handsome Jim".

We were indeed sorry to hear of Norma Hurtienne sudden attack of appendicitis. We wish her a very speedy recovery.

Ask J. O'Shea who the Revising Bureau beauty is.



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"Pilcher Trussed Truck
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MILWAUKEE, WISCONSIN

When F. W. Mueller, the champion bowler resigned, he vacated his place on the bowling team. We will await the result of the season's games, to see who the new champion will be.

A certain young lady in the Interline Bureau bought some chances on a center piece. She said the table is ready. Here's hoping she wins it.

Edna Greinke spent her vacation at Lake Noyebay, Wis. While she was up there she became acquainted with a young man called Larry, and we understand it was love at first sight. His profile is now on display on her desk.

Frances Mezdyr went for a trot,

And Oh! What a whale of a horse she got.

The canter was risky,

For the horse turned frisky.

Then to be carried right back was her lot.

News From the Black Hills and West I. & D.

J. R. Quass

Conductor C. L. Grube and wife are the proud parents of a fine baby boy.

Conductor W. H. Stewart is back from sunny California and is going to work a couple of months before the cold weather sets in. Bill reports everything fine in California, but says it is nice to be back with the boys again.

Chief Carpenter Floyd Smoot has had a work train redriving some bridges on the west end—getting everything fixed up for the winter.

We saw quite a lot of the boys from the east end out this way when the hunting season opened. All reported a fine time and all got their ducks and chickens as the hunting was fine this fall.

We see quite a few old faces back on the job again since business has been on the increase. Things are getting back where they used to be with three ring crews on west end.

The steel crew have been out to raise the east end of Cheyenne River bridge that has been resting on blocks since the flood a couple of years ago. It is now reset in cement.

Our former Chief Train Dispatcher, A. J. Elder, paid the division a call the first of October. He has been appointed train master at Milwaukee. We were all glad to see A. J. E. out here with us again if it was only for a short time, as he surely was always one of us.

Fireman Harold Hamilton made a trip to Wyoming, taking in the sights and calling on friends.

Conductor Paul Smock has given up the east end way freight and taken a ring crew on the west end. This gives us a fine chance to do a little on lay-over and I guess we got our share.

Oh say, there have been three new cabooses come to the division, which has caused a lot of worrying by some of the conductors as to who was to get them.

Well the Corn Palace is over, everybody had a good time and some of the sights will be remembered a long while by some of the visitors.

Minneapolis Shop Happenings..

James Nellis

General Manager J. T. Gillick was a business caller at these shops on September 18th, accompanied by General Superintendent J. H. Foster. After a talk with the supervisory officials they left for the west.

It sure was a glorious sight to see the boys again at their ball game on September 22nd, the contestants in the game being the Boiler Shop Regulars and Store Department, the game ending in a tie, 4 to 4. This game was played off Oct. 3rd, score 9 to 2 for Store Department. Effective work was done by batteries Edlund and Johnson for Boilermakers and also by Laird and Hegan for the Stores.

Veteran Joseph Wood, of the Tin and Copper shop, died on Sept. 24th from a stroke of paralysis. He was among the veteran employees and sympathy is extended to his family.

The shop friends of Casper and Oswald Roth are sympathizing with them account death of their mother who passed away on September 23rd. Those Roth brothers are most agreeable and pleasant to be associated with and all offer condolence to them in their bereavement.

Messrs. O. P. Barry, auditor of expenditures

and W. G. Winter from the office of general Superintendent of Motive Power, L. K. Silcox, were at the shops on September 26th and 27th, transacting business with Shop Accountant P. A. Niekey.

Congratulations are being offered Russell Oberg of the accounting department due to his recent marriage. To show how this popular young fellow stands with his fellow associates, they presented him with a beautiful silver set which is very much appreciated by our young friend.

M. G. Skacel, from the office of the auditor of expenditures, was here recently transacting business with Shops Accountant P. A. Niekey.

It sounds good to read of the promotion to the position of general boiler inspector of A. W. Novack taking the place of Edw. Young who accepts other duties. Congratulations to friend Novack and best wishes for good health and prosperity to friend Edw. Young, for he was a friend indeed and so proved himself when a friend was needed.

Mr. C. O. Bradshaw of Chicago, transacted business here on Oct. 5th.

It was a glorious sight to see Wm. French of Bedford, Ind., again at this place for a few hours on October 4th, having a hand shake with his former pals in joy and misery.

Our shop base ball season ended on Sept. 30th, the Roller Shops Regulars being the champions, much to the chagrin of Captain Edmund, who was heard to soliloquize something like this:

The season's crowning game is done.

The sun is dropping down.

A monumental victory's won.

Let's go and paint the town.

Let's tell the world with song and cheer,

The foe is put to rout.

And if we can't find lager beer,

We'll celebrate without.

S. M. East

I. McCarthy

A little train dispatcher arrived at the home of Mr. and Mrs. R. E. Wood at Austin, August 25th. The boys say that they enjoyed the smokes.

Our worthy agent, W. O. Burnett, of Isinours, Minn., passed away very suddenly on the night of August 26th. Mr. Burnett had been employed in the capacity of agent and operator on the South Minnesota division for a number of years, having worked at Ramsey before going to Isinours at which place he had been for eight years. Mr. Burnett leaves a large circle of friends on the C. M. & St. P. The funeral was held at Austin.

Train Dispatcher C. M. Anghey is on the job again after a two weeks' vacation spent on a hunting trip in the northern part of the state. He reports having the time of his life with all the wild game he could eat.

Engineer Robert Hermann informed the writer personally, so that no misunderstandings may arise, that he had his license—and that it was a hunting license.

Weighmaster R. C. Booth and family spent about ten days in Valley City, S. Dak.

Herbert Norgorden of the master mechanic's spent a week in Omaha. Looks pretty serious, Herbert.

Roadmaster Larson spent a few days hunting near his old home in Red Wing, Minn. He took the family along making the trip in his Ford. They report a fine time.

Nellie has a new interest. It is in Albert Lea this time. She goes over nearly every week.

Eleanor Moran spent a very quiet vacation at her home in Wisconsin. On her return she visited a few days with Mrs. Emmett Bowen (nee Margaret Morse, Comptometer operator in the superintendent's office) of Watertown, Wisconsin.

John Kaisersull, of Madison, after finishing his work on the weed burner for this season called on a few friends in Austin on his way to his home in Madison.

Mrs. Thos. McKensie, wife of Section Foreman T. McKensie, died at her home in Albert Lea the latter part of September. The funeral was held at Elmdream, S. Dak.

Mary Jane Hubbard has returned from an eastern trip. Her aunt from Spencer, Ia., accompanied her to Pennsylvania. Conductor and Mrs. Hubbard went as far as Spencer in their car to meet Mary Jane and accompany her home.



Never start a run without **Murine**. Use it often to Protect your Eyes against the Hurtful Effects of Cinders, Coal Gas, Dust and Wind. This Convenient Lotion Soothes, Cleanses and Refreshes. Contains no Harmful Ingredients. Sold by Druggists Everywhere.

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Accessories**

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

Motoring on the Milwaukee
Up and Down Hill on the Rocky Mountain Div.
Nora B. Decco

"Bill's Laundry" does not guarantee the safe delivery of your clothes, in fact they do not even promise to return the clothes; but if you want to take a chance on getting them back with all the dirt removed, as well as part of the garment probably. Well—any way, Bill Merrill says all laundries are alike and as long as Bill Fink paid for the machine he will pay for the electricity to wash the clothes if the motor can stand the load. At last report it was coming in on one side, and you couldn't tell the denim overclothes from Bill Merrill's best go to meetin' hard boiled shirt, (they were all in the same tub so I understand) something will have to be done to cover the expense of new clothes now and the price list from "Bill's Laundry" looks something like the latest radio news. Collars fifty cents each rough dry, flannel shirts taken as part payment for all underwear lost in the wash; family flat work done while you wait—if you wait long enough.

Looks funny for an old bachelor to buy new rugs, electric washing machines and sweepers, don't it? Bill Fink also has a new car and so has Ted Burrows and the doctors at the hospital are complaining they can't find the nurses when they want them as they are out riding in that new red Oldsmobile all the time, goodness and the price of gasoline, too. Ted says he only swore five times in all his life and that was when he killed his engine on the old town railroad crossing in front of sixteen with a car full of ladies and he had just finished telling them how quickly he had learned to drive.

As long as the subject of cars is before the board will mention, just mention you know, that Operator Alexander at Harlowton has a new car. Yes he went over to Butte and started out looking for Three Forks and he found it, too, after going around by Kalispell and Havre and out Harrison way, and when he did get in town he couldn't get out. That's the way with a Ford that belongs to a railroad man, can't get them away from their work, no, not the man, the car. It started for Bozeman all OK and Mr. Alexander curled up in the front seat with the Harlowton Caller who was his partner on this wild ride and pointed the car toward the county seat of Gallatin county and thought after telling Henry to keep to the right he could get a little sleep; but do you know that fool car opened a pasture gate and cut across two or three fields, stopped, looked at the north star and when the driver opened up his eyes again here he was back going up Main street in Three Forks again right back to the telegraph office where he started from; can you beat it? He says the next time he will watch that car till he gets across the last bridge on the Yellowstone Trail, anyway.

Conductor Coffin and wife have returned to the R. M. division and are now living at Deer Lodge, and everyone is glad to welcome them back again.

Train Master Rogers left for Portland first of the month, and Assistant Superintendent Willtrout is back again on the job.

Brakeman Burrell and wife, who have been in Pocotello for some time past, are returned again to Three Forks and will make their home here.

Mrs. A. Jorgenson and son Harold have returned to Seattle where Harold is attending the University of Washington. They have been making Mr. Jorgenson a visit during vacation.

Operator DeChant who has been assigned to a GS job left for there last of September and Operator Holcomb is assigned to his job at Lombard. Operator Shumway relieving temporarily. Miss Mary Sheek is now at Donald for several months during the absence of the regular man there who is away visiting, and Miss Francis Murphy of Bozeman was off a few days visiting her mother in Butte to gain strength for the rush of box cars painted with new red paint and bran new numbers that are going up to the G V every day now.

Conductor Hurst is visiting friends and home folks in Missouri and Mr. Floyd Sterling has his run during the vacation time. Mr. Sterling has returned to the R M after some months of passenger work in the Nor Mont.

The editor and a lovely young lady named Miss Hazel Merrill of "At Home" fame passed thru our fair city on a visit eastward and after gazing at the lady who tells you to wear 'em long and to use salt for ink spots an' make your pie crust with flour an' lard, I am inclined to think we folks out here have been missing something by not demanding her personal attention before. Hope I see her when she goes back again, she's nice to look at. If anyone finds out when she is returning eastward I s'pose there will be a gang of the brothers to the train to meet her. The editor had lost her voice, for the time being, and I certainly told her a lot of things I wanted to get off my mind and she could only wave her arms which did not worry me a bit.

Last but by no means least in the order of importance in owning a new car is Boardman Lane of Three Forks as he is the proud owner of a gran' new Ford and now won't even walk across the lawn to pick up a hose but starts the car and the hose gets up and moves to keep from being run over. John is a real driver, too, and his family have got so they climb right in and trust their lives to him as if he had never ridden a bucking broncho in his life but was as used to the steering wheel as he is to the extra board, and if he handles the car like he does this same board, he will always be just two jumps ahead of any calamity.

Mike Welsh is back again on the job at Deer Lodge after a two weeks' vacation during which he spent most of the daylight hours looking over C A L's shoulder figuring out the meets—so I heard.

Mr. and Mrs. Tavenner of Deer Lodge got in their nice closed car and shut the door and started on a tour of the state, accompanied by their son Donald. They spent most of the time in the Gallatin Valley and returned home via Helena. Don says he can spell Sacajawea hotel now which is more than any one else can do—listen to the GS operators trying to send it some time without breaking. Can't be done.

Signal Dept. Bubbles—Lines East

By Suds

Gene and party returned from Spider Lake where they had spent two weeks, reporting a grand outing. They pitched their tent on Spider Lake but having an Evinrude motor with them, they explored the entire chain of lakes known as the Manitowish waters. Of course they fished but caught no muskies over ten pounds, claiming they returned about twenty fish undersized.

F. D. Morehart attended a meeting of the R. S. A. at New York.

Miss Florence Klase, formerly with the baggage department, has joined the forces of the signal department taking the position left vacant when Phil joined S. V. Basset's crew.

Bill Seemuth has engaged the services of an assistant for a few weeks in the person of Miss Ruth Koplin. Both these young ladies have not been initiated into the Mystic Order of Reach as yet but their applications have been accepted and initiating will take place shortly.

Bert Cook, formerly in the signal department, gave us a call the other day. Bert made inquiries about some of the old timers.

There are four signal crews on lines east. Owen Dunn and crew are following a steel gang on the River division. Sheldon Basset is about through on the La Crosse division, where he has been following a steel gang and is billed for Pacific Junction, where he will likely be anchored for some time. Frank Haunnes is rebuilding Kittredge Interlocking Plant and R. S. Taylor is rebuilding pole line on La Crosse division which had suffered severely from the storms of last winter.

The standing of the teams in the C. M. & St. P. Bowling league after the first month of bowling is as follows:

Teams	Won	Lost	Averages
Store Dept.	10	2	853
Cashiers	8	4	808
Ticket Agents	8	4	776
Car Dept.	6	6	806
Signals	6	6	761
Chestnut St.	6	6	744
Telegraphers	5	7	805

Muskego Yards	4	8	800
Terminals	4	8	695
Rates	3	9	818

First ten individuals are A. Epp, 189, C. Klug, 189, F. Shannon, 183, C. Horlvy, 178, J. Hoerl, 177, C. Schwab, 176, C. Witt, 175, L. Oman, 175, H. M. McMurtrie, 174, and E. Brock, 174.

Old Line Line O' Type
Hazel E. Whitty

BOOST FOR THE ST. PAUL ROAD—THE ROAD THAT GIVES YOU SERVICE.

Miss Flora Yorgey, for a number of years Maintenance of Way clerk in the Superintendent's office and at one time Roadmaster's clerk at Horicon, Wis., is no longer one of us. She left for a visit to Tacoma, Washington, and while there, was married to Mr. Clyde Pitcher, a business man at Yardly, Wash. Flora will be greatly missed in the Division office, as she was a jolly good fellow and a very capable clerk. We wish her the best of luck in her new home.

Stanish Hoppla, foreman at Rush Lake, proudly announces the arrival of another daughter at his home. This makes four girls for Stanish now.

Paul Schilling, section man at Horicon, reports a couple broken springs on his car again. A little more two arm stuff at the wheel, Paul, might prevent a recurrence.

The RRY force at Hartford was increased recently when a boy arrived at the home of Mr. and Mrs. Wm. Schwartz. "Daddy" Schwartz says he will resign in favor of the new arrival when the time comes. The new comer cost the Daddy plenty of good smokes which were passed out freely among the boys.

Fred Lisco has been off lately taking in the fairs. Someone said that he was at Minneapolis for a golf tournament but this proved to be a false rumor.

Tom Kaine has been relieving Lisco on the Portage baggage run.

Our old friend, Heinie Rief, laid off a couple of days owing to the excessive heat. Rumor has it that he had gone on a little trip and during which he finished up a little sewing he had on hand.

Conductor Wolf from is still absent from the list of Horicon Conductors. Charlie is home putting up jell.

Conductors Geo. Higgins, Ed. Oakes and Francis have returned from their hunting trips. They report more butterflies than ducks owing to the mild weather.

Bill Engel, Agent at Waupun, has been at Winneconne hunting recently. He came and he saw one mud hen but upon examining it he found out that it was blind and hadn't the heart to kill it. For his reward he got back home safely.

Since Frank Reese has been on the Berlin job, he has been instructed by Conductor Smith to be sure and not leave his old shoes under his desk in the caboose. Ducky, I had no idea you were so finicky. I know lots of nice people that would just as soon have Frank Reese park his shoes on their parlor tables, so there.

Conductor Chambers has been on a duck hunt at Rush Lake. No luck, of course, but Chas. proved his worth as a dish washer and cook and is sure of an invitation to the party next season.

Reagan is breaking with Kreps of No. 71. He still lives in No. Lake, going to Milwaukee with his motorcycle when he takes the train.

Geo. Price is dispatching in Milwaukee.

Joe Barnish was off for a week, taking in the Portage Fair. He says the best part of it all was watching the Poultry show from the grand stand.

Speaking of fairs, the boys sure did have luck there. They all won a nice Kewpie lamp and only paid about \$6.00 apiece for the pleasure. These same lamps can be bought at Gimbel's for 98c. Harry Luker says to give him the old wheel of fortune. At least somebody won every time then.

One thing the inkydescent lamp has done is to take the taste of kerrysene out of the flour and sugar.

Success of Industry depends upon the railroads

Business is coming to the railroads with a rush. The peak is not yet reached, but even now every available locomotive and car must be kept in service to keep traffic moving promptly.

Our extensive facilities for building and repairing locomotives are placed at the disposal of the railroads in this crisis.

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607 So. Dearborn Street

Chicago, Illinois

"Dopey." Luck suggests that money be made of rubber so it will stretch further and give better service on a rainy day. Go to it, looks like a big invention.

Jed Taylor says that in this day of profiteering that the word apparel should be changed to Abarrel and lived up to. Jed suggested this, I think, because he could hardly talk account a bad cold in his head.

FOR SALE

One Overland car with piston rings
Two rear wheels, one front spring;
Has no fenders, seat or plank.
Burns lots of gas, hard to crank.

Carburetor busted, half way thru,
Engine missing, bits on two;
10 years old, 11 in the spring,
It's shock absorbers, n'everything.

Radiator busted, sure does leak,
Differential's dry, you can hear 'em squeak;
Ten spokes missing, front all bent,
Tires blown out, ain't worth a cent.

Got lots of speed, will run like the deuce,
Burns either gas or tobacco juice;
Tires all off, been run on the rim.
Darn good Overland for the shape she's in.

—See A. F. Carlson, Ilwaco, Wis.—

Boys announce to all the ladies on the Division that the storekeeper at Sleepy Hollow has taken down some of the canned corn and salmon to make room for the new fall millinery.

The Northern Division has been placed under the care of J. W. Phillips as trainmaster. Mr. Bannon will have charge of the C&M Division only. Mr. Phillips will handle this work in connection with that which he has always held as division master mechanic. The work on the C&M division proved so heavy that it was thought best to assign Mr. Bannon to the work entirely and while we regret to lose him in this capacity, we know that the ties which bind him to the Nor Div are pretty strong and know that he will look in on us at different times.

Ed. Smith, better known as Ducky, has left for Seattle, Washington, for a short visit.

"It ain't guns nor armament,
Nor the funds that they can pay,
But the close co-operation,
That makes them win the day.

It ain't the individuals,
Nor the army as a whole,
But the everlasting team work,
Of every bloomin' soul."

—Kipling.

West End Scraps James T. Ritch

For the information of those who are speculating on the cause of Jim Cumming's unseemly sprightliness, Jim has a new baby girl. The girl was christened Margaret, but we were strong for the name Oleo Margarine, in view of the fact he hasn't any but 'er.

Miss Hazel Merrill, who claims residence in Chicago, but who is easily pretty enough to be taken for a Seattle girl spent a few days last month in our well known pluvian village. Although the sky was somewhat overcast with high fogs, (as the Californians term it), I am sure she carried back with her, some good impressions of the Sound Country.

It has always been our contention that Bobbed Hair, although a good idea, and at times becoming, has its sorrows like all else, and now we hear Grace Cumming loudly lamenting the fact that she, while curling her hair, had burned her neck.

It seems strange that coincidental with the coming of Fall Harry should fall for the seductive wiles of Cupid. Suffice to say Mr. and Mrs. H. A. Wurzbacher, after a honeymoon tour of Southern California, are at home at 313 10th No., Seattle.

A. H. Barkley recently motored to Vancouver, and no one has as yet, asked if his gasoline tank contained gasoline on the way back.

Suzanne Johnson spent her vacation in the vicinity of Spokane hunting deer and so forth, no

reports of her luck have been received, but I don't think she was arrested for bagging more than the limit.

Miss Hazel Dean Nation of Ottumwa, Iowa, was a recent visitor in Seattle. It is seldom we draw a representative of the Corn Belt to this neck of the woods, and having done so, are doubly lucky, in having so charming a guest.

Quite a unique distinction has descended upon O. P. Kellogg, that of being the husband of Seattle's most popular young lady. Believe us, we share O.P.'s pride.

We might sate in passing that Johnnie "Red" Palm, has been sporting a rather low chaparral.

Roy Jackson and Miss Mary Brown were joined in the holy bonds, (as the Papers say) at 8 P. M., October 18th. Roy has been with the company for some years, and Mrs. Jackson is also a Milwaukee girl, having served her time at the Local Freight in Seattle.

In the name of his friends—the bunch, we extend our congratulations.

Rusky White, being on the Admiralty staff, took a voyage to San Diego on the Battleship Idaho, where he will spend a few weeks.

Phil Warrack has a new Hupmobile, so they say.

Chicago Terminals Guy E. Sampson

G. E. Sampson and family and Lyall Sampson and wife departed for a week's vacation which will be spent at Wauzeka, Wis. The marriage of Miss Emma Miller, a sister of Mrs. G. E. S., is to be the main feature of the week spent at their old home town.

David Rand is on a short vacation visiting his parents at Sioux City. M. Duffy and Chas. Harrington, two of our hardest working Y. M. S., have returned from their annual vacation, also our youngest regular Y. M., Mr. M. G. Anfle, enjoyed an annual vacation soon after returning from a two months' trip way out west in Iowa.

Switchman F. Marquadt expected a two weeks' vacation but returned to work on the Horn transfer after a two days' lay off and some of the boys over at the C. J. said Ferd's face was so long that they saw him coming soon after he passed Norpal. It sure is hard to be disappointed. Well as funerals and weddings are about the only excuse for laying off now we advise him to get married, then he will be able to get away for a few days and after that he won't want to lose the time from work to go on a vacation. We know, too. And if you don't want to believe us, just ask Eddie Stock.

Business is booming and every available engine and employee is working every day. The fruit business came near swamping us but the present officials of the terminals have managed by long hours of hard figuring to keep just a step ahead of the game so that no business has had to be turned away.

Mrs. Peck, wife of Machinist Wm. Peck, was called to Kansas by the serious illness of her mother. Last reports were favorable.

T. P. Smith who has been idle most of the summer account of slack business, returned to a steady job a few weeks ago and after a few days' work was unlucky enough to turn an ankle which laid him up for a few days more.

Yardmaster M. A. Duffy is the proud Daddy of an eleven pound baby girl. Congratulations, Mike.

Business is better than it has been for quite some time, and we will operate the North and South Humps commencing Oct. 15th, and I am sure everyone is willing and ready to give his hearty co-operation in order to keep the business moving without delay.

Mr. Donald has transferred his headquarters from Mr. Meyer's office to the outer office at the North Hump.

Anyone contemplating a trip out west might see Miss Margie and Miss Mary in regard to getting a "drag" with train crews and others. (Oh! Alpha and Ed!). The girls report a wonderful time in Seattle, Tacoma, Mt. Rainier and Spokane.

By the way, Miss Margie McBride of Galewood is in a popularity contest, and if anyone would like to ride home in a Maxwell, he might

give Miss Margie a subscription for the West Town News, and every one year subscription counts for 10,000 votes.

Some one is wondering why Annabelle Hudson visits her cousins the Murphys so frequently of late. Tell us about it, Annabelle.

Wonder how Eddie Johnson is enjoying his vacation. (?)

We extend our sympathy to Switchman Hugh Holden in the bereavement of his mother, who died Oct. 1st.

Gleanings from C. V. & Wabasha Division M. M.

Another lapse of time and no news from the C. V. & Wabasha Division. This will never do and must not occur again.

Engineer John Hilger and wife have returned from their trip to Seattle and report a most enjoyable time.

District Boiler Inspector H. J. Wandberg was making his usual visit of inspection the fore part of the week. Mr. Wandberg has sufficiently recovered from his accident to attend to his work. His many friends are pleased to hear of his speedy and safe recovery.

D. E. Rossiter, superintendent, was a caller here Wednesday, Oct. 11th.

The definition of a cinder—one of the first things to catch your eye while you are traveling.

Mrs. Ervin Peddern, clerk for the Chief Carpenter and roadmaster, accompanied by her mother, Mrs. John Ostrum, spent Saturday, Oct. 7th, in the cities.

Trainmaster J. E. Hills and J. M. Oxley, instructor on time card rules, spent a short time at Wabasha October 10th.

Here's something to ponder over:

He who knows not and knows not he knows not is a fool; avoid him.

He who knows not and knows that he knows not is simple; teach him.

He who knows and knows not that he knows is asleep; wake him.

He who knows and knows that he knows is a wise man; follow him.

F. C. Beck, of Stillwater, has been duly appointed agent at Wabasha. Mr. Beck comes to Wabasha highly recommended and during his short time here has acquired a host of friends and undoubtedly his winning personality as well as his capability will make for him a most successful career as an agent.

Yardmaster H. Peterson, Switchman Frank Higbee and boiler house man Christ Reister went to Red Wing last week to attend the street carnival at that place, making the trip on the way freight and returned in a Ford.

Take all you can honestly, save all you can prudently and give all you can possibly. That's a pleasant thought and Guy Rowe always seems to be entertaining such thoughts for one morning early with torrents of rain coming down while returning from town in his sedan he stopped to give an employee a ride to work. But Guy had forgotten that there were only two drops of gas in the tank—one to be used to stop the car and one to start it and that left no gas to drive on. So it was with some embarrassment that he kindly invited the employee to walk the rest of the way to work.

Geo. A. J. Carr, district storekeeper, stopped off at Wabasha enroute over the C. V. division looking after the needs in the store department.

John Linner is extra operator here relieving the regular men, giving them an opportunity to take a vacation. Frank Poeschel, third trick operator, has enjoyed his two weeks' vacation. He is rather quiet about his whereabouts but it is our belief that he had a rather brisk time with his Ford coupe. At present Geo. Poeschel is taking his vacation. George and wife have gone to Milwaukee to spend a portion of his vacation in that city. Next in order will follow H. D. Witte. Presume he will sojourn extensively as he has not made known his plans.

G. H. Wetherland, government inspector, made his annual inspection visit at the roundhouse at Wabasha. He left with a favorable impression of the condition of the power.

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Coal and Wood**

Turn Valve—Heat Instantly

Throw away the coal scuttle—banish the wood pile. Don't worry about coal shortage or high prices. Amazing new invention, the Oliver Oil-Gas Burner turns your heater, cook stove or furnace into a gas burner. No changes—in one minute you slip the Oliver into the fire box. You have as much or as little heat as you want at turn of valve.

Cheaper than Coal or Wood—3 Times the Heat

Not an oil heater. No wicks, no smells, no waiting. A real gas burner. The Oliver makes its own gas from 95% air and 5% coal oil (kerosene) the cheapest fuel there is. *Gives three times heat or cost instantly.* Heats and bakes better, quicker by simply turning valve. Saves time, money, drudgery and heat 100,000 in use.



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Any Heater
Cook Stove
or Furnace*

Use it in Your Stove 30 Days FREE

Sixteen models—one for every stove, heater or furnace. No more building fires—no more heavy coal to carry and lift—no more cold rooms in winter. Put the Oliver in your stoves now—30 days FREE.



Don't risk a cent. Iron-clad, Money-Back Guarantee protects you. Absolutely safe, last a lifetime.

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Get this attractive book FREE. Tells all about the wonderful Oliver. Write now and get new low introductory price offer. Hurry! Get your Oliver in before winter. OLIVER OIL-GAS BURNER & MACHINE CO., 208 Oliver Bldg., St. Louis Mo. Oldest, largest manufacturers of Oil Burners in America.

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Dubuque Shop Jingles

Osie

Harry D's got a nice new car, a great big S. S. S. He sets the piano out at night and brings in the S. S. S.

Louis H. and friend wife must have had an argument recently for Looie started eating worms as fast as he could chew. Just ask L. H. what's the best 'bacco made—he'll tell you what to do.

We have a brand new traveling engineer on Dubuque division, S. Einarson by name. We think we're going to like him and we hope that he'll like us. We note he's rather quiet, so he'll never raise a fuss.

Dubuque shops is to lose District General Car Foreman M. Parkinson and General Car Foreman C. A. Kennedy. To show these gentlemen how sorry D. S. is to see them leave, a dancing party was given in their honor on Saturday evening, Oct. 14th, by the supervisors, their families and the clerks. Mr. Parkinson is transferred to Milwaukee shops, Mr. Kennedy to Bedford.

We're going to miss them like the deuce—

Could say a heap, but what's the use?

Good-luck to both of them, God-speed

Twill be lonesome here, Oh, yes, indeed!

"Mamie" sez she likes rubber collars—that folks don't know what's slick. That a "farmer boy" is just her style, 'cause they do things up real quick.

J. Kille is looking better since "wifie" came back to town. For a long time he looked pretty glum—he did frown and frown and frown.

We are glad to report that General Foreman Fernstrom, who was quite seriously burned on Oct. 2nd by accidentally coming in contact with a pail of burning paint, is rapidly recovering. While Mr. Fernstrom's burns were very painful, they did not prove as serious as we at first expected. Mr. Fernstrom, with the company's interest at heart, endeavored to save the running board of an engine from catching fire, and in so doing met with the above accident.

Foreman Sanders went over to Germany, and lots of nice girls Alvin did see. He sez taint dry, so he liked it real fine, but likes the girls best this side of the Rhine.

Wedding bells, ding! ding! ding. How they do ring! ring! ring! Store Department Clerk Clara Buchda married to Mr. Guy Spicara. Locomotive Fireman Frank Johnston married to Miss Marjorie McFarland. Here's to the brides and grooms of the fall; may blessings on them all winter befall—but when the coal bin's empty dead, may they still be glad that they are wed.

Speaking of weddings, J. E. D. insists when it sez in the paper that a certain person is married that they must be married, but generally that certain person is able to remember a small item of that sort. (Sour grapes, eh?)

Kansas City Division

J. V. T.

Our old friend C. H. McCrumm, traveling engineer, of Miles City, Mont., made a short visit in Ottumwa this month.

Dispatcher W. Morrison of the Ottumwa office has been off a couple of weeks account of illness.

Operator C. B. Hodenfield of West Yard, Ottumwa, has been chosen local chairman of the O. R. T., to succeed Geo. Gallagher of Sigourney, who resigned.

A special train of oil men passed over the division October 9th. The oil men always use the Milwaukee now, on their trips to and from their convention.

We handled a train load of 35 cars of Menominee emigrants enroute from Canada to Mexico.

John Hamaker, for several years night operator at the ticket office in Ottumwa, has taken the night job recently put on at Rubio.

Oil shipments over this division at present are the greatest we have ever had, several trains being handled out of Kansas City daily.

William Roberts, agent at Haskins since 1910, met with an automobile accident on September 24th, sustaining injuries that were not at first considered serious. But complications developed and Mr. Roberts passed away on the evening of September 29th. He was born in 1862 and entered our service February 12th, 1890, as a telegraph operator. He leaves a wife and one

daughter, the wife of Roadmaster W. A. Moberly, of the Illinois division, to whom sympathy of the division is extended.

Terre Haute Division News Items R. B.

Arthur Ross, timekeeper from Camp No. 10, has been appointed A. F. E. clerk in the accounting department.

L. I. Allen, assistant division accountant, and L. S. Amour, clerk in the accounting department, are on leave of absence taking a course in cost accounting at Chicago.

T. I. Colwell, from the superintendent's office, has been appointed as assistant division accountant succeeding Mr. Allen.

Miss Berth Brockman, clerk in the accounting department, has been granted a transfer back to her former position as clerk in the round house at Terre Haute. Strenuous work in the accounting department against a wonderful attraction at the round house are attributed as the cause for Miss Bertha's desire for the old retreat.

Henry Denzler has been relieved of all the duties of assorting mail, attending to messages, etc., and has been appointed to a position as timekeeper. Henry's messenger duties have been assumed by Howard Stewart, brother to our chief clerk. Success to both Henry and Howard.

Miss Francis Bartlett appeared at her desk in the division storekeeper's office last week wearing a brand new diamond ring on the proper finger of the proper hand. We understand that Frank Weinke of Connorsville, Ind., is to share his name and fame with our Francis in the near future.

J. H. McDonald, traveling engineer, entertained the division master mechanic's office force Sunday, October 1st, with a chicken dinner. The party motored to Mr. McDonald's home at St. Bernice and report a wonderful time as well as a wonderful feed.

"The melancholy days are come"—that is, rough old fall weather has set in; but that does not seem to dampen the spirits of the sportsmen here. Yard Master Kelley and Conductors Balu and Stewart have been training two or three "real" bird dogs all season, and from all indications they will spend many a day in the field with the quail this fall.

From all reports Conductors Buck Adams, Turpin, Nash and Myers are getting ready for a big hunt.

It would be unfair if we did not give credit to Night Yard Master Pate for the able manner in which he arranged the trainmen's work board in the yard office. The names and addresses of the men on the white, yellow, pink and green cards makes a pleasing appearance, and has caused favorable comment.

Workmen are rushing to completion the new west yard here, and when done it will be one of the finest yards in this section. The long tracks are built to handle the long trains of empties that will pour into West Clinton this winter.

We are leaving the best for the last.

Our chief yard clerk, H. E. Hopewell, was married on Sunday, Oct. 8, to Miss Hazel Malone, a pretty school teacher of Dana, Ind. Through the generosity of Mr. Hopewell all the boys smoked cigars Tuesday. Everyone extended congratulations, and wishes them much happiness.

La Crosse Division C. W. Vetsier

It is our sad duty to mention the death of Engineer R. V. Leach, who was the oldest engineer in active service in the middle district. Mr. Leach was made engineer in May, 1866 and died on October 1, 1922. He has been on the Viroqua branch for the past few years.

Passenger Brakeman Earl Volderson has returned from an extended trip through the west, stopping at Seattle, Portland, Victoria, and Vancouver, B. C., returning via the C. P. railway. Earl can not speak too highly of the wonderful engineering feat which was achieved through the Rocky and Cascade mountains. He also tells of the royal reception given him while in Seattle, by Chief Special Agent L. J. Benson,



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formerly on the La Crosse division. Earl says that he loves the west and particularly Canada, because they are very liberal with their Black and White. Why didn't you bring some home with you?

Engineer Ed. Krause and wife have been visiting former Trainmaster Bowen, at Perry, Ia.

Brakeman Ray Kawatzky, who is very prominent in American Legion affairs in Pewaukee, has been chosen a delegate from the Lakeside city to the convention in New Orleans. What will Verona do while you are gone, Ray?

Engineer Geo. Behm, better known as the Speed King, had the misfortune of falling off a ladder while painting his house in No. La Crosse and breaking a few ribs. George, we didn't think that you would lay off just because you broke a few ribs.

The Safety First meetings will be resumed very shortly and it is hoped that great co-operation will be given in order that greater achievements may be accomplished.

Conductor Frank Lawton was very severely injured when his car overturned while returning from a drive from Madison.

Here's to the cigars. Conductor Joe Lawton and Brakeman L. R. Stolle each received a fine big baby boy during the month.

Miss Lucille Stowell, superintendent's stenographer, is now in the hospital for light repairs. We all miss you, Miss Stowell.

We understand that Dewey Brown and Babe Hayes attended the Portage Fair and interviewed the fat-topped man extensively.

Passenger Brakeman M. W. Ternes and wife spent a few days visiting at Janesville. Mike said Janesville is a regular place.

Former Division Master Mechanic M. F. Smith, now in Minneapolis, spent a few days visiting with some of his many friends in Milwaukee and Portage.

Passenger Brakeman Ed. Nodurft has been on the sick list for the past month.

Now that the track between Brookfield and Pewaukee is about completed, the east end of the division is a regular speed way. Mr. Buffmuer, our east end roadmaster, has been a very busy man this summer doing all this re-ticing and re-surfacing besides putting in a lot of new steel.

C. A. Peters, day operator at Kilbourn, is enjoying a visit thru the Dakotas after a very hard summer season.

On the afternoon of Oct. 4th, the freight house at Kilbourn, two grain elevators and other outlying buildings in the vicinity were totally destroyed by fire. A temporary freight house consisting of four box cars has been installed.

Our old friend Benny Nelson, 3rd trick operator at North La Crosse, took a week off recently and tried to burn up all the gasoline he could in that new Paige of his. Relieved by A. J. Farnham.

Dewey Brown, the good looking clerk in Mr. Kilian's office, visited in Chicago over the week end. Wonder what the attraction is. It can't be the tall buildings.

Pebbles from the Musselshell

4-11-44

B. Rehn, of Hatlowton, has returned from the east, after accompanying Mrs. Rehn as far as Minneapolis.

Mrs. E. G. Rodman has returned from the hospital after a serious operation. Mrs. Rodman is getting along very nicely.

Several of the Milwaukee nimrods enjoyed the fine fall mornings by grabbing their guns, picking up their dogs and hiking to the marshes and duck hunting grounds along the Yellowstone, and that was about the extent of their hunting as there are no ducks or geese in these parts, evidently either flying so high that they can't be seen or being on the night shift with their flying.

Oil production in the Cat creek is steadily mounting with new wells being brought in. The bulk of the oil is now moving to either Whiting, Ind., or to Cowley, Wyoming.

Vern C. Pickert, formerly operator for the Continental at Miles City, has been promoted to manager of the Postal at Fargo, N. D. After leaving Miles City Mr. Pickert went to Mason City, Iowa. Mr. Pickert started his work in

Miles City years ago as a messenger boy.

E. F. Johnson of the shops sustained a very painful injury when a small piece of steel penetrated one of his eyes. After examination by the surgeon the piece was removed without serious trouble developing.

Frank Kagle of the blacksmith shop has been confined in the hospital for some time following an operation, but is now getting along very nicely and expects to be out in a short time.

Quite a lot of live stock is now moving resulting in several extra stock trains being run, most of it moving to market. It is anticipated that the movement of "feeders" will soon commence as quite a number of stock shippers are planning on feeding this winter.

Mrs. Amundson has left for a visit with her husband who is now employed at Deer Lodge in the shops at that place.

Ered McDougal and wife are rejoicing over the arrival of a son and heir at the home, Oct. 2d.

Tom Kelley, electrician at the shops, with his wife and two children had a very bad accident with his car on the Pine Hills road recently. It appears that Mr. Kelley, in shifting gears on the grade, lost control of his car and it backed into a ravine with all members of his family underneath. Fortunately none was fatally injured, the children receiving bruises and Mr. Kelley's mother receiving injuries necessitating a doctor's attention.

J. A. Dennis and wife are rejoicing in the arrival of a son at their home in Miles City. The new arrival has been named John Frederick.

Miss Ruth Richey, daughter of Conductor Richey of the Musselshell, is doing wonderful work with her violin. She is instructor of music at Vincennes University, Vincennes, Indiana, and in addition to her duties in this connection, she fills many concert engagements and plays regularly in one of the large churches of Vincennes. Those who attended one of the early meetings of the Pioneers' Club will remember the remarkable gift of this talented young lady, who delighted the club with several selections rendered in a manner that gave great promise of her future.

Kansas City Terminal

S. M. C.

We have always been told that October was June's rival in the way of weddings, but the month is half gone and still the diamond ring brigade is with us. Maybe Helen was right when she said she would beat 'em yet even if she did only have a ruby.

Mr. and Mrs. Jas. Talbott are spending a vacation visiting in Mason City, Minneapolis and Chicago. They expect to return the latter part of the month. Here's hoping it won't be too cold for Jim to catch a few fish, sort of make up for the rotten luck he had here the last several times.

The Coburg office has an addition, in fact two additions. Mr. Preston, from Mr. Adsit's office, has been helping us out for the past several days and today Bert White is on the firing line.

Puzzle: How can four people ride in a Ford speedster? Ask Lawrence.

Mr. Clark says he is mighty glad it is cooler, this is just the right kind of weather for dancing.

Everyone had a nickname some time or other, the two latest additions to the Coburg family are the "Long Baby" and "Round Baby." You can guess to whom they apply.

I. & D. "Prairie Waves"

"Joyce"

Did some one say Autumn. Our idea at present is: if they had said Winter they would have hit it just right, for a lot of steam feels good today.

Girls get out your car muffs. It is too cold for bobbed hair these days.

R. W. Anderson, superintendent of motive power, was at Mason City this week. We are always glad to have him call. Especially when we are all cleaned up.

Everybody ready for a ride? Just hop in, the bus is open to all. Whose and where? Why, H. H. Stewart, R. H. E., at Mitchell, S. D., has

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a new car and he is going to do some speeding before snow falls.

Chas. Forrest, engineer from the west end, has gone to Chicago in regard to his foot. We all love to see you on the right side of the cab before long, Charlie.

Boilermaker Peters, at Mason City shops, is spending his spare time pushing a brand new cab around. A fine boy was born during the strike.

Back to the old swimming hole. Who is saying that. Why, Ed Wright, of course. Who could it be? Ed is going on his vacation and he intends to journey back to the little red school house on the hill. Hope you meet a lot of the boys back there, Ed.

Engineer Ed Kirch, who went down with the pontoon bridge at Chamberlain, is in Chicago for medical attention. We all hope for the best reports. Carl Becker accompanied Mr. Kirch to Chicago.

Engineer Jack Stewart, on the S. C. & D., was a visitor in Mitchell during the Corn Palace. Besides visiting his brother, Harry Stewart, roundhouse foreman, he met many old friends.

Lee Jensen, boilermaker's helper at Mitchell roundhouse, sure takes the cake for dancing. He won the prize twice at Dreamland. Good for you, Lee.

Bernice Kelroy, clerk at Sanborn roundhouse, journeyed to Mason City to see the play of Fiske O'Hara.

Engineer Chas. Walston and wife just returned from a long trip. They have been at Canton, S. D. We were unable to find out what the attraction was up there. Guess we will go and see for ourself.

Frank Vickota, boilermaker's helper at Mason City shops, passed away during the last week. Mrs. Vickota has our sincerest sympathy.

Talk about shaking a wicked shoulder. You should see L. R. M. He sure can step it off. How about it Lem. Nothing like it.

Talk about Murdo's roundhouse office. You should see Mitchell. We will see that Mitchell is on the map from now on. Office newly decorated and flower boxes that could (not now) compete with any anywhere.

Iowa and Minnesota Division D. M. W.

We wish to extend our sympathy to P. J. Maloy, brakeman I. & M. division, account death of his father, Lewis Maloy.

Mr. Maloy was born May 30, 1846, and died October 5, 1922, at the Waseca hospital. He was employed for many years by the C. M. & St. P. in the capacity of section hand at Faribault.

Brakeman Lester Winn and the Mrs. are spending their honeymoon in Canada. Why Canada, Lester? Too bry here? Anyway the I. & M. division wish you both "peace" and "happiness" and that all your troubles may be "little ones."

We are sure glad to see Conductor Geo. Campbell back on his feet again and hope now he will be in better health.

For Sale—A No. 1 muskrat hides. Get your order in early as my supply is limited. John Anderson. Address care of Bench Committee, South Minneapolis.

We have at least one honest clerk in the accounting department. Miss Esther Fitzgerald found two ten dollar bills on 10th Street and Marquette Ave. She immediately located the owner thru the columns of the lost and found.

Lawrence Netka passed the cigars on the "big boy," Lawrence, Jr.

We expect to be invited to a free Thanksgiving dinner, given by Messrs. Hartz and Mortenson. The balance of the checks 90 to the bank.

Clark of Thanks

I wish to thank the C. M. & St. P. employees at Faribault for their beautiful floral offering and the kindness and sympathy extended during the illness and death of my father, Lewis Maloy.

Patrick Maloy.

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Gate City National Bank	Columbia National Bank	Home Trust Company

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KANSAS CITY, MISSOURI

R. & S. Line
R. S. Collier

Brakeman C. E. Kassabaum and Paul Reigel have returned to work after an extended leave of absence, Kassabaum on the Granville job and Reigel on 491-492 with Conductor Kuhl.

Former Brakeman Neil Greig, who is now working at Faithorn, was calling on friends around Ladd first part of October.

Conductor Kirwin and Engineer Geo. Kuckuck handled special train containing Vice President B. B. Greer and party, from Beloit to Oglesby and return the middle of Oct.

Engineer Dave Jones and Brakeman Robt. Wolfe have returned to duty, having been away for some time account hay fever.

Engineer H. K. Beecham is enjoying life now with a new Dodge car.

The switch engine in Ladd yard was put on recently after quite a long lay off. Same crew back on the job—J. Levmonth, J. Chrom and Geo. Lunn.

Business is fairly good at present. 8 ring crews and 4 assigned crews and the switch engine working. Bulk of the business coming via Mendota.

Mrs. Boncher, wife of Conductor W. H. Bouchier, is in Spring Valley hospital recovering from an operation performed some time ago. Getting along as well as could be expected.

R. & S. line recently handled a train consisting of 31 cars of gasoline from Illinois division at Davis Junction to N. Y. C. at Ladd. Train in charge of Conductor Kuhl. That ought to keep a few autos going until cold weather.

Operator P. F. Fox is relieving on third trick Davis Junction at present.

Clerk E. L. Jordan is relieving Joe Sabattim at present. Luther having gone to Rochester, Minn., where his brother is undergoing treatment at Mayo Bros.

I. & D. Radiograms By H. S. F.

Chief Dispatcher O. A. Beerman and Chief Carpenter Victor Hanson spent two weeks fishing and recuperating among the lakes of Northern Minnesota. O. A. B. still has a few fish stories to tell.

George Nelson, side table operator, in the dispatcher's office, has returned to Ames, Iowa, to resume his studies as a construction engineer.

Operator McDonald, Lineman Blanchard, Agent C. C. Searles, of Algona, returned from a two weeks' fishing trip in Minnesota.

Ticket Clerk, Robt. Quandahl and wife motored to Northfield, Minn., for an over Sunday visit with Mrs. Quandahl's parents. Bob's brother, Herman, also accompanied them.

Brakeman W. T. Cross is pretty chesty these days since the arrival of a 10½ lb. boy at his home Sept. 26th. We believe he has a right to be.

John A. Admas, brakeman, has returned to work after spending the summer months with his parents who reside on a farm in Northern Minn. John is still complaining of woodticks.

Charles B. Sowles, William E. Clark and A. R. Johnson, locomotive firemen who have been on leave, have returned to work account the shortage of firemen.

Miss Ina C. Long and Elsie Hodges, of the superintendent's office, spent the week end at Mitchell. They claim they went out to see the corn palace, but we believe there was a greater attraction than that.

F. T. Bollow, claim adjuster, has been promoted to the position of district adjuster, effective October 1st, with headquarters at Aberdeen, S. D. While on this territory Mr. Bollow made many friends who are sorry to see him leave, and extend to him their best wishes.

Miss Irene McLaughlin spent several days in Dubuque, being called there account the illness of a relative.

Harry L. Kinney, chief clerk at the Mason City freight office, is spending his annual vacation among the lakes of Minnesota.

J. H. Good, traveling auditor, has been transferred to the Dubuque division with headquarters at Dubuque. H. R. Hoover, formerly located at Mitchell, will take over this district, relieving

Mr. Good and headquartering at Mason City.

Frank Kinsella, for several years boilermaker at Mason City shops, has been promoted to Boilermakers' foreman at Calmar shops. Mr. Kinsella will move his family to Calmar, their new home.

Paul Scott, chief on Superintendent Kelly's business car, will leave in a few days for New Orleans and other points in the south.

We understand that there are two places for dangerous people, one is in jail and the other the nut house. Application blanks are now on file.

Our popular chief dispatcher, O. A. Beerman, is sure in good standing with the chickens along the line. The other day he received a basket of eggs and upon one egg was a message to Mr. O. A. B. Pretty smart chicken, huh.

Mark Ramsey, trick train dispatcher at Mason City, was called to Delton, Wis., account the serious illness of his mother.

Miss Grace Moran, stenographer in Mr. Cody's office at Mason City, leaves this week for Ottawa, Canada, for a two weeks' vacation and visit with her sister who resides there. Maybe Grace will bring a "Cannock" back with her. Barney Oldfield, alias Miss Marion McGuire, will also make the trip with "Dimples." Why in the world all the trunks and traveling bags? Oh, yes. It's Canada they're going.

With regret we report the death of Robert Durant, one of our oldest and best engineers, who died at his home October 9th at the age of 68. Mr. Durant worked in the service up to several days before his death. The funeral was conducted by the Masonic order of which he was a member, and the pall bearers consisted of brother engineers.

William S. Shirk, yard engineer at Spencer, died at his home October 6th, death resulting from a stroke of paralysis. Sincere sympathy is extended to his family by a host of friends and employees of this division.

Coast Division—Superintendent's Office Mutt & Jeff

This is surely a time of vacations. Everyone is doing it and those who aren't wish they were.

Misses Florence Larson and Millie Anderson spent their long looked-forward-to vacation touring California. They report a wonderful time. Any information on tropical plants an' everything must be obtained personally.

Miss Eloise Bligh was a Portland visitor during September and came back a real Portland booster.

Miss Margaret Olsen left on Sept. 30th for a month's vacation in eastern cities, the most cherished place being Washington, D. C., where she made many friends while in the service.

Our genial chief clerk, H. J. McMahon, and family, have gone to Deer Lodge for a rest from the hum of the wheels and routine of dictating. Hurry back, H. J., 'cause we miss you like the dickens.

Leo Kord flivvered to Portland for several days but we failed to find out the whys and wherefores of all those ten days that no one saw him.

Our good natured file clerk, Mrs. Carrotte, leaves the 25th for a trip to Sunny California.

Mr. and Mrs. Mason are spending their vacation in Minneapolis visiting relatives and friends.

And last but by no means least, our Rose Lindquist spent her two weeks' vacation visiting her brother ??? in Frisco.

Miss Florence Shirk of the Deer Lodge office paid us a visit. We were sure glad to see her and hope she comes again soon.

It is a great pleasure to every one to know that Miss Daisy Webb is recovering from her recent illness. We don't want to rush her, but all the same we hope she returns to our folds soon.

Mr. Lee Boyd, well known in timekeeping circles, is filling Miss Webb's place.

Miss Willa Lindsey is substituting in our office during vacation time.

Messrs. Gravenstein and Strassman just finished a week's visit with us and as they leave Mr. Thos. Hughes comes for a check of "time".

T. H. Banfield of Cle Elum called at the Tacoma office last week.

Unfortunately our previous notes overlooked mentioning the "Chicken Feed" enjoyed by the office force at the home of Mr. and Mrs. C. F. Negley. However, memory will long retain a fond recollection of the bountiful repasts of "home-grown" chickens and other products of the Negley ranch. Coupled with Mrs. Negley's expertness in the culinary art and Mr. Negley's ability at entertaining, a most delightful time was had by all who were fortunate enough to be present.

Milwaukee Shops H. W. G.

Mrs. Jno. W. Lee, wife of the late Jno. W. Lee, engineer northern division, died at her old home, 3222 Mt. Vernon Avenue, Milwaukee, Sept. 20th, at the age of 86 years. Mrs. Lee had been in feeble health for the last two or three years.

Wm. Lyons, of the valuation department, returned from a business trip to Washington, D. C., the 20th.

Abe Lucas was at the shops the 30th. Abe keeps well, couldn't be much healthier.

E. J. Erickson called the 2nd inst. He is with a New York engineering firm.

Mrs. Wm. Owens widow of the late Wm. Owens, car carpenter, died Monday, Oct. 2nd, after a lingering illness. Her husband died Nov. 24th, 1921. Mrs. Owens was a sister of Car Foreman T. R. Morrison.

Jno. Moran went to Seattle Oct. 2nd for two or three weeks visit with his daughter and other relatives and many friends.

Frank Brock has just returned from a business trip to the coast for the M. C. E. department.

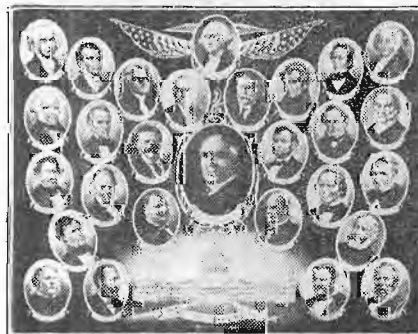
Car Foreman Campbell goes to Western Avenue in Mr. Snell's place. Mr. Snell goes to Du-buque.

H. W. Griggs spent a few days at the old place in Oakland Co., Mich., latter part of Oct.

A string of some two dozen newly repaired box cars on the outer lead track the other day reminds us of some former times.

We hope our old time friend Otto Kloetzer will have a good recuperating trip over seas and manage to return to the Milwaukee in the near future.

Assistant S. M. P. J. E. Bjorkholm had a fine sea trip to Norway after 20 years away from there, and is looking up fine. His letter to Mr. Gillick in the Oct. Magazine is fine letter press.



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Goodyear Mfg. Co., 4808RD Good-year Bldg., Kansas City, Mo., are offering to send a Goodyear Combination Top and Raincoat to one person in each community who will recommend it to friends. If you want one, write today.

The Northern Division Electric Light Limited installed by conductor Eldmiller made a good hit down the line.

In our shop movie work we hope to get the use of the watch film put out by the Illinois Watch Company. Personally having carried an Illinois watch for the last 20 years, the writer is interested in its manufacture.

We will have to pick up a little to get even with our friend Jas. Nellins of the Minneapolis shops.

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

Howdy. Well we've been away; sort of A. W. O. L. so to speak, as they used to say in the army, for quite a little while, so if we fail to come up to your expectations this time, please, remember the old typewriter's been lying idle now for some two or three months and may turn out some queer looking dope 'til she gets limbered up again. Anyway, here goes.

Chas. Parker, for years employed in the mill-room as cabinet-maker, died at his home July 11 of peritonitis.

Misfortune visited the homes of boilermaker-helper apprentice, Dick Bex and boiler-maker helper Wm. McLaughlin during the strike, the former losing two children within three days of each other and the latter his two year old daughter. We wish to extend our belated sympathy.

Another veteran railroader, William George, passed away here Aug. 26. "Bill," as he was known all along the line, had been in the service practically ever since the old belt road was built. He had been fireman, hostler and engineer years ago but for the past 16 years he had looked after the pumping stations in this vicinity. Mr. George had worked the day previous to his death and had helped Mrs. George with her household chores before retiring about nine o'clock. She awoke about three o'clock in the morning to discover that death had claimed her husband while he slept.

Earl Lawrence, machinist, and Bill Mohr, boilerwasher, who have been 'out of the fold,' are back on the job.

Don't you know, when we returned to work, at our first glance at the young lady clerk in General Foreman French's office, we felt sure that Miss Haverly must have gone on strike and that her place had been filled by some fair strike breaker. But a second glance and we recognized Miss Haverly herself, despite her hair, bobbed "a la flapper."

Notice the large unbroken stillness, pervading the air, since returning to work, fellows? Reason—Breezy Farrel failed to report for duty, having accepted a position in one of the local stone mill offices as apprentice draftsman.

Toolroom Attendant Schofield boasts of a brand new baby daughter.

One morning, during the recent strike, while we were trying to figure out what our income tax would not be this year, we were disturbed by a knock at the door and in came Car Repairer Everett Easton, stating he had come for the express purpose of selling us a raincoat. After a devil of an argument, we managed to convince Bro. Easton that we didn't believe it was going to rain and were just ushering him out when in walked Boilermaker Helper Red Turner with a nursery plate book in his hand. Just as we threw him out the window in walked Boilermaker Thornt Mikels, carrying a small bag. Grabbing our hand, he felt our pulse, next, he made us stick out our tongue which he examined thru a three foot telescope, whereupon he stated he had come to sell us some pills. With a wild yell, we dashed from the house and, determined to escape our persecutors, we headed for the park where a circus was exhibiting. But alas! and alack! just as we entered the grounds we were accosted by Jack Gary, machinist, who tried to sell us a toy balloon to take home to the baby. Whereupon we rushed home and tried to commit suicide by swallowing our pocket book.



My name is Mary Jane. I can walk and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want to play with little girls and you can get me free if you write Cousin Carrie.

OVER A FOOT TALL

Big Doll Given

*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
and She Won't Break if You Drop Her*

I want to send a real big Dolly to every little girl who reads this paper. Write me at once if you want the finest Dolly you ever saw, and she won't cost you a cent.

Her name is Mary Jane, and here is her picture. She is just the sweetest and dearest Dolly you ever saw. The girls love her so much! I know you will love her, too. I will send her to you with knitted cap and dressed in a cunning little romper suit to play in. You can take the suit off and put on a dress for parties. She has cute little shoes and stockings. Her hair is stylishly bobbed and you can comb it and fix it.

Mary Jane is quite grown up as she is over a foot tall when she stands up. She can cry just like a real live baby. But, mostly, she is a good Dolly and will wink her pretty eyes when you want her to, and go to sleep when you lay her down. Most wonderful of all, she really walks. An ingenious invention makes her step right out and move her legs. If she drops by accident, don't worry, she won't break, and her eyes won't drop out.

Solve This Puzzle

Can you make out the two words spelled by the numbers in the squares to the right? The alphabet is numbered: A is 1, B is 2, etc. 4 is the letter D. What are the two words?

4	15	12	12	25
7	9	22	5	14

Send No Money

Just write the two words and send them to us and we will send our big Free Dolly Offer. Every reader of this paper can have Mary Jane and she will not cost you a penny. Be first in your neighborhood. Send answer today.

Cousin Carrie

149 W. Ohio St., Dept. 1040 Chicago, Ill. P. S. If you write me at once I have an extra surprise that will make you glad, and it is in addition to the Big Doll Offer. I want to hear from everyone—girls, big and little, and mothers, too.

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BEST QUALITY SOLID STERLING SILVER

It's extra heavy, pure solid sterling silver and will wear a lifetime. It is a handsome, striking, unique article. The Chinese letters meaning Good Luck, etc., are set in black enamel. The ring is adjustable and can be fitted to any ordinary size finger, can be made larger and smaller. It is the Chinese way of making rings. State whether lady or gentlemen's size is wanted. Be the first in your neighborhood to wear this beautiful and curious ring. Millions of these attractive and elegant rings have been sold. Send \$1.50 with order in full payment, or send 25c with order and on arrival pay \$1.35 to Postman. Sent by insured mail.

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GASOLINE

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Win \$100! Try It!

Household Magazine will give a prize of \$100.00 in cash to the person who sends in the largest list of correctly spelled words made out of the word "Gasoline," providing the list is accompanied by 25c to cover a one-year subscription to the Household Magazine. Every person who sends in a list of words with 25c to cover a one-year subscription to our big magazine—whether they win the \$100.00 cash prize or not—will receive a prize. See how many words you can make out of "Gasoline." See if you can be the one to win the \$100.

THE RULES ARE SIMPLE Anyone living in the United States may submit an answer, except no answers will be accepted from employees of the Capper Publications, residents of Topeka, or former cash prize winners in any Picture or Word Spelling Clubs conducted by the Capper Publications. Write as plainly as you can. Place your name and complete address at the top of the list. Number the words 1, 2, 3, etc. Make as many words as you can out of "Gasoline." A few of the words you can make are, "gas," "oil," "on," "line," "in," "goal," etc. Do not use more letters in the same word than there are in "Gasoline." Proper names, prefixes, suffixes, obsolete, and foreign words will not be counted. Words spelled alike, but with different meaning will be accepted as one word. Your list will not be accepted in this Spelling Club, unless it is accompanied by 25c to cover a one-year subscription to Household Magazine. In the event of a tie between two or more Club Members, each tying Club Member will receive a prize of the same value in all respects to that tied for. This Spelling Club closes Dec. 23, 1922, and as soon as your list of words with remittance is received, we will acknowledge the order, and the winner will be announced as soon after the closing date as the three judges can determine to the best of their ability who has submitted the largest list of correctly spelled words. Each participant agrees to accept the decision of the judges as final and conclusive. Webster's New International Dictionary will be used as authority.

When sending in your list of words and 25c, be sure to state to whom we are to send our big monthly magazine for one year.

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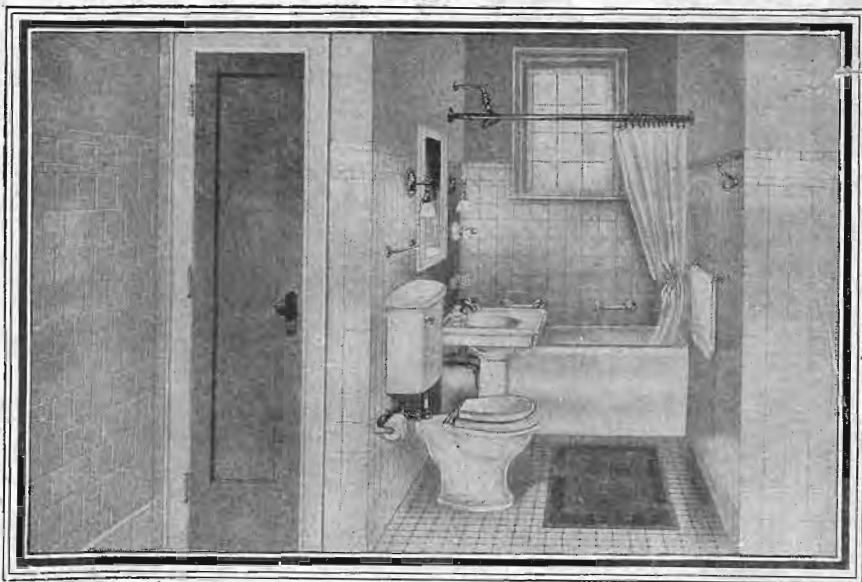
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