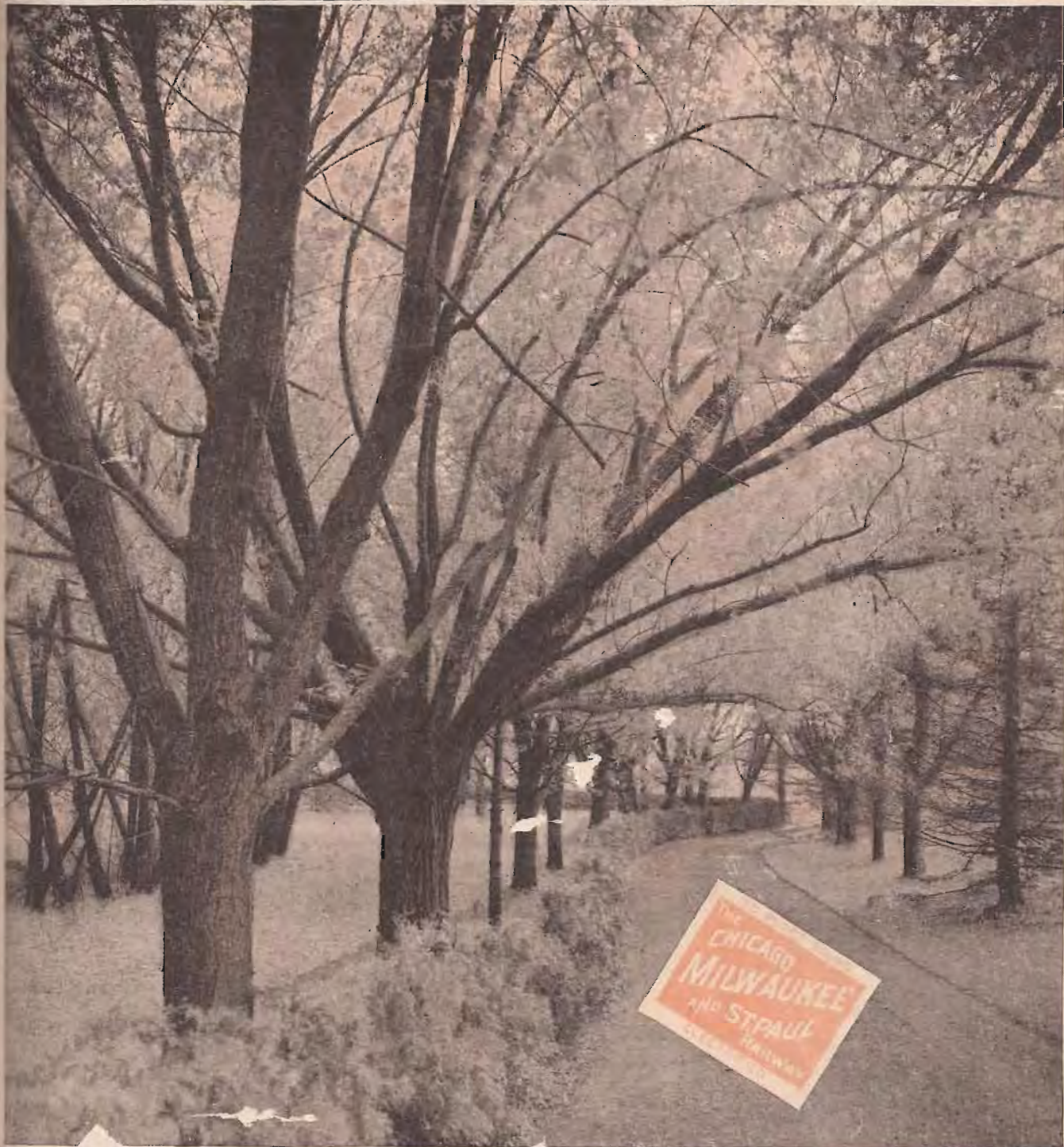
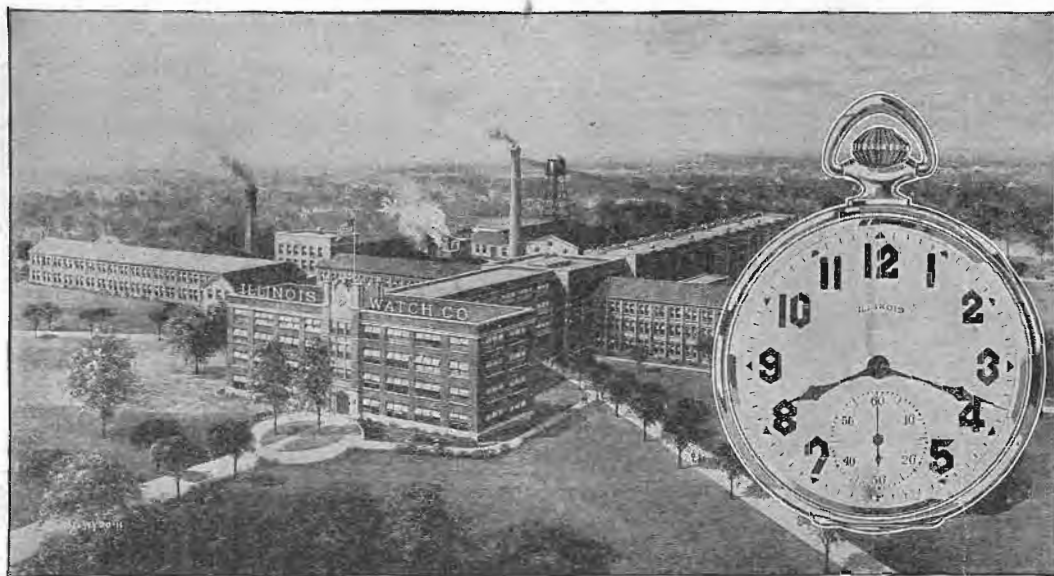


V. 10 No. 10

THE MILWAUKEE EMPLOYEES' MAGAZINE



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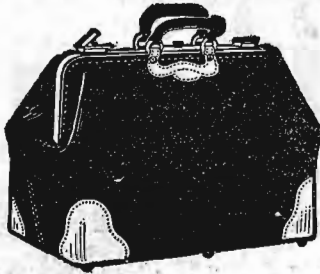
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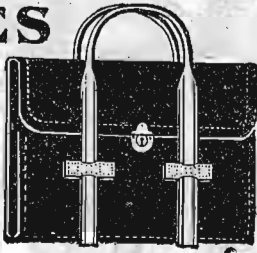
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MILWAUKEE EMPLOYEES' MAGAZINE

Volume X

JANUARY 1923

Number 10

1922-1923

THE year 1922 with its record of achievements and disappointments is now a matter of history and the new year with empty hands stands before us.

In the last year much has happened to the disadvantage of the railroads of this country but the troubles we have had were to be expected as a part of the gradual readjustment after such a tremendous upheaval as a great World War.

It is always easier to tear down than to build and it was not to be expected that within four years after the War there could be rebuilt a business structure involving all industries with a practical relationship between earnings and expenses such as it required four years of War to destroy.

War is essentially a process of destruction actuated by intense human passion and unfortunately some of the destroying agencies unleashed during the great conflict are still active.

In the face of these things it is not surprising that there has been general unrest and dissatisfaction with the necessarily slow progress toward recovery.

The Milwaukee Railroad has shared in the disappointments of this period as much as any individual employed by it and it would be well if its employees would consider the proposition in that light.

The operation of this railroad for the year 1921 resulted in a large deficit after paying taxes, equipment and other rentals, and interest charges, and no one financially interested in the property received a cent of dividends.

The year 1922 will also show a deficit, although a smaller one, so that there will again be no dividends or any profit as a result of operating the property for a twelvemonth.

This means that there will be no money to finance improved facilities for August 31, 1920, (the end of the claim on the Government to make up

The road is in exactly the same position as any individual whose earnings are not sufficient to leave a margin, after paying his expenses minimum, so that he is unable to take up his notes at the bank and must buy on the installment plan what is absolutely required to carry on his business with the hope that the future will bring sufficient profit to enable him to meet his payments.

Executive officers of the Milwaukee Railroad feel that the future has much of promise and that the many millions of dollars in obligations for new equipment which they have assumed in the last two years will sufficiently greater amount of business over.

To this end the officers and employees must work together. With the passing of the old year the officers of this Company are willing to draw the curtain upon the unfortunate occurrences of that period. They entertain no ill will toward any employee, their only feeling being one of regret that so many men were misled by increased discomfort by impatient sound doctrines.

I trust that the year just begun will be a pleasant one for all who are dependent upon the Milwaukee Railroad for subsistence or for service and that such a measure of material comforts as can reasonably be expected at this time may be enjoyed by all.

I am resolved to do everything within my power to further the interests of those dependent upon the Milwaukee Railroad by overcoming the obstacles that block its progress to prosperity.

May I suggest that each employee would be doing himself, his family, and his country a real service by making the same resolution.

I am resolved to do everything within my power to further the interests of those dependent upon the Milwaukee Railroad, by overcoming the obstacles that block its progress to prosperity.

May I suggest that each employee would be doing himself, his family and his country a real service, by making the same resolution.

funds available to take up notes due which there is great need—and since "Guarantee Period") we have had no our losses.

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President

Impressions of the Orient

G. E. STOLP, A. G. F. A.

Traveling approximately 8,000 miles by rail and 12,000 miles by water in four days less than three months allows no time for more than fleeting impressions. 4,400 miles of the distance was within the United States and needs no comment except that, on our return from Japan, with its dense population, its intensively cultivated fields and luxuriant crops of rice, tea, vegetables, fruits, etc.; our broad prairies and high, rocky mountains looked somewhat strangely broader and higher than on the outward journey. Japan has many mountains, including the famous Fujiyama, but with the exception of Fujiyama, those that we saw are smaller, usually cultivated well toward the top and lack the rugged character of our Cascades and Rockies.

It is 4,200 miles from Seattle to the first port of call, which is Yokohama, Japan. Our ocean trip was free from storms or very rough weather, except for a day or so on the outward journey when some of the passengers failed to appear on deck. None of them were ill, they said, simply resting and catching up on lost sleep; but for well people some of them, when they did appear, had an unusually grayish green color and a dizzy look.

Going to Japan from Seattle via the Great Circle route, you first come in sight of the southeastern coast and turning north around a large peninsula enter Tokyo bay through the Uraga channel. On either hand are the villages, terraced fields, wooded hills, and as you near Yokohama, the summer resorts and homes along the shore where the people go during the summer to escape the hot weather. It is usual in approaching Japan by way of Tokyo bay to see Mount Fuji, but Fujiyama like our own Mount Rainier is fickle and sometimes hides behind her veil of clouds or mist.

We were met at Yokohama by Japanese friends who had sent us radios two or three days before, welcoming us to Japan and stating they would be at the dock to meet us. It gives one something of a strange feeling to have a Japanese, British or Filipino (or for that matter any other nationality) inspector or doctor come out to the ship in the harbor before you are allowed to land, and look you over. You are a foreigner in a strange land and you feel rather lost. Never before perhaps have you been a foreigner. But when you finally land and receive cordial greetings from old friends, you realize that, after all, folks are just folks and you soon overcome your lonesomeness in your enjoyment of new sights, new sounds and new experiences.

Arriving in Japan one gets the first view of the rickshas and the peculiar Japanese costumes, or rather variety of costumes, for in no place did we see a greater variety of dress. The women that one sees on the street or in the stores, dress with more or less similarity in the Japanese style, but the

men sometimes are dressed in Japanese style, sometimes in American style and sometimes in curious combinations of both. The business men generally use the American style, at least during business hours, and you see many so dressed in the offices, public places and on the street. The great majority of the Japanese men wear various kinds of kimonos, sometimes in combination with a straw hat and a cane; sometimes with shoes and sometimes without, but mostly wooden sandals with two pieces of wood fastened crossways on the bottom to keep them out of the dirt or mud, there being few sidewalks in Japan.

The Grand Hotel on the Bund in Yokohama is one of the famous hotels of the world, not so much perhaps because of its qualities as a hotel, although the service is excellent, but because it is known to all travelers across the Pacific who go by way of Japan; and most of them do. So there we went and found rooms engaged for us, looking out over the harbor where many ships from all over the world lay at anchor or alongside the wharves. Of much interest to us also were the thousands of smaller Japanese cargo and fishing boats with which the bay was filled. Yokohama is an important port, the most important article of commerce being raw silk, about 80% of which comes to the United States. There are in Yokohama a number of department stores which are similar to department stores in the United States, but adapted to suit Japanese customs and habits. Most of the merchandising, however, is done in small shops in many of which the goods are manufactured by the family, who also make the store their home.

Tokyo, the capital of Japan, about 18 miles from Yokohama is now said to be the third city in the world in population. The railway between Yokohama and Tokyo was the first railroad in Japan, completed in 1872. The electric railway which parallels the steam railway takes about one hour and the latter about 40 minutes between Yokohama and Tokyo. There is practically no open country, the two cities being as closely built up as Chicago and Evanston and with many modern buildings; but you still see the old Japan in the thousands of small wooden houses with parchment windows, bamboo screened porches, floors covered with matting and the children playing in the narrow streets or lying in the cool shade of the open rooms. Life is more open and free in Japan than with us. There is no false modesty among the common people of Japan although the better class of people who have become more or less familiar with the manners and customs of the occident deplore the old fashioned ways of the laboring people and are trying to get them to adopt more modern methods, particularly as to clothing. In Tokyo we visited the Japanese Industrial Club and had lunch

there. Except that the members are Japanese there is nothing about this club that would enable you to distinguish it from similar organizations in this country.

We called on the Passenger Traffic Manager of the Japanese Imperial Government Railways and other officials, who extended to us the usual courtesies of railroad men and who were anxious for us to inspect their transportation facilities which we had fair opportunity to do in traveling about 2000 miles during our visit in Japan. The railways in Japan are owned and operated by the government. The roadbed is good, the equipment is well maintained and the service excellent; but perhaps traveling is not quite so pleasant as in the United States because the cars are narrow and consequently less commodious. Everything in Japan is on a smaller scale than in the United States, and this is true of the railways which are narrow gauge, the entire system being about 10,000 miles, which is less than the total mileage of the Chicago, Milwaukee & St. Paul Railway.

At Tokyo there is a magnificent station with hotel attached, comparing favorably with many of the large stations and hotels in this country. Those accompanying or meeting acquaintances may purchase a platform ticket which gives them the privilege of entering the train sheds to greet or say good bye to their friends. A large revenue is collected yearly from this source.

At all of the towns along the line there are well kept stations and the platforms are all on a level with the train platform so that the passenger steps easily into or out of the train. Following European custom the guards walk along the side of the train as soon as it stops calling the name of the station, and when the train is ready to start the stationmaster rings a bell and the guards blow whistles. All hand luggage is handed in or out of the train through the windows. At each large station there is maintained a long bench or platform in oblong form with perhaps a dozen or more wash basins each under a faucet. As the train stops the passengers alight and if they desire cool their face and hands in a basin of fresh water. It is a very comfortable and refreshing process on a hot day. We did not follow the custom nor did we see any except natives who did. There is a difference between an American and a Japanese. The former adopts no foreign custom if he can help it, while the latter is adopting and assimilating any custom of any land which may be better than his providing it will lend itself to the peculiarities of Japanese customs, climate and habits.

We crossed Japan four times during our two visits and saw much of the country by daylight. The rice fields, the tea plantations, the orange and mulberry trees, the landscape generally are a de-



General Office Osaka Shosen Kaisha, Osaka, Japan

light to the eyes and an evidence of an intensive and intelligent soil culture in advance of anything in the United States except possibly in agricultural schools or colleges. It must be so, because the population is so dense that every foot of ground must be utilized.

Everywhere are temples and shrines, the most beautiful and interesting being at Nara, Nikko and Kyoto. Both Nara and Kyoto at different times have been capitals of Japan; Nara from 709 to 784 A. D. and Kyoto from 794 to 1869. From 784 to 794 the seat of government was temporarily at Nagaoka. We visited Nara, Nikko and Kyoto as well as other places of interest. We were two days at the latter place at the famous Miyako Hotel, situated away up on the hillside overlooking the old part of the city. The approach is up a winding road through a narrow crowded street between open front Japanese stores displaying characteristic merchandise, curios, etc. of interest to the foreigner. It was not the busy season at this hotel and apparently most of the employees were away. Although we arrived early in the evening we could not get our trunks to our rooms that night although we made strenuous efforts. There was a festival of some kind going on in the city and all the coolies had gone. There were several boys around, but they were not the ones who could hustle a trunk nor could they dig up anyone who could. The best we could do was to go down to the storeroom and get what things we needed for a change of clothing after our long, hot journey and wait for morning and the coolies to bring the trunks up. This, however, was the only hotel we stopped at either in Japan or China where the service was slow and really it was one of the charms of the place, for it would not have been in keeping with the beautiful, quiet, restful surroundings if anyone had hurried. We were the only discordant element for we were obliged to hurry if we saw anything of Kyoto in part of two days. Our friends had delegated one of their number to be our guide and he had laid out a program for us that it was utterly impossible for us to adhere to. He was more of a hustler than we were and wanted us to see everything there was to see. We took a long auto trip

through the old and interesting city, visited old temples and shrines, drove through narrow winding roads through the suburbs, among the hills, across rustic bridges and saw the people as they lived in their little cottages and wooden houses among the gardens and trees. We passed by groves of bamboo "fish poles" growing so close together that even a small boy would have had difficulty in pushing his way through. We passed by the old imperial palace. It is surrounded by great walls and the grounds are filled with fine old trees. Around the palace the streets are wide and well paved, but elsewhere in the city, hardly wide enough to let an automobile through.

Nara, one of the most beautiful spots in Japan was the center of Japan's early history and the birthplace of her arts and industries. Nara Park is the largest and one of the most interesting in Japan. A rather curious thing happened at the Nara Hotel. A Japanese friend who accompanied us said as we were resting after dinner, that he would like to show me my picture in the library. Naturally I was sceptical, but after he had insisted that he was not joking I accompanied him to the library, and there on the reading table, was a special edition of the Japan Advertiser, the leading newspaper in Japan printed in English, devoted almost entirely to an account of the trip of the Japanese Business Men's party to the United States in October 1921, containing, among other things, a photograph of a banquet at the Blackstone Hotel at which I was present. This photograph was taken at the end of the table where I was seated so that my picture was the most prominent in the group and was really a fair likeness. It was rather a unique experience to see my picture so far away from home and under such circumstances. By ricksha we made a long tour through the magnificent avenues of cryptomeria trees, hundreds of years old, with beautiful foliage, long twisted branches bending in some cases almost to the ground, and roaming contentedly about beneath them the sacred deer of Kasuga. There are upward of a thousand of these tame deer roaming about in the grove of cryptomerias. They are



Passenger Train on Hakone Pass, Japan

very friendly, eating out of your hand the biscuits which you can purchase in the park for that purpose. In ancient times death was the penalty for killing one of the deer, but nowadays the penalty is not so severe although they are still protected. Every year the sharp ends of the deer's horns are cut so that they may not injure people. One of the things of interest in the grove is the "Yadorigi", a single tree which con-

sists of an oak, a wistaria, a camelia, a cherry, a nandin, a maple and a kusatazu inextricably grown together. Daibutsu-den, or the hall of Buddha, sometimes called the Golden Hall, is in the park. In this hall is the great buddha, completed in 748 A. D. It is 53 feet high, the face 16 feet long, 9½ feet wide, shoulders 28.7 feet across, chest 10.8 feet wide, etc. There is in the park also the belfry containing a huge bell 1300 years old, 13.6 feet outer diameter, 9.1 feet high, etc. Anyone may strike this bell on payment of two sen, equal to one cent, and it is supposed to bring good luck if the bell is struck but once each time. I rang the bell.

The temples and shrines in the park are among the most beautiful in all Japan, although those at Nikko, which we also visited are perhaps more famous. The Japanese have a saying "don't use the word splendor until you have seen Nikko". Splendor in Japanese is "kekko". So it might be rendered, "don't use the word kekko until you have seen Nikko". The sacred bridge so often seen in Japanese pictures is at Nikko. The shrines in Nikko were erected to the memory of the founder of the Tokugawa Shogunate, Iyeyasu. They were completed in 1636. No limit was set to the expenditure and the highest artistic skill in designing and building was sought for throughout the empire. The original shrines are estimated to have cost something like \$10,000,000. The result is the most beautiful specimens of Japanese architecture anywhere to be seen. We visited also the most popular summer resort in Japan, located in the Hakone region far up in the mountains in sight of Mount Fuji, and reached by automobile drive of about twelve miles through the most beautiful mountain roads. The Fujiya Hotel has in use about 50 fine Hudson cars, and the trip up and down the road to the hotel from Kozu, a part of the way through Japanese villages, with stores lining the road displaying all kinds of Japanese curios, works of art, wood carving, paintings, chinaware, etc. etc. is very interesting. This hotel is splendidly situated, up to date in every particular, has both Japanese and American style rooms and at the time of our visit was crowded with guests from almost every part of the far east, Shanghai, Hong Kong, India, etc. as well as Japanese, English, and four Americans, ourselves. Yes there were two other Americans, employees of the Imperial Government Railways, whom we knew and whom we happened to meet there, having had no previous knowledge that they were visiting this hotel. Words fail to describe the beauty of this place. No one should go to Japan without visiting all of the wonderful cities I have mentioned, but in any event they should visit Nikko, Nara and Miyazoshita, the latter being the city near which the Fujiya hotel is located among the hills. Speaking of automobiles, the advertising matter of the Kanaya Hotel at Nikko lists among other attractions the fact that they have 13 beautiful Fords among their equipment, but the hotel itself and its surroundings are in the "Rolls Royce" class, and that is without prejudice to the beautiful Fords.

The ocean voyage from Kobe to

Shanghai through the inland sea and the straits of Shimoniseki is a delightful journey. The inland sea lies between the main island of Japan and the two islands forming the southern part of the empire.

There are many smaller islands in the Inland Sea and in some places the channel is very narrow. The tides running through the Straits of Shimonoseki are swift at times and difficult to navigate. The ships at anchor in Moji harbor swing around in opposite directions with each turn of the tide so it is necessary to allow plenty of anchorage room. On the journey west from Kobe one observes on the northern shore of the sea many beautiful villages and suburban homes of the people who have their places of business in Kobe. The railroad runs along the shore and furnishes means by which the people may get away from the busy city out to their country homes and the bathing beaches and resorts along the shore. After passing the straits of Shimonoseki the course is straight away to Shanghai.

Shanghai is an important city, being one of the principal gateways of the Orient and the principal port of entry to China. The foreign section is well built and so far as the business district is concerned not unlike one of our large seaports, except of course for the mixed population which, naturally, is principally Chinese with a sprinkling of Hindoos, Japanese, English, Germans, etc. and of course some Americans.

The shops of Shanghai are wonderful with their Chinese curios, jewels, silks, ivory, teakwood, images, etc. etc. One passes from the hotel within a distance of not more than two blocks into old Chinatown with its crowded shops and houses filled almost to overflowing with Chinamen, who owing to the extremely hot weather at the time of our visit were usually naked to the waist. In the streets also were hundreds of children, the little brown bodies of the boys being quite without clothing, but the little girls more modestly dressed.

The guidebooks for Shanghai say one should not trust to the ricksha coolies to take him to his destination, that they are so densely ignorant they know nothing except to pull the conveyance at top speed in the most likely direction. Unfortunately they sometimes get the idea that one wants to go to the more undesirable portions of the city and unless the passenger knows the way about he is liable to land in some decidedly unattractive neighborhood. I learned this from experience.

On my first venture through the city of Shanghai the Hindu doorman at the hotel told the ricksha man where I wanted to go and he insisted that he knew the destination. This proved not to be the case and after passing through narrow streets between long rows of Chinese shops and houses until we finally reached what appeared to be the interior of China, I took the matter in hand and after considerable persuasion induced the ricksha man by threats and more or less strong language to proceed in the direction which I outlined, finally reaching my proper destination which was a long distance back within the foreign concession.

In Peking and northern China which we visited later there is an entirely different class of coolies. They are large,

fine looking fellows, very agreeable and anxious to be of service. During our stay in Peking we had two ricksha boys, one of whom spoke English sufficiently well so that I could in a measure understand what was actually a very good description of many things of interest in that famous city, the various temples, the forbidden city, the coal hill, the summer palace and many other places of interest including the fine buildings erected by the Rockefeller foundation. Later we visited this institution and it is to my mind one of the most imposing, beautiful and inter-



Golden Hall, or Hall of Buddha

esting places in the city of Peking. Undoubtedly a great work is being carried on here in the education of the Chinese so that they may in turn transmit the benefits of such education to their own people.

We visited the old forbidden city and spent a few hours in the wonderful museum located within its gates where there has been gathered together a priceless collection of jewels, pottery, earthenware, articles of bronze, silver and gold, ancient implements of warfare, old Chinese manuscripts, books, magnificent wearing apparel worn by emperors and empresses of ancient days, etc. We visited also the Temple of Heaven and the Altar of Heaven, which is now open to visitors but which in former times was maintained for the

hour at night after which it is impossible to get into or out of the enclosed section without much trouble, and amusing tales were told by one of the friends we met as to the predicaments they had been in by reason of having stayed out too late and finding the gates closed.

The Hotel de Peking is one of the finest in China and is the more or less permanent abiding place of not only Chinese political dignitaries, but the ambassadors and other representatives of foreign nations so that it is a scene of considerable life and gaiety particularly during the winter season. It was intensely hot during our stay and the principal business of everyone seemed to be trying to keep cool.

We were in Canton one day, having gone up the river from Hong Kong on the night boat, arriving at Canton about 6:30 in the morning. We expected a friend to meet us, but failing in this we started out alone through the business section of Canton crossing finally over a small bridge into what proved to be the foreign section or shawmeen. It was Sunday morning and in the shawmeen there was a decidedly "Sunday atmosphere", but it developed later this was due somewhat to the fact that no vehicles of any description are allowed within the boundaries of the foreign section and the only method of conveyance is the chairs carried by Chinese coolies.

We engaged chairs at the Victoria Hotel which is the only hotel in the shawmeen, and made a short trip through old Chinatown in the main city of Canton. The streets are not wide enough to permit even a chair to turn and in many places the doors on either side may be reached by stretching out the hand. The inhabitants are crowded so closely together in the stores and houses that it seems almost incredible that they could exist in such congested condition. One sees only the men in Chinese cities of this character, the women evidently being in seclusion, and due no doubt to the extremely hot weather the prevailing costume seemed



The Naniwabashi (Bridge), Osaka
阪大橋

A Business Street, Osaka

exclusive use of the emperor.

In going from one part of the city to another we passed through many gates in the great walls that surround the different sections of Peking for example, the old tartar city, the forbidden city, the foreign legations, etc. These gates are still closed at a certain

to be a pair of white trousers. It was a strange sight to see thousands upon thousands of the yellow skinned inhabitants naked to the waist sitting or working in their various stores or places of manufacture. Apparently every store or building is a manufacturing establishment or a sales room of some

kind, and there were displayed thousands of articles more or less beautiful and artistic, but all of them characteristic of China. At one shop where we stopped, a man was making jewelry by fastening upon pieces of silver or gold in the form of stickpins, hatpins, brooches, etc., tiny bits of feathers. These feathers were of a very fine texture and beautiful blue color. By some process of heating and glueing the feathers were spread upon the surface of the gold or silver in artistic design, and when completed the result was a very attractive piece of jewelry.

While we were in Canton, Sun Yat Sen was in his gunboat in the river just below the shawmeen while his enemies were on the other side of the shawmeen in the city or country beyond, we being directly in the line of fire. Only a short time before there had been firing and a shell was thrown into the immediate vicinity of the hotel where we were stopping several people having been killed and wounded. There was no fighting, however, while we were in Canton and we left the next morning for Hong Kong passing by the Chinese gunboats on our way, as well as the British, Japanese and American gunboats. About 40 miles down the river we passed also several disabled Chinese gunboats which had been damaged in battle a short time before. According to newspapers a few days later one of Sun Yat Sen's gunboats got up steam, pulled anchor, and under the pretense of obtaining a more favorable location proceeded down the river and joined the disabled battleships proclaiming themselves as neutral and thus eliminating this gunboat also from the seat of warfare.

We went by rail from Shanghai to Peking thence to Tientsin, Mukden and Dairen, passing through a large number of more or less important cities and having an interesting view of the wonderfully productive country intersected with great canals and waterways constructed hundreds of years ago, but which still carry the preponderance of cargo moving throughout all China. The life upon these rivers and canals is a peculiar feature of the Chinese people, many of whom live and die on the boats, hardly ever going ashore.

The Traffic Manager of the Shanghai & Nanking Railway, who took us in his private car from Shanghai to Nanking is an Englishman, very courteous and gentlemanly and evidently a keen student of the Chinese character. We noticed as we passed through each station that he went to the rear of the car, which was enclosed with glass and apparently stood at attention until the station was passed. While we were eating tiffin he excused himself and arose from the table, and looked out of the window as we passed through a large city; we noticed an employe of the railway on the platform waving a green flag. When our host returned he apologized again and said his action was due to the fact that if the Chinese stationmaster did not see him at the rear window of the car as he passed through, he would lose face and wonder what was wrong with his station. The result would be a very disturbed condition of mind on the part of the station agent and the Traffic Man-

ager of this railroad, recognizing the peculiarities of the Chinese character was extremely careful to perform this act of courtesy, in passing through each station of the railroad under his jurisdiction. This indicates why the English people have so strong a hold on the inhabitants of foreign countries with whom they are doing business.

The stations along the railways in China are enclosed with picket fences and guarded by anywhere from half a dozen to a dozen policemen. The fences are lined with natives and in parts of China a large portion of the crowd consists of beggars. A gentleman in Shanghai told us a curious story of the Chinese employes of a railway in the famine stricken district refusing to handle cars containing supplies for the starving people. When asked for their reason they said "they are no good, better they be dead." It was said by the gentleman who told us the story that in China everything goes by families, and that each family has its particular kind of work which it follows generation after generation. Occasionally one of the family does something which violates all the family codes and becomes an outcast. The only thing left for him to do is to beg and he joins himself to the beggar class of outcasts, whose regular and only business is to beg. During prosperous years the prosperous ones will give them something to get rid of them. But as each family saves only enough for one year's supply, when there is a failure of crops then the poor beggar has a hard time and it is the beggar class that starves. Human life is cheap in the Orient and perhaps the philosophy of the railway employes who refused to go out of their way to help the starving beggars has, at least in their point of view, some measure of justice. Why trouble to feed the absolutely useless members of society who never do anything for themselves?

At one station farther in the north a small boy about ten years old stood on the platform; a nice looking little fellow, and he attracted my attention so that I started a conversation. Still he smiled and I replied in the same language. After a time I made him a present of a Chinese dime, and he was the proudest boy you ever saw. He showed it to all of his friends and they all looked as pleased as punch, and smiled and laughed in turn. As the train started we said good bye, waving our hands as far as we could see each other. He was a real boy; brown skin, different habits and customs, many of them strange to us, but within him the same spirit of boyish curiosity and happiness and friendliness that is inherent in every normal boy the world over. China and Japan are full of such boys. One of the most interesting sights in Japan is the happy smiling children in their bright clothing going to school or playing merrily in the street.

Hong Kong is the great transshipping port of the Orient. Here is the meeting place for ships from all parts of the world. It is a British possession, a large island off the coast of China where the Pearl or West River flows into the sea and the city of Victoria; in or near which the ships anchor; is the center of activity and the home of the majority of the residents of the island. The har-

bor is a broad arm of the sea or channel and across it from Victoria on the mainland is the Chinese city of Kowloon. Our steamer docked on the Kowloon side and we ferried across to Victoria.

Victoria is a beautiful city and as the ships enter the harbor it is seen extending far up the side of the Peak in terraces or rows one above the other almost to the top of the hill. It is a wonderful sight entering or leaving the harbor at night when the stars and the moon shine brightly and the lights on the hillside seem to run far up into the sky, it being difficult to tell where the lights stop and the stars begin. Automobile roads run winding up the hillside toward the Peak, but to a large portion of the residence district the only method of transportation is by chair or by the Peak Railroad which, in many places, runs upward at a very steep grade; at short intervals there are stations from which streets run laterally along the side of the hill, the houses on the streets being terraced one above another with beautiful gardens or parks surrounding them.

An automobile road has been constructed around the island and passes by Repulse Bay Hotel, a famous resort facing the bay of the same name about an hour's ride from Victoria. Large sums have been expended to build and maintain this road. It is said all the trees on the island have been planted by the government. If this is true it is a fine enterprise, for the hills are covered with beautiful trees of many varieties and they are especially fine in and around the city of Victoria extending in almost an unbroken park nearly to the Peak.

Going upward to the Peak we saw along the narrow road many men and women carrying bricks, and gravel, cement, etc., in baskets fastened by ropes to the ends of a yoke across the shoulders. It is said that all of the buildings on the hillside have been constructed out of material carried up in this way—it must be so because there is no other practical way to get such material up the side of the hill. Many of the women were toiling up the narrow road carrying in the manner described, thirty eight bricks, nineteen in each basket. Under the influence of the fearfully hot sun their faces were almost parboiled and their eyes seemed bulging out of their sockets. It is a hard life!

One is impressed with the different methods of conveyance in different countries. In the large ports there are, of course, the street cars much as in the United States and a limited number of automobiles; more perhaps in Shanghai and Manila than elsewhere; but in addition to this, and more largely used for short journeys are the ricksha in Japan and China and in Shanghai and Hong Kong chairs which are borne on the shoulders of two or more coolies. In the streets of old Canton we were borne aloft by three Chinamen to each chair through streets so narrow that in turning the corners the bearers were obliged to stop and back up in order to make the turn. In Manila we found still other methods of travel in addition to automobiles. Two-wheeled carts or carriages drawn by ponies, or larger carriages drawn by small horses driven by

Filipino "boys," are a common means of conveyance for short journeys. When using one of these vehicles it is well to watch the driver to be sure he does not fall asleep. The "jehu" driving for me on one short trip took a brief nap and woke up just in time to avoid driving directly in front of a swiftly moving automobile. It startled him so that for the rest of that particular journey he remained awake.

We were fortunate, perhaps, in arriving at Manila at the beginning of the rainy season, as the frequent showers cooled the atmosphere slightly but nevertheless the weather was extremely hot and uncomfortable. Manila Bay is a good harbor and there are excellent wharves for the accommodation of the largest ships but much of the cargo is lightered in the harbor. From the Philippine Islands comes a very large proportion of the hemp which is used in the United States for making rope, binding twine, etc.; also copra which is the meat of the coconut and coconut oil, which is pressed from the copra in the Islands. Much sugar is produced also in the Philippine Islands and exported to

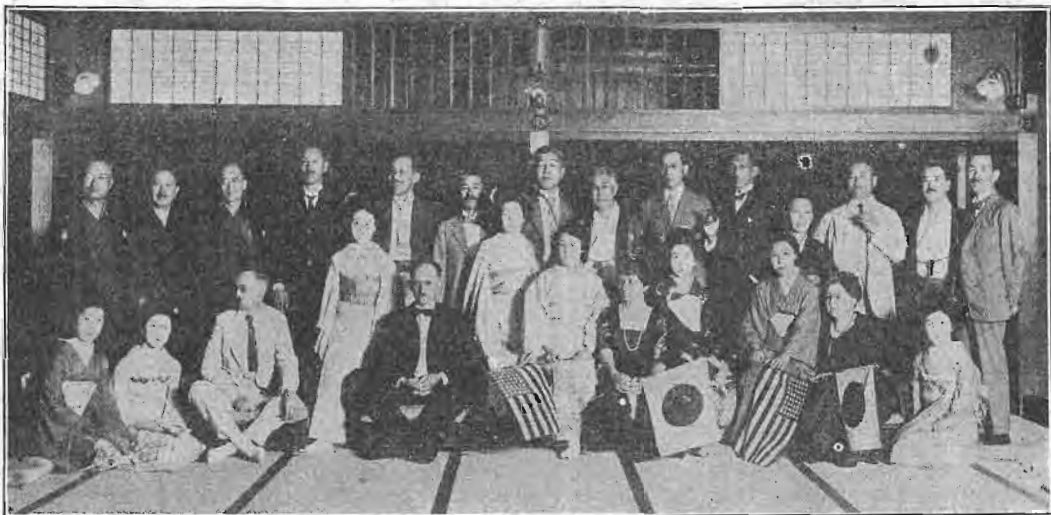
which the foreign population lived in the days of Spanish occupation. In former times there was a moat extending around the old city but this has been filled with dredgings from the bay the same as has been done with a large part of the present water front on which a number of the important buildings now stand, including the Manila Club, Army and Navy Club, etc. We sailed away from Manila past Corregidor Island and Cavite on a hot murky afternoon which promised typhoon weather, but which fortunately we escaped although the captain insisted that a typhoon was hovering around us and liable to catch us any time. He was a dry joker and perhaps was trying to put something over on us.

The Chicago, Milwaukee & St. Paul Railway is "Open Sesame" in the Orient, because of its having been closely associated with the far eastern freight and passenger business ever since the Puget Sound line was opened for business in 1909; because of its electrically operated trains through the Cascade and Rocky mountain ranges; also because of the courtesy of its em-

bers of the Japanese business men's party, which visited the United States in October, 1921. Of the original party of twenty-three gentlemen who visited the United States there were present on the occasion of the dinner in Tokio the following named gentlemen; also Mrs. Jukura Kadona and Mrs. R. Fukao; Mr. I. Dan; Mr. R. Fukao; Mr. H. Inabata; Mr. T. Isaka; Mr. M. Itani; Mr. M. Kobayashi; Mr. M. Kushida; Mr. T. Mochida; Mr. Y. Nagashima; Mr. K. Nagashima; Mr. K. Nanjo; Mr. S. Ohashi; Mr. U. Yoneyama.

This reception was given in return for the courtesies which were extended to the business men's party by the Chicago, Milwaukee & St. Paul Railway while in the United States. The dinner was in Japanese style with Japanese dishes, service, and the entertainment customary at such functions, with a fine display of costumes, music and artistic dancing on the part of the entertainers.

It is customary in entering a Japanese restaurant to remove your shoes at the entrance. For one wearing the Japanese costume, this is quite simple and appropriate, as Japanese shoes consist



Reception Given Milwaukee Officials and Their Wives at Tokio. Are Seated in The Low Chairs

The American Party

various countries. A great deal of other miscellaneous cargo is exchanged between the United States and Manila and other ports in the Islands and trade is constantly increasing although at present rather dull.

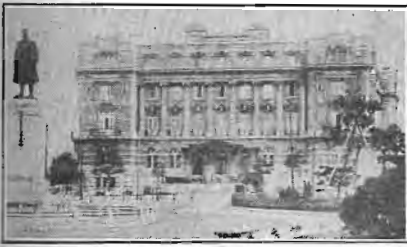
Many small steamers ply between Manila, Cebu, Zamboanga, etc., handling cargo between the larger ports of call and the smaller harbor points of the different islands. The Escolta or main street of Manila is lined with general stores of excellent character with merchandise well displayed and apparently good quality. There are also many very good office buildings, industries and factories. While more or less dull at present there has been in the past a large sale of American automobiles and there are probably more automobiles in use in Manila than any other city of the Far East. The Manila Hotel, the Manila Club, the Elks Club, the Army and Navy Club are the gathering places of the American and European inhabitants, as well as sources of hospitality for visitors to this interesting place. The old city enclosed with a stone wall is very interesting as indicating the manner in

ployes and the excellence of its dining and sleeping car service everywhere commented upon as being the very best, and because of the fact that the officials and employees of the company have always taken an advanced position and broadminded policy in dealing with the far eastern traffic conditions.

As the result an open hand and a cordial greeting are extended everywhere in the Orient to representatives of the company, and our welcome in the far east was perhaps even more emphatic because of our having in every port and particularly in Japan, a large number of acquaintances, many of whom have at different times been located in the United States.

Our party, consisting of Assistant General Passenger Agent and Mrs. A. P. Chapman, Mrs. Stolp and myself, was entertained by Japanese friends on several occasions at Japanese dinners. In point of interest to the readers of the Employees' Magazine presumably the occasion of most importance was the dinner given in the Koyokan Restaurant at Tokio the night before we were scheduled to sail from Japan by mem-

only of a sort of pad the shape of the bottom of the foot and held on by straps or thongs from each side across the ball of the foot, attaching to the sandals, again between the first and second toe. It is therefore a very simple matter to remove the foot covering before entering the room. It is a little more difficult for an American, but nevertheless we followed the custom, being assisted in removing our foot gear by attendants who were extremely anxious to do everything possible for our comfort and convenience. The furnishings in a Japanese restaurant are not elaborate, but might be classed as having a fine simplicity. It is customary for the Japanese to sit cross-legged on pads or cushions usually extending on three sides of the room, the guests being seated at the end and in front of the place of honor, which is an important part of a Japanese home or dining room. In the event of foreigners being entertained it is the custom usually to furnish chairs, which however, are not more than six or eight inches high and therefore do not raise the occupants too much above the other guests so as to make it un-



Yamato Hotel Dairen

comfortable or difficult to carry on conversation. Where speech making is indulged in, the "after dinner" remarks are made before the dinner is served, and as our host laughingly explained "it gets this part of the program over with, so that the participants may enjoy their dinner."

The food is usually served in square lacquered boxes or trays raised from the

floor about 6 or 8 inches. A tray is placed before each guest and the different courses are placed therein from time to time by the attendants. The national beverage, sake, is served in little cups about the size of an individual salt dish and the attendants are extremely careful to see that this cup is filled as often as the guest sees fit to empty it. Rice, fish, soup, chicken, tea and various dishes of a more pronounced Japanese character are served from time to time and between the courses the guests are entertained with music and dancing by the entertainers. It is not usual for the ladies of Japan to attend entertainments of this character, and we felt it a distinction to our party that in this particular instance we were honored by the presence of Mrs. Kadona and Mrs. Fukao. The costumes worn by the entertainers were of the most beautiful silk texture and the silken net or web

with which one of the actresses (The Spider) attempted to capture her victim was most gorgeous. The dining room in which we were entertained was open on the side and one end and from the latter could be seen Mount Fuji outlined against the setting sun.

Nearly all of the Japanese party could converse more or less fluently in English so that there was no restraint or difficulty arising from inability to understand or converse freely.

This particular occasion is dwelt upon more in detail because it represents a courtesy extended through our party to every representative of the Chicago, Milwaukee & St. Paul Railway who had any part in looking after the comfort and convenience of the Japanese business men's party while in the United States something over a year ago.

Back From Davy Jones Locker

R. D. MILLER

It isn't often that a big locomotive goes on an exploring expedition to the bottom of a river; and it is of even less frequent occurrence that another exploring expedition goes down to bring it back. But in the instance of Engine 2409, of the West I. & D. Division, such an exciting episode has been interwoven into its history.

On June 19, 1922, as this engine running at Extra 2409, east, was crossing the pontoon bridge at Chamberlain with a string of ore cars, loaded with gravel, the bridge gave way and the locomotive with eight cars plunged into the Missouri and disappeared completely beneath its muddy waters. While the pontoon was quickly replaced by a pile bridge, it was another matter to resurrect the submerged locomotive. Mr. J. M. Hayes, inspector of equipment, came out from Chicago to look the ground over, perhaps I should say, the water, over and make an estimate as to the probable cost and the possibility of recovering the engine. As the exact location of the engine, tender, ore cars and part of the bridge was problematical, because of drifts owing to the swift current of the river, the preliminary step was locating the property. To accomplish this Mr. Hayes installed a steam jet and a centrifugal pump on one of our scows and had a platform erected on the east shore of the river just south of the bridge. This platform was built of 8x16 inch stringers, 32 feet long, about 60 being used. The part of the platform next to the river was founded on some sawed off piling, making a very solid foundation. This had to be solid, as in the event of recovering the locomotive, it was destined as the receiving platform. It also was to hold the "sheer legs" which Mr. Hayes intended to install later, when active operations for recovering the machine should commence. While these preparations were under way, Mr. Hayes went to Tacoma to procure a deep-sea diver, whom he knew out there. This diver, Walter McCray by name, with his assistant, Sam Jensen, were men of long and wide experience in all parts of the world. It was also necessary for Mr. Hayes to

procure from the big timber of the northwest, some huge logs to be used as "sheer lags." There arrived at Chamberlain, loaded on two flat cars, and were unloaded with a locomotive crane onto the platform. They were Washington fir, 63 feet long, 29 inches in diameter at the form bottom and 25 inches in diameter at the top, or 7 feet 10 inches in circumference at the bottom. These were joined at the top by a bridle made of two thimbles which were joined together by a connecting plate of one inch boiler iron, the thimbles being of $\frac{3}{8}$ in. boiler iron, with a section cut out of the connecting plate to permit the passage of guy cables. When they were in place arrangements were made to build the sheer legs; and as they were not to be fastened to the platform, it was necessary to brace them with guy cables. Six "dead men" were sunk and the cables fastened to them, to act as anchors—another cable being stretched to large tree and fastened there. This was the arrangement on the shore side. One guy cable was fastened to the south side of the east pier of the permanent bridge, and this completed the guy wires. The sheer legs were then set up on the platform, leaning slightly toward the river. Just behind, or east, of the bottom of the sheer legs an 8x16 in. stringer was fastened to the platform to hold the sheer legs or "big sticks" as they were called, in place.

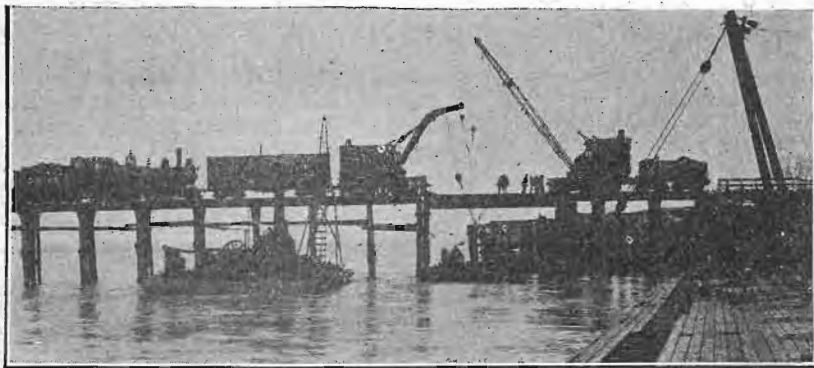
Diver McCray and Sam Jensen arrived at Chamberlain October 25th and were ready for service the following day. A lidgerwood unloader was placed on what is known as the Cut-Off Track east of the creek. This lidgerwood was deemed capable of developing power enough to pull the engine; between the lidgerwood and the river a donkey engine was installed to assist the lidgerwood, one large cable being attached to it and one to the donkey engine. One cable was run from the lidgerwood to the top of the Big Sticks, then through the large block and from there to another block, running through seven times. These blocks had a capacity of 300 tons. At the end of this cable a

slings was attached, to be fastened to the engine when ready to make a hitch.

When the diver started operations, he found the tank of the engine had been disconnected and was lying just south of the pile bridge and just below the fifth bent from the east end of the bridge. At the same point he also found one of the steel girders that had been part of the pontoon. He found them indeed, not by seeing but by feeling for them as it was impossible for him to see anything under water, because of the muddy condition of the river. Both tank and girder were nearly covered with sand and it was necessary to get some of this loose before a hitch could be made. When this was done, both tank and girder were taken from the river with comparatively little trouble, the lidgerwood and the Big Sticks being under no apparent strain whatever.

After removing these, the diver then located the engine as lying diagonally under the bridge and between the third and fifth bents, from the east shore, the fourth bent having been driven around the engine. In fact one of the piles in the fourth bent had been driven through between the under side of the boiler and the forward driver. On account of its position, in order to move the engine it was found necessary to pull out two bents, drive a false bent and place a 42 foot steel girder in place. This was to allow movement of the engine and to avoid delay to traffic. As a matter of fact no traffic was delayed during the entire operation at Chamberlain.

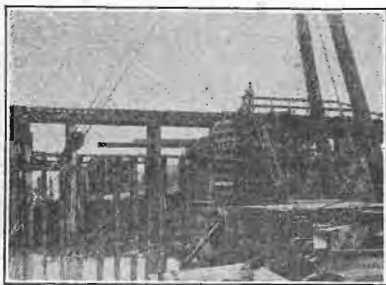
While these operations overhead were under way Diver McCray went under the water to make a hitch on the engine. He found the engine lying on its left side with the cab at the south pile of the fifth bent and the forward end lying north of the north pile of the third bent. It was determined that the logical place to put the first hitch would be in the fire box, as nearly all of the south side of the engine was covered with sand. In fact even before he could put



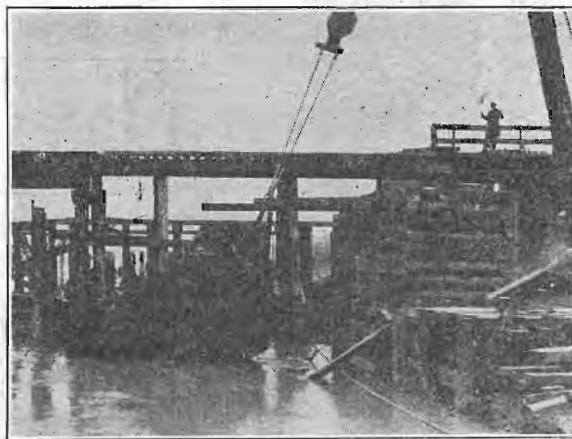
Placing The Lidgerwood and Crane



The Top of The Engine Just Showing Above the Water, Helper Jensen On Platform



The Receiving Platform



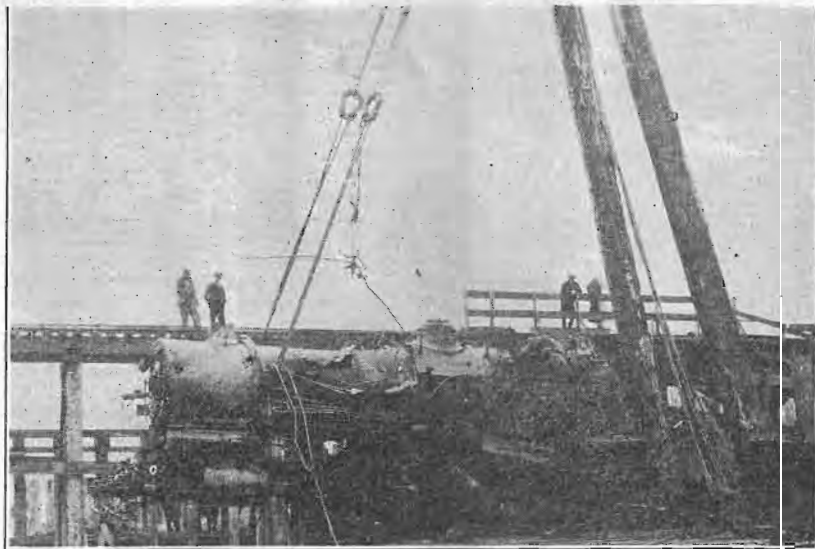
Coming Up



Diver McCray in Full Dress



The Diver Going Down To The Submerged Engine



The Recovered Locomotive On The Platform, Messrs. Hayes and Miller On the Trestle



Diver McCray (Seated) Mrs. R. D. Miller, Trainmaster Miller, Conductor M. Radloff, Mrs. Radloff

a hitch in the fire box, some of the sand had to be taken out. When ready to place the hitch, the diver went under water with a steel bar four inches in diameter and about 30 inches long. This was placed in the firebox and then the two looped ends of a cable put around the bar which had to be held in position by the diver until the slack could be taken up by the lidgerwood. The diver was in communication with his helper by telephone, the mouthpiece being fas-

tened to the inside of the helmet just to the right of the diver's mouth.

The slack being taken up, the diver came to the surface and notified Mr. Hayes that everything was ready for the first pull on the engine. This first pull was going to determine the success or failure of the thought and planning and action of the master, Mr. Hayes, who had personally supervised all the preparations. It would determine his judgment in choosing blocks, cables, Bib Sticks and all other equipment for

the operation; and that next move did surely justify his judgment and the judgment of those who assigned him to the undertaking, or rather the uplifting.

Mr. Hayes, with a flag in each hand to signal the ladderwood and locomotive crane, stood on the bridge. When he raised both flags, both ladderwood and crane got into action pulling together; and certainly Mr. Hayes must have felt a thrill of triumph and pride as the 2409 slowly moved out of its bed in the mud, moving about six feet on the first pull. The second pull brought the engine nearly within sight, after which a rearrangement of hitches had to be made, and then on the third pull the battered wreckage reached the surface, so the end of the boiler could be seen. After this, there could be no question of the successful outcome.

The engine lay close to the false bent that had been driven to support the steel girder, and it was deemed advisable to bring the steam derrick from Mason City, to avoid the possibility of tearing out the bent and stopping traffic. When the derrick in charge of George Walsh arrived, a hitch was put around the forward end of the engine and that part of it was pulled to the west far enough to clear the bridge. Another hitch was then put on the engine and run south a block on the shore, where another dead man was buried; and from there toward the Big Sticks, through another block to the donkey engine. This cable was to keep the 2409 from going south and away from the bridge. When ready for the next pull, Mr. Hayes lifted his flags and old 2409 hove in close to shore just where the platform had been built to receive it. An especially constructed sling, weighing 1150 pounds, was then put around the front end of the boiler by the diver who went under water with a rope that he placed around it. Fastened to the other end of the rope was a cable that was gradually given to the diver and pulled through. The heavy sling was attached to the end of the cable and in this way, the sling was put in place. On November 10th, the day following these arrangements, the final pull was made, 2409 was back from Davy Jones' Locker and a really wonderful feat had been accomplished.

In spite of the many difficulties, the many disappointments and delays, Jim Hayes, confident of ultimate success, worked day after day, without cessation, and surely great credit is due him for the leadership and thought necessary to carry on such an unusual and difficult piece of work. Most of the men lived at Chamberlain, were inexperienced, making it most difficult of progress; but among his most able assistants were "Doc" Lawrence and his crew.

Mr. Hayes, modest in all things, insists that without the efficient and invaluable assistance of Diver Walter McCray and his assistant Sam Jensen, the raising never could have been accomplished. These men worked with single interest and purpose, willing to do everything required no matter how difficult. Difficult it was from beginning to end, because of the obstructions to be removed, the hitches made under water the size of the material, and appliances, etc.

The diver's equipment consisted of a very heavy rubber suit with a metal neck piece, to which was attached the helmet. A glass plate was screwed on-

to the front of the helmet and this could be removed readily without removing the entire helmet to allow the diver air without aid of the pump. Two men pumped air to him while he was under water, the excess of air was released through a valve in the helmet and the movement of the diver could be followed by the bubbles from escaping air coming to the top. When he went under water, he put on shoes made of iron, each weighing 20 pounds. He also had a weight fastened to his breast and one to his back, each weighing 40 pounds. A life line ran from the pump to the helmet and through this tube the air was pumped. A rope was also fastened to him, with which the assistant signalled to him and assisted him whenever necessary or possible. The diver worked with bare hands, a heavy rubber wrist-let inside of the sleeve being tight enough to keep the water out. His work was done in 18 feet of water and at times he was under water two hours. He had, sometimes, to place dynamite charges to remove some of the piling.



"Jim Hayes." (This Picture Was Taken at Washington Boulevard Hospital During Mr. Hayes' Convalescence)

The entire operation is one which will be remembered for years to come at Chamberlain and for miles around. There was a constant "gallery" in attendance during all of the operations, and "Jim Hayes" is now better known than the oldest inhabitant. He can certainly always remember this achievement as one that will live in the minds of men who worked with him or who witnessed the progress of the work for many a day to come.

It was unfortunate that on Sunday, November 12th, after the great work was practically done, Mr. Hayes suffered severe injuries by being struck by three timbers which were being lowered by the locomotive crane. He was taken to the Sanatorium at Chamberlain and every attention given to his injuries. He remained there until able to be removed to Washington Boulevard Hospital at Chicago, where he is progressing favorably toward complete recovery.

Some Memories and Portraits

Will A. Robinson, of Milwaukee, a veteran of forty years service with this railroad, and now enjoying the evening of life in his home city, has done some reminiscing for the Magazine, giving some incidents and recalling some of the people who helped to make us famous in early days. He tells of an experiment in wireless telegraphy that

was tried long before Signor Marconi startled the world with his accomplishment of the impossible. Mr. Robinson says: "It was back in 1884 that a message was flashed from a moving train between Milwaukee and Chicago. A train of about three cars was fitted up and many of the directors were on hand to view the experiment. Connecting wires were placed between the cars and a ground wire influenced down through the journals to the rail. The 'wireless' portion of the experiment consisted in sending the message from our train to our telegraph wires at the side of the right-of-way. I was running baggage and the operator was located in my car. The man at the board wore muffs on his ears and the letters as they were read off did not sound like the old, sharp, click-i-ti-click of our station telegraph service, but rather sizzled off like the wireless does now. A kind of relay station was rigged up at Wadsworth. Everybody present sent and received messages, each wanting a souvenir and also evidence of the success of the experiment. I can still recall their surprise and amazement as one after another would exclaim 'wonderful.' The effect of the currents we started could be heard much farther than our own wires. Near Franksville, operators listening in, received our messages several rods beyond our own wires, we were afterwards told.

Writing of a former well-known superintendent, Mr. Robinson says:

"Many of the 'Old Guard' will recall George O. Clinton, who served the Milwaukee for many years holding positions as General Yardmaster in Chicago, superintendent of C. & C. B. and C. & M. Divisions. I remember standing beside him one day in St. Louis at the time he was Superintendent of the St. Louis Bridge & Terminal Railway and General Station Master of the Union Station, there, and we were both looking at a St. Louis & San Francisco night express about to leave. He pointed to the conductor of the train who was a fine looking fellow, splendid physique and gentlemanly bearing, and said 'Will, there is the Fred Underwood of the St. L. & S. F. Ry.' referring to the time when Mr. Underwood, now president of the Erie Railroad, was a notable figure in Milwaukee train service.

The historical and reminiscent articles that have appeared recently in our Magazine seem to me to be of special interest and importance in cementing fraternally and socially, the ties that make faithful service enjoyable to all classes of our good old family railroad and I look forward each month to reading of past days when I myself was active in the service to which I am as much devoted today, as ever I was in the past.

I have many memories of the men who organized and built this great railroad and some time in the future I shall again "take my pen in hand" to set down for the readers of this magazine some of those pictures of the past which I am sure will be enjoyed by many a veteran who will remember the men of whom I shall write, perhaps, even more vividly than I do.

Let me wish the Magazine and all of its readers, continued prosperity and a very Happy New Year.

Current News of the Railroads

New Equipment

Contracts have recently been entered into for construction of 75 locomotives, 5,000 gondolas, 2,000 boxes, and 500 automobile cars. The locomotives will be Mikado-type, similar to the 8200-8300 series and will be built by the Baldwin Company. The gondolas will be of 100,000 pound capacity of the same type as the 2,500 received early in 1922; builders will be the Bettendorf Company, the Pullman Company, and the Western Steel Car & Foundry Company. The box and automobile cars will be the 80,000 capacity type similar to the 705000-708500 series, now in the process of construction, and will be built by the Western Steel Car & Foundry Company and the General American Car Company. Deliveries commence early next summer.

Railroad Legislation

In the report of a special committee of the American Railway Association, it is shown that during 1921 five hundred and eighty-eight laws, drafted to affect railroad operation, were introduced into the state legislatures of the United States, only one hundred and sixty-six of which, however, were finally passed. California heads the list with forty-eight laws introduced, out of which thirteen became law. Iowa considered twenty-three and passed ten, while for Wisconsin these figures were twenty and eight, respectively.

Taking the states by groups, less railroad legislation was proposed and passed in New England than in any other group in the union.

The subjects to which the five hundred and eighty-eight laws introduced and one hundred and sixty-six passed pertained, included every phase of railroad operation, such as train rules, taxes, rates, passes, maintenance of way, crossings, leases, accidents, and many other subjects.

Marine Borers

A few years ago several docks in San Francisco bay collapsed, revealing that the timber sub-structure had been destroyed by marine borers (teredo), small insects, capable in a remarkably short time of so eating into a pile of timber as to entirely destroy it. To fight this parasite exhaustive studies are being undertaken for annihilating it or chemically so treating dock timbers as to make its attack ineffective.

The destructive possibility is evidenced by its extremely high rate of reproduction, about two and one-half million per year. A board carrying test blocks in Galveston bay was totally destroyed in two months.

The Railway Company has extensive dock facilities at Seattle and Tacoma and, although constructed of creosoted piling resisting this pest, we are, nevertheless, very much interested in the outcome of the tests and investigation now being conducted by the National Research Council.

Do Not Waste Transportation

In a car efficiency circular, dated December 1, the American Railway Association calls attention of shippers and receivers of freight to the necessity for conserving car supply, urging them to load cars to full carrying capacity, prompt unloading, and care in ordering only the number of cars actually required for shipment.

Bad Order Cars

Such progress has been made in the repair of bad order freight cars that we have now only about eight per cent of the total cars on line awaiting repairs, as compared with sixteen per cent a year ago. On September 15, at the close of the shopmen's strike, we had 17.1 per cent, comparing with 17 per cent on July 1, the day the strike commenced.

Seattle

Seattle is soon to see the construction of a new nine-hundred room hotel, the need of which has long been felt. It is to be named the Olympic and will be located in the block bounded by Fourth and Fifth Avenues and Univer-

sity and Seneca Streets. The owners will be the Community Hotel Corporation, who have financed the project largely through sale of bonds to citizens.

Railroad Problems

The following paragraphs are from the Annual Report of the Secretary of Commerce of the United States for the fiscal year 1921-22:

"Our transportation facilities have lagged far behind the necessities of the country."

"Some increases in equipment have been made during the past year; yet they are entirely insufficient as the result of long-continued financial starvation."

"Railway cars are the red blood corpuscles of commerce, and we suffer from commercial anaemia every year, because they, the railroads, are starved."

"The losses through short transportation are a tax upon the community greater than the cost of our government, because such a shortage not only stifles the progress of production and introduces speculation into distribution, but it also seriously affects price levels."

"The car shortage also directly affects our farmers, because in every car-shortage period a price differential on grain below the Liverpool price (and yet in excess of the railway rates and handling costs) set in from 5 to 15 cents per bushel."

"The management of our principal railways to-day, by all the tests of administration, of load factors, of mechanical efficiency, etc., is the most efficient transportation machine in the world in so far as it is not limited by causes beyond the managers' control."

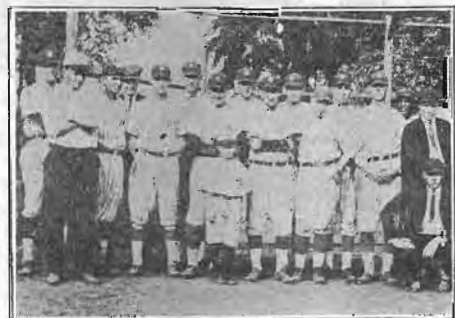
"Nationalization would be a social and economic disaster."

"The failure of earnings without charge on the government is complete disproof of the current fiction that earnings are 'guaranteed.'"

"Whatever may have been the sins of railway finance in the last generation, we are not only suffering from them, but we have maintained an attitude of bitterness in our public relationship to our railways for which we pay thrice over in prevention of their proper development."

Pep

Railroad operating officers and men are so used to the urge of speed in clearing up wrecks, slides or other catastrophes and getting trains moving that it seems second nature. In industry this necessity does not generally exist, at least not to the same extent. An item from the Armour Magazine is, however, interesting in this connection. Saturday morning, November 18, shortly after three o'clock, the Armour hog-killing plant at the Chicago stock yards took fire and owing to the very nature of the structure was soon a mass of flames, which completely gutted it. With railroad speed the plant was operating at 8:00 A. M., slaughtering in an improvised make-shift, and before the following Friday morning, new machinery had been erected on the site of the old and the fire which had razed the plant was but a memory. The impossible had been accomplished; the indomitable spirit of a loyal organization had won.



Illinois Division Trainmen's Baseball Team

CLAIM PREVENTION

RECORDING AND REPORTING EXCEPTIONS DEVELOPED BY CHECKING

Package Freight Transferred Must Be Checked and Record Made

73. Package freight transferred enroute must be checked (5-ii) and record placed on the waybill and record maintained at transfer point showing affirmatively that the shipment was actually checked. If transferred a record placed on the waybill shall be sufficient, providing it is shown affirmatively that shipment was actually checked. Failure to show check shall render transferring carrier liable for any loss or damage developed by the next subsequent check, regardless of seal records, provided it is not shown that such loss or damage existed prior to the aforesaid check.

Noting and Reporting Exceptions at Junctions

74. When check at junction point (5-p) develops over (5-x), short or damage, permanent record shall be maintained of over freight (5-x) and record of short or damage shall be noted on waybill and transfer document accompanying the freight and carried forward if rebilled. Over or short shall be reported within three days after checking to carrier from which freight is received, and this carrier shall in turn within five days report over only back to loading or initial carrier. Such report shall be on carrier's standard form for reporting over and short freight or when the receiving carrier (5-d) gives delivering carrier (5-c) a receipt for the freight received, a notation of over or short upon this receipt shall be considered proper notice to the delivering carrier. Reports of damage in the case of cars loaded with miscellaneous freight shall be based upon the conditions developed by the actual handling and examination of each article of freight.

Recording Exceptions at Intermediate Points

75. When check at intermediate point (5-r) develops over (5-x), short or damage, permanent record shall be kept at that station of over freight (5-x) and record of short or damage, together with the name of station checking, shall be noted on waybill accompanying freight and such notation shall be evidence locating point at which such short or damage was first discovered, and claim shall be prorated accordingly. Over without destination marks, if held, shall be reported within three days after checking and such report shall, within thirty days, be forwarded, either through freight claim office, junction station or direct, to initial point. Reports of damage in the case of cars loaded with miscellaneous freight shall be based upon the conditions developed by the actual handling and examination of each article of freight.

Destination Check, Records and Reports

76. When check at destination (5-s) develops over (5-x), short or damage record shall be made within five days, and such record shall include all notations of previous checking which appear on waybill. Report of over only shall be forwarded within thirty days, either through freight claim office or junction point or direct to initial point. In the delivery of freight to consignee, notation of shortage or damage which has been made on waybill at intermediate transfer or checking point shall not

be endorsed on the paid freight bill. Shortage or damage known by agent to exist at the time of delivering freight shall be endorsed on paid freight bill if so requested by consignee. When endorsing paid freight bill given consignee, agent must be particular to state nature and extent of shortage or damage and invariably affix his signature, with date of notation.

Our ratio of claim payments to freight revenue is going to be 1% or under for the year 1922.

But—Only some mighty tall hustling and close attention to business on the part of everyone will keep it at or near that figure in the next few months to come.

Owing to the present record volume of traffic, congestion, etc., extraordinary efforts will have to be made by everybody if a veritable flood of claims is to be avoided.

Our officials are all actively alive to the importance of claim prevention. Are you?

The next six months will be the time to show whether our claim prevention record of the past year has been a fluke or not.

Delay is the largest single factor contributing to our freight claim payments.

Delay greatly increases the hazard of robbery, of fires, of freezing, of rough handling, and of most everything else.

be endorsed on the paid freight bill. Shortage or damage known by agent to exist at the time of delivering freight shall be endorsed on paid freight bill if so requested by consignee. When endorsing paid freight bill given consignee, agent must be particular to state nature and extent of shortage or damage and invariably affix his signature, with date of notation.

Freight Held for Prepayment

77. Freight held in transit requiring prepayment shall be reported within forty-eight hours.

Failure to Report

78. Failure to comply with the provisions of Rules 74, 75, 76 and 77 shall make the checking carrier liable for loss or damage, unless it is shown that the loss or damage, occurred before freight reached such carrier. In computing the time within which report must be made as provided above, Sundays and legal holidays (5-t) shall be excluded.

Perishables Excluded

79. The provisions of Rules 74 to 78, inclusive, shall not apply to perishable freight, which should be reported by wire or disposed of by sale.

Discrepancies in Marks

80. When destination marks on package are found to differ from those on bills of lading, the property must be held and immediate notice given to the shipper to ascertain correct destination.

When destination marks on packages are found to differ from those on waybills, property must be treated as an over and forwarded to marked destination on an astray waybill, which shall contain reference to the revenue waybill, unless agent has knowledge of the fact that the billed destination is the correct destination.

REPORTING REFUSED AND UNCLAIMED FREIGHT AT DESTINATION (5-s)

Reporting Perishable and Live Stock Refused, Unclaimed or Undelivered

85. Live stock refused, unclaimed and undelivered on arrival shall be immediately reported by wire. Perishable freight refused shall be immediately reported by wire. Unclaimed or undelivered perishable freight shall be reported by wire in accordance with bill of lading and tariff provisions.

Reporting Non-perishable L. C. L. Refused

86. When non-perishable less than carload freight is refused at destination it shall be reported within five days after refusal.

Reporting Non-perishable C. L. Refused

87. When non-perishable carload freight is refused at destination it shall be reported by wire immediately after refusal.

Non-Perishable L. C. L. Unclaimed

88. When non-perishable less than carload freight is unclaimed at destination it shall be reported within fifteen days after expiration of free time allowed under storage tariff (Sundays and legal holidays included).

Non-perishable C. L. Unclaimed

89. When non-perishable carload freight remains unclaimed it shall be reported in accordance with the tariff.

To Whom Reports Shall Be Made

90. Reports mentioned in Rules 86 to 89, inclusive, shall show reason for non-delivery if known and shall be made to consignor if definitely shown on the waybill or shipment; if not so shown then to agent at initial

point. If neither the consignor nor the initial point can be ascertained from the billing or shipment, then report shall be made to the waybilling station, which waybilling station shall within twenty-four hours (Sundays and legal holidays excluded) transmit the report to the consignor, initial agent, or its next waybilling connection, in conformity with the above.

Failure to Report

Failure to comply with Rules 85 to 90, inclusive, shall render the carrier guilty of negligence in the event of payment of a claim by another carrier under legal liability.

HANDLING OF OVER FREIGHT (5-X)

Over Freight

100. When freight less than carload is found over it shall be immediately forwarded to marked destination on a regular waybill, giving number and initial of car from which unloaded, name of station from which received, if known, and weight of shipment, freight to be billed Free Astray. Such waybill shall bear the notation: "ASTRAY FREIGHT. DELIVER ONLY ON PRESENTATION OF ORIGINAL BILL OF LADING OR OTHER PROOF OF OWNERSHIP". If unable to deliver, the carrier holding the astray freight shall report back without delay to carrier or carriers in interest. The fact of astray freight being in possession of carrier does not of itself locate liability for concealed loss. Unless charges have been prepaid, the terminal carrier shall ascertain the initial point of shipment and collect sufficient charges to protect all interested carriers and which will maintain the integrity of the lawfully published rates and charges.

If delivered on presentation of original bill of lading the delivering agent shall immediately report the facts to the agent issuing the bill of lading, and request such agent to take record on his shipping order or office copy of billing of the fact that such astray freight delivery has been made; or if delivered on other proof of ownership delivering agent shall make reasonable effort to determine line issuing the bill of lading, and if successful, serve similar notice.

Carriers shall accept astray freight, even though it does not bear full name of the consignee. If such freight bears marks sufficient to show destination it must be accepted and forwarded as provided in this rule. This provision, however, shall not apply to shipments of export freight found astray at frontier points and which cannot be forwarded owing to customs regulations.

Any carrier failing to comply with the provisions of this rule shall be deemed guilty of contributory negligence.

APPORTIONMENT OF CLAIMS FOR LOSS AND DAMAGE

Shipper's Instructions for Icing, Ventilation, etc., to be Shown on Bill of Lading and Billing

Damage to Perishable Freight

164. It shall be the duty of the carrier contracting for shipment or carrier accepting reassignment or diversion instructions to secure from the shipper or owner of all perishable freight transported at carload rates definite and complete instructions as to refrigeration, ventilation, protective service against cold, or other accessorial service desired in transit as may be provided in carriers' tariffs applicable. Such instructions shall be shown on bills of lading, waybills, card bills, transfers and running slips. In the apportionment of claims for damage to perishable freight not provided for in Rule 160, carrier's legal liability having

It is easy to prevent claims when everything is going along smoothly.

It is entirely possible, but a great deal more difficult, to prevent them when business is heavy, cars are scarce and congestion prevalent.

Are we sunshine claim preventors?

We are not. We can prevent them when the going is tough.

There never has been a time when concentrated efforts toward prevention of delay can produce greater dividends through conservation of freight earnings than right now, today.

Rough handling and poor loading is still costing us a lot of money in claims.

So is carelessness in the selection of proper equipment.

It would not do any harm to have our seal records improved a little bit.

Possibly we will have some cold weather between now and the 1st of May and you know what cold weather does to unprotected perishable freight.

The freight claim rules on both sides of this column may be hard to take but they will do you good.

been established, the following will be considered as defects in service or record and as contributing factors:

Delay Defined

Improper Refrigeration Defined

(a) DELAY. As defined in Rule 174.

(b) IMPROPER REFRIGERATION. Failure to furnish ice or ice and salt of character and amount as specified on waybill, card bill, running slip or transfer document accompanying freight within as frequent intervals as required by the contract under movement on schedule; or, in the absence of instructions, failure to supply ice or ice and salt in the manner and as often as is customary to protect similar shipments.

Improper Ventilation Defined

(c) IMPROPER VENTILATION. Failure to comply with billed instructions, or in the absence of instructions, failure of a carrier to manipulate ventilators as follows: Put in hatch plugs, close hatches and other ventilators as soon as practicable when temperature falls below freezing; open ventilators and take out hatch plugs as soon as practicable when temperature rises above freezing; or, when ventilators of special design are used, close ventilators as soon as practicable when temperature falls below freezing; open ventilators as soon as practicable when temperature rises above freezing. Failure to record temperature, position of ventilators and plugs at origin, divisional terminals, points of interchange and destination.

Improper Carriers' Service Defined

(d) IMPROPER CARRIERS' PROTECTIVE SERVICE AGAINST COLD. Failure to maintain heat when outside temperature is below 10 degrees above zero Fahrenheit. Failure to manipulate ventilators in accordance with paragraph (c). This paragraph to apply only when entire movement is under carriers' protective service as covered by tariffs applicable.

Improper Waybilling Defined

(e) IMPROPER WAYBILLING. Any error that causes delay, improper ventilation, improper refrigeration or improper carriers' protective service against cold. Failure to comply with the requirements of the first paragraph of this rule shall be deemed a defect but will not relieve other carriers from compliance with the general rules as contemplated in paragraphs (b), (c) and (d).

Defective Record of Refrigeration or Ventilation

(f) DEFECTIVE RECORD. Absence of record of performance of the requirements as contemplated in paragraphs (b), (c) and (d), except that such absence of ventilation record (c) on interchange shall not penalize a carrier (receiving or delivering) if the record of the connecting carrier taken on the interchange shows correct performance.

Transfer of Carload Perishable Freight in Transit

(g) TRANSFER IN TRANSIT. Delivery of car in unfit condition to run making transfer necessary; improper handling during transfer of carload shipments under refrigeration or ventilation. When transfer is properly performed but recovery on claim is made because thereof, delivery carrier shall assume claim when Rule 242 is applicable.

Defective Equipment Defeating Temperature Protection

(h) ROUGH HANDLING.

(i) DEFECTIVE EQUIPMENT. As defined in Rule 64, defeating temperature protection.

DISTRIBUTION

Located Damage
Delay

Unlocated Rough Handling

(j) When the entire damage is located, or is due entirely to delay, or due entirely to unlocated rough handling, claim shall be apportioned under rules governing; other claims shall be distributed as follows:

Damage Existing Under Perfect Record

(k) When damage other than that due to unlocated rough handling exists under a perfect record (that is, no defects as referred to in Paragraph (a) to (i), inclusive) claim shall prorate from point of origin to destination on a mileage basis. When damage is due to freezing and all carriers have a perfect record claim shall prorate between all carriers handling car on a mileage basis, provided payment is made on written advice.

Damage Due to Improper Refrigeration
Excessive Icing Intervals

(l) Damage due to improper refrigeration (b) shall be charged to the carrier responsible for such defect.

When intense refrigeration (i. e., ice and salt) is required and two or more carriers are involved, and the defect is in excess of the periods between icings only, the amount shall be prorated among the carriers at fault on the basis of the total number of hours in excess of the contemplated interval or intervals between icings and between last icing and delivery or constructive delivery as per tariffs applicable or agreements. Claim shall be supported with statement of claimant of contemplated schedule and such schedule shall be acknowledged or repudiated by the Operating Department of each interested carrier. Failure to repudiate shall be considered an acknowledgment.

The responsibility for icing shipments "off schedule" at junction points shall be upon the delivering carrier and receiving carrier shall not be liable if it moves car on first symbol train and ices it at first icing station on the schedule of such train. Should the succeeding carrier not perform the icing on schedule of such train, then the said succeeding carrier shall be charged with the number of hours lapsing between time it should have been iced and the time icing was performed.

(See Paragraph (o) when other causes contribute.)

Shipments Under Mild Refrigeration

When shipment is moving under mild refrigeration (i. e., ice without salt) and two or more carriers are involved, the provisions of Paragraph (o) will apply.

Adjustment with Private Car Lines

NOTE—Section (1) will apply regardless of any contract between individual carriers and private refrigerator companies; any road having such contract shall make its own adjustment with refrigerator company covering its proportion under this rule. When a carrier collects a proportion of a claim from a private car line, the amount thereof shall be deducted from amount of the claim before claim is prorated among interested carriers.

Damage Due to Improper Ventilation

(m) Damage due entirely to improper ventilation as outlined in Paragraph (c) shall be charged to carrier at fault. When two or more carriers are involved or other causes contribute Paragraph (o) will apply.

Damage by Improper Carriers' Protective Service Against Cold

(n) Damage by improper carriers' protective service against cold as outlined in Paragraph (d) shall be charged to carrier at fault. When two or more carriers are at fault the amount paid shall be divided equally among such carriers. When damage exists under a perfect record (no exceptions as provided in Paragraph (d),) claim shall prorate from point of origin to destination on mileage basis.

Two or More Contributing Defects

(o) When two or more of the defects as shown in Paragraphs (a) to (i), inclusive, contribute to damage and the proportion of each cannot be determined with reasonable accuracy, claim shall be apportioned in accordance with the total number of defects in service (points of negligence) chargeable to each carrier.

Unlocated Rough Handling—When Not Considered

When a damage, not the predominant feature, due directly to unlocated rough handling is a contributing factor and the amount directly chargeable thereto cannot be determined with reasonable accuracy, it shall be ignored and the amount of the claim distributed as if this factor did not exist.

Loss or Damage by Error or Negligence

170. Loss or damage arising through error of an employee or negligence of carrier shall be charged to carrier at fault, unless contributory negligence (5-n) is shown, in which case the loss or damage shall be equally apportioned to the carriers at fault. This Rule does not apply to claim for an amount prorable under Rule 160.

A careful study of these rules is urged, in order that our agents may more fully appreciate the penalties the company is subjected to in connection with matters covered by the rules quoted above and if any interested employee wishes a further interpretation of the application of any of these rules, and will write the freight claim agent, an explanation in detail will be furnished.

Sonnet

To N. B. D.

There is a magic in thy gifted pen
That colors all the pictures of thy thought
With light and shadow, in perfection
wrought;

Painting fair summer sunsets, or, as when
The scarlet maples glow, and in the fen
Low vines are changed to graceful tracer-
ies.

Groves await thy charm; the distant glen
Turns into castles gray its bending trees.
Ah! what is more than this: To weave in
words

The story of creation's magic morn;
To bring rich gems from every treasured
mine.

Or charm the ear with sound of lowing
herds

From fragrant meadows and the hunter's
horn?

I would my pen had guiding hand of
thine!

—E. W. D.

Precisely

Nobody was hurt when a Moose Jaw street-car hit an automobile and turned it over twice the other day. In automobile circles this must be the kind of car that is spoken of as a desirable turnover.—*The Saskatoon (Can.) Daily Star.*

Trainmen's Baseball Team Season Closed

F. H. Fisher

The Illinois Division Trainmen's Baseball Team finished its second season with great success. Under the management of F. H. Fisher, the team played all the best semi-pros in and around Chicago, winning fifteen and losing eight games during the season. Most of the games were hotly contested, several being long extra-inning games.

A good many that were lost would have been easy victories had we been able to present our strongest lineup all the time. Many times some of our best players were due out on their runs when we had games and we could not get anyone to take their places. Brakeman Fred Shattuck was Captain of the team and his brilliant all-around playing was a factor in the success of the team. Harold Storms also deserves credit for the great playing that he did. We had three pitchers,—two south-paws and one right hander; and the receiving end was looked after by "Bud" Fisher, son of Brakeman F. H. Fisher.

We sincerely hope that next season our officials on the Illinois Division will give us a helping hand, so we will be stronger than ever.

Started On the R. & S. W.

In reading over the item by S. S. Johnston of the I. & M. division early history in the December Magazine, I was greatly pleased and the cuts of the old time equipment set me back to the early days of our division (the old W. U. R. R. division), but there was one point where the writer was in error, i. e., regarding W. C. Brown. I personally know that W. C. Brown made his first start in railroading at Thomson, Ill., as a student in telegraphy, with the late Thos. J. Hays, who was agent there at that time, and later at Maquoketa, Iowa, where he died.

W. C. Brown, after becoming proficient as an operator, went to the C. B. & Q. Ry. as agent and operator, locating at some point between Rock Island and Monmouth, Ill.

In regard to the writeup, it was certainly fine and appreciated by

—An Old Timer.



Ellen Elizabeth Sowder, Daughter of Chief Clerk J. W. Sowder, K. C. Division

At Home

Hazel M. Merrill, Editor



Little Son of Assistant Cashier Fay Clover,
Tacoma Local Freight Office

Fashion Notes

Have you noticed, girls, while our thoughts and time have been so closely occupied with Christmas for the past two months, Dame Fashion has been busy transforming the boyish girl back into a dignified woman, and for a season, at least, flappers are decidedly passe. In the daytime, they're wearing every shade of brown, black, navy, gray, and green, in material of wool poplin, cloky, matelassé, blistered cloths, twills, satin, canton, much velvet, printed crepes, and novelty fabrics. No matter how much we "gown" for daytime, evening dresses are veritable creations, and brilliancy is the order of the night time, although you may wear a black gown if it is of velvet with large bertha collar of lace or net. To be distinctly in it, your costume must have a touch of fur. Fur coats undoubtedly hold first place, but many of the newest coats are of cloth or velvet with luxurious fur trimmings. With the coming of the longer frocks, we note the passing of the real low-heeled oxfords, which are rapidly being replaced with military heels for afternoon and street wear, and with french or baby french for evening; broad-tongued, colonial satin slippers are in high favor. Oh!, and have you seen the new "drad" spats, more on the order of a galosh, easily removed, and strictly for street wear. They are much neater looking than golashes, methinks. With these said street oxfords and "drad" spats, should be worn silk and wool hosiery, and from the display in the windows, we must admit we have the "last word" in fancy hosiery.

The January Sales

After the Christmas rush is over, the thrifty housewife begins to "take account of stock" to determine what must be done in the way of replenishing for which she may avail herself of the opportunities offered by the mid-winter sales.

First of all must she look over the linen chest, for January is the time-honored season of the great linen sales. Table cloths must be scrutinized with care to see if they will go another year or not; to see if by a little careful darning, they will "do." Perhaps the very best company cloths may be laid on the second-best shelf, and the second-best

transferred to the every-day, so that possibly only one company cloth will be needed, in which case she will fare forth joyfully, for what is more delightful than feasting one's eyes on the shiny, satin-y finish of beautiful damask. The napkin question may also be decided in the same way,—all in the interest of household economy. Then, there are the tea-cloths, luncheon cloths, etc.

Next the towel supply must be counted over, the worn ones put by themselves for special treatment, and the number of new ones necessary ascertained. Likewise the sheets and slips, the tea-towels and the crash. Bedspreads also come within the scope of the Sales "Occasions," as do bath towels, wash-cloths, and in short, all the necessities and luxuries of the well-ordered household's linen supply.

And while I am on this subject, I am going to say a word about the annual "sales" of all varieties. These events do really permit of a considerable saving if they are followed up in a systematic way.

It takes a little ready money to "stock up," but if one thinks ahead a bit, this may always be arranged. A friend once told me that she always planned to buy the underwear necessities for her family, the shoes, the hosiery, the household requirements and all that like, at the annual or semi-annual sales, and as she expressed it, she thus, "managed to keep about two jumps ahead of the needs of the whole establishment including the people in it," and she had figures to show that she was money ahead in the long run.

Grinding soap in a food-grinder is much easier and quicker than shaving it.

Moisten a rubber sponge with water, squeeze almost dry, and use to remove lint or fuzz from velvet or woolen clothing.

If you will use inch-wide adhesive tape to attach window shade to its roller, you will find it much more satisfactory than using hammer and tacks.

Slicing hard-boiled eggs will be easy, if knife is heated in very hot water before using it. Do not wipe water from knife.

Equal parts of ammonia and spirits of turpentine will take paint out of cloth no matter how hard or dry it may be. Saturate the spot two or three times and then wash out in soap suds.

If there is a small crack in your ice-box, either in the ice chamber or the food chamber, you can easily mend it by pouring over it a small amount of melted paraffin. When paraffin is cold, water cannot possibly seep through, and it will last through the summer or longer.

Candle grease may be removed from clothing by covering it with blotting paper, and then passing a hot flatiron over the blotter.

Good Things To Eat

Turkey Soup. Take the bones and scraps left from roast turkey or chicken. scrape the meat from the bones; remove all the stuffing and place in a pan by itself as the stuffing of a fowl has no place in a

soup. Break the bones and cover with cold water. Add one onion, salt and pepper. Simmer until the bones are clean. Strain and let stand until cold; then remove the fat and put the liquor on to boil again and for every quart of the soup, add one cup of the meat scraps, cut fine. Thicken with flour or cracker crumbs. A tablespoonful of tomato catsup gives a piquant flavor.

White Soup from Veal. Four pounds of veal knuckle; three quarts cold water; one tablespoon of salt; two small onions; two stalks celery; saltspoon of black pepper and dusting of red pepper; one pint milk; one tablespoon butter; one heaping tablespoon flour; one saltspoon celery salt.

Cut the veal into small pieces and cover with cold water. Heat slowly and skim. Add salt, pepper, onions and celery. Simmer five hours, strain and when cool, remove fat. When ready to use it, heat liquor and the milk in double boiler. Thicken with the butter and flour cooked together. Beat two eggs and place in soup tureen and strain the boiling soup over them. Serve with toasted crackers or croutons.

Croutons for Soup. Cut stale bread into half-inch slices, remove the crusts and cut again into cubes. Put them in frying basket, plunge into fat hot enough to brown them while you count forty. Drain and sprinkle with salt.

Ox-tail Soup. Wash and cut up two ox tails, separating them at the joints. Cut one large onion and fry in one tablespoonful of beef drippings. When slightly browned draw onions to one side and brown the ox-tails. Put the onion and ox-tails into kettle and cover with four quarts of cold water. Add one tablespoon salt, one tablespoon mixed herbs and four peppercorns, or if preferred one small pepper. Simmer three or four hours, or until the gristly portions of the meat are soft. Let stand until cool and skim off the fat. Heat again and strain. Select some of the nicest joints to serve with the soup and add more salt and pepper if needed. Serve very hot. One pint of mixed vegetables may be served with this soup. Cut them into small pieces, add them to the liquor after straining and boil until tender.

Waffles. Three eggs; one cup and a quarter of milk; pinch of salt; one tablespoon of melted butter; one pint of flour; one heaping teaspoon of baking powder. If milk and cream are mixed half and half, for this recipe, the waffles "simply melt in your mouth". Let waffle iron get thoroughly hot, then grease lightly with sweet lard and a regular greasing brush, or a clean rag tied around the end of a stick. Be sure that the utensils are absolutely clean, the lard fresh and sweet and the iron plenty hot enough.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS.

Address Miss Hazel Merrill, 1241 Railway Exchange, Chicago.

THE PATTERNS

4217. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46, and 48 inches bust measure. A 38 inch size requires 3 3/4 yards of 54 inch material.

The "Make Ready" of Special Train Service

Probably not one in a hundred, or even one in a thousand of the many who travel in special train or special car parties knows or realizes the countless details and the long preparation that ends in a safe and pleasant journey with a company of one's friends and associates; of one's familiars in club, society or association life. Likewise it is probable that not many in railroad life outside of those engaged in the general "make ready" have a realizing sense of the many channels and ramifications through which the preparation of special train service passes before such trains roll out onto the steel trail and speed away to whatever may be their destination.

The usual beginning of special train movement, on this railroad, is the announcement, or the information otherwise procured by passenger representatives that on such a date in such a place, there is to be held the annual, bi- or triennial or other seasonal meeting of a certain organization, club, fraternal society or association of any kind whatsoever. With the information secured by the passenger representative, he immediately gets in touch with the promoters of the excursion in his local territory, advising the general passenger agent of his progress from time to time. The general passenger department also informs itself as soon as possible of the general membership, if it is a society spread over a wide territory, and gets an approximate roster of all members, together with the probable percentage of the total membership which will attend the convention. The manager of the party to move is asked to give the railroad representatives a statement of what he will require in the way of equipment, and he and the passenger department make up schedules to meet his requirements. As soon as this definite information is submitted, the passenger department takes the matter up with the office of the superintendent of transportation; and with the sleeping and dining car department if the trip is to be of sufficient length to demand sleeping and dining car service. The kind and quality of equipment desired is designated and the full time schedule, with all necessary details in that connection are worked out together.

As soon as the schedule and the accompanying preliminaries are O. K'd by the manager of the excursion party, the issuance of the transportation notices follows. This, in itself is a declaration of achievement,—a sort of graduation diploma, to the passenger solicitors who may have been working on that particular special movement many months, or even for a year or more.

The transportation notices are made up in the general passenger department, and when a transportation notice is finally drawn up, it is about as perfect a document for its purpose, as may be found. It tells the story of the trip in time of departure from the originating point, through its progress from division to division and if it is interline movement, it gives the time of delivery to connecting line, with the schedule appended clear through to destination. Provision is made for all meals, the

A Partial List of 1922 Special Train Service

A special train carrying 250 members of the National Shoe Dealers' Association was operated via our line, Kansas City to Chicago.

An extra sleeping-car carrying Prince Tokugawa and party from Chicago to San Francisco, enroute from Washington, D. C., was handled on our Pacific Limited train. Three extra sleeping cars were handled on our train No. 26, Kansas City to Chicago, for a party of 100 members attending the Good Roads Convention at Chicago.

A special train carrying 150 members of the Iowa Odd Fellows was operated via our line from Cedar Rapids to Chicago and return.

An extra parlor car was handled on our train No. 1, Chicago to Milwaukee, for the accommodations of 30 delegates attending the Convention of the National Lighting Fixture Manufacturers' Association from New York.

A party of 40 members of the National Lighting Fixture Manufacturers' Association was handled on our train No. 17, Chicago to Milwaukee, enroute to their Annual Convention.

For the accommodation of 250 bowlers from Janesville, Wis., to Madison and return, a special train was operated via our line.

A party of 30 delegates enroute to the Convention of Master House Painters and Decorators Association at Kansas City, were handled in extra parlor car on our train No. 24 from Milwaukee.

A special train of approximately 200 lumbermen from the Twin Cities was handled via our line, St. Paul to Tacoma, enroute to San Francisco, and Kansas City to Minneapolis on the return trip.

A special train carrying 150 Mennonites from Western Canada was operated via our line from Minneapolis to Kansas City.

A special train was operated via our line, Chicago to Kansas City for the accommodation of approximately 150 members of the Chicago Mercantile Exchange and the National Poultry, Butter & Egg Association, enroute to their Annual Convention. For the accommodation of the John Erickson Republican League party, numbering 300, a special train was operated via our line from Chicago to Moline, and returning, from Rock Island to Davis Junction, Elgin & Chicago.

The Chicago Opera Association, consisting of approximately 250 persons on their tour to the Pacific Coast were handled via our line in two special trains from Chicago to Lombard, thence N. P. to Helena, and Helena to Deer Lodge, C. M. & St. P. to Black River, N. P. to Portland, So. P. to San Francisco and Los Angeles, Los Angeles to Denver, Wichita and Kansas City via Santa Fe and C. M. & St. P. to Chicago. 18 baggage cars were required for the movement of the properties of this Company.

Rotarians from Racine, Merrill, and LaCrosse, enroute to the District Convention at Duluth were handled in four extra sleepers on regular train to St. Paul.

A special train consisting of 26 box cars, 1 baggage car and 4 colonists' cars from Minnesota Transfer to Kansas City was operated via our line for the accommodation of Mennonites from Saskatchewan to Mexico. The party numbered approximately 250.

Rotarians from Ottumwa, Cedar Rapids, Des Moines and Aberdeen, South Dakota, enroute to District Convention at Sioux Falls, S. D., were handled in several extra sleepers via our line.

A special train carrying basket ball team and followers numbering about 200 from Watertown to Madison was operated via our line.

The University of Indiana Baseball team numbering 17 were handled in special standard sleeper via our line from Chicago to Seattle enroute to the Orient.

For the accommodation of a party of oil men, Chicago to Kansas City, a special train was operated via our line.

A special train carrying 250 Milwaukee Knights Templar was operated via our line Milwaukee to Chicago. The party returned in special train, April 28th.

For the accommodation of 100 members of the Iowa Bankers Association, special train was operated from Chicago to various points in Iowa, including Des Moines and Sioux City.

The party returned in special train May 27th from Des Moines to Chicago.

The St. Paul 1922 Association Trade Tour—150 in party—Special train of 11 cars from St. Paul to Albert Lea, Albert Lea to Winnebago, C. St. P. M. & O. to Fairmount on the 23rd, from Fairmount to St. James—Transfer to M. & St. L., thence via that line to Estherville on the 24th, thence same day Estherville to Pipestone, via C. R. I. & P. May 25th, Pipestone to Clara City, via Great Northern; Montevideo to Wahpeton, via C. M. & St. P., May 27th, Wahpeton to Fargo, thence Northern Pacific, Fargo, to Glyndon, Great Northern to St. Paul, arriving May 28th.

Omaha Chamber of Commerce Trade Excursion in special train via our line (C. M. & St. P.) from Jefferson to Manilla, and Manilla to Storm Lake.

Rotarians from Cedar Rapids and Des Moines to Los Angeles, California, were handled in two extra sleepers from Des Moines.

A special car carrying 25 members of the Erie, Penna., Shriners, were handled on train No. 19, Chicago to Omaha.

A special train carrying the Louisville, Kentucky, Shriners numbering 250, was operated via our line, Chicago to St. Paul, enroute to their Annual Convention at San Francisco. The party returned via our line in special train from Omaha, June 30.

A special car carrying delegates to the Convention of the National Association of Credit Men, was handled on train No. 26 from Kansas City to Chicago.

A special car carrying credit men from Milwaukee to Chicago, enroute to their convention at Indianapolis, was handled on our train No. 24.

A party of 30 delegates to the Convention of the Brethren in Christ at Grantham, Pa., was handled on our train No. 26, Kansas City to Chicago.

A special train carrying the Des Moines Shriners to the San Francisco Convention was operated via our line to Omaha.

A special car carrying the Imperial Treasurer of the Shriners and party, enroute to the San Francisco convention was handled on our train No. 19.

The Wheeling, W. Va., Shriners were handled on our train No. 10 in special standard sleeper.

The Minneapolis Credit Men enroute to their Annual Convention at Cleveland, O., were handled in special standard sleeper on our train No. 4.

A party of 50 Advertising Men from Kansas City, enroute to their Annual Convention at Milwaukee, were handled on train No. 26, Kansas City to Chicago, enroute to Milwaukee.

A party of St. Paul Advertising Men enroute to their Convention at Milwaukee, were handled in special sleeper on our train No. 4.

A special train carrying delegates to the Advertising Convention at Milwaukee, from Fort Worth, Texas, St. Joe, Mo., and Des Moines, Iowa, was operated on our line, Chicago to Milwaukee. The party numbered 150.

A special train carrying the Chicago Advertising Men was operated via our line, Chicago to Milwaukee, June 11th.

The Toledo Advertising Men were handled in special car on our Train No. 17, Chicago to Milwaukee.

The Pittsburgh Advertising Club, numbering 25, were handled on special train No. 17, Chicago to Milwaukee.

A special train carrying the Pennsylvania Realtors was operated via our line, St. Paul to Chicago, enroute from the San Francisco Convention. The party numbered 100.

A special car carrying the Kiwanis Club party from St. Paul and Minneapolis to their Annual Convention at Toronto, was handled on our train X-16.

price of meals, the number of berths to be required and if there are any stopovers, every detail in that connection is set forth in the transportation prospectus. As soon as all items are arranged for, the notice is dictated to a stenographer who is an expert with such data, who cuts it into the stencil sheet after which it is sent to the mimeograph for multiform issue. The notices are then mailed out to all concerned in the preparation and movement of the train.

Once started, the train has the most watchful protection throughout the entire journey. It is always under able convoy, usually being accompanied by a representative of the passenger department, by the trainmaster of the division over which it is passing, and other officials charged with the care and pleasure of the party. The stationmasters in all large stations have advance notice and instructions in regard to the placing of the train in the station, if a stop is to be made, or as to the handling in the event that it is proceeding through without stop. The yardmasters in the larger places also have their instructions so that the train may be passed along without friction or stoppage at any point not on the schedule. The train crews are thoroughly instructed as to the care and handling of the train, and as a rule, all being much interested in seeing that the patrons of the railroad are satisfied with the service, they are on their toes every minute to see that nothing is overlooked that may in any way contribute to the well-being of the people who have been entrusted to their care.

On a well advertised special train movement, like those that carry delegations of Shriners, Elks, American Legion, etc., hundreds of people line the right-of-way for long distances to see the much heralded train speed by, with crowds of smiling humanity returning their greetings from windows and platforms.

While, as has been said, special trains are frequently arranged for a year or more in advance, it not infrequently happens that a special has to be gotten ready for a long trip inside of twenty-four hours.

In such an event, the long distance telephone is called into generous use; the wires are kept busy and due to quick and clearheaded work and because this railroad is advantageously situated by reason of owning its sleeping and dining car equipment which can be gotten into action in short notice, the twenty-four hour special rolls on its way protected and guarded with the meticulous care that accompanies the longer heralded affairs.

From the foregoing brief outline may be gathered some slight idea of the nature and degree of work connected with the placing on the railroad of a special train and then of putting it over the rails to its destination. Given even this passing glance and then follow out the list herewith of specials arranged for during the period from January 1st to October 1st, 1922, alone, and the conclusion is inevitable that special train service is a highly specialized profession of its own and one in which only experienced and careful direction may be trusted to bring a successful conclusion.

The Omaha and Nebraska delegations of the Kiwanis Clubs enroute to their Annual Convention, were handled in extra sleeping car on our train No. 8.

150 Skat Players from Milwaukee were handled in special train via our line enroute to their Annual Convention at Davenport.

For the accommodation of Rajah Temple Shriners, numbering 200, special train was operated via our line, Tacoma to Ashford and return.

For the accommodation of delegates attending the International Sunday School Convention at Kansas City, special sleepers were handled on our train No. 26.

A special train carrying the Medinah Temple Shriners, returning from the San Francisco Convention, was handled on our line, Kansas City to Chicago.

A special train carrying the Hamasa Temple Shriners, returning from the San Francisco Convention was handled over our line, Omaha to Chicago.

A special train was operated, Chicago to Delavan and return for the accommodation of Chas. A. Stevens and party, who conducted an auction sale of goats on his estate at Delavan.

A special train carrying the Ismailia Temple Shriners of Buffalo, numbering 200, was operated via our line, Omaha to Chicago.

For the accommodation of a party of German Singers, numbering 75, enroute to the Milwaukee Convention, special cars were handled on our train No. 14.

A special train carrying 150 members of the Dubuque Grotto, was operated via our line to Davenport and return.

A special train carrying delegates from Rockford to the Grotto Convention at Davenport, numbering 125, was operated via our line, Rockford to Davenport.

The New Orleans delegates to the Grotto Convention, numbering 100, were handled in special train Chicago to Rock Island and return.

The Cincinnati delegates to the Grotto Convention, numbering 25, were handled in extra sleeper via our line Chicago to Rock Island.

The Knoxville Tennessee delegates to the Grotto Convention were handled in special train via our line, Chicago to Rock Island.

For the accommodation of a party of Rotarians, numbering 50, from the East, enroute from their Convention at San Francisco, two extra standard sleeping cars were handled on our train No. 4, St. Paul to Chicago.

A special train operated as a second section of the Pioneer Limited, carried 125 delegates from Michigan to the Convention of the B. Y. P. U. held at St. Paul.

A special train carrying Salaam Temple Shriners from Newark, N. J., enroute from their Annual Convention at San Francisco, was operated via our line, Minneapolis to Chicago.

A special train carrying 225 cherry pickers from Chicago to Sturgeon Bay was operated via our line.

A special train carrying 200 cherry pickers from Milwaukee to Sturgeon Bay was operated via our line.

Two special trains carrying 500 cherry pickers from Milwaukee to Sturgeon Bay were operated via our line.

For the accommodation of Omaha and Nebraska Elks, a special train was operated via our line from Omaha to Chicago, enroute to their annual Convention at Atlantic City, N. J.

Three extra cars were handled on our train No. X-16 from Minneapolis to Chicago, carrying approximately 100 members of the Minneapolis Elks, enroute to their Convention at Atlantic City.

A special train carrying approximately 250 Elks from Milwaukee was operated via our line Milwaukee to Chicago. Party returned in special train via our line.

A special train carrying the Southern California Elks to their Convention at Atlantic City was operated via our line, Omaha to Chicago.

A special car carrying members of the Philippine Commission, Washington, D. C., enroute to Seattle, was operated via our line, Chicago to St. Paul.

A special train was operated via our line, Chicago to Omaha, for the accommodation of members of the Walther League, numbering 150, enroute to their Annual Convention at Omaha.

Special train was operated via our line, Sturgeon Bay to Chicago, for the accommodation of 125 Cherry Pickers.

A special train carrying members of the \$250,000.00 Field Club of the Mutual Life Insurance Company, enroute to their Annual Convention at Vancouver, B. C., was operated via our line, Chicago to Seattle.

A special train carrying a party of 350 Cherry Pickers from Sturgeon Bay to Milwaukee, was operated via our line.

For the accommodation of a party of Eagles from Dayton, Ohio, enroute to their Convention at St. Paul, extra sleepers were operated on our train No. 15.

A special train, operated as a second section of Pioneer Limited, No. 1, carried 100 members of the Eureka Fire Hose Company, New York, from Chicago to Minneapolis enroute to their Annual Convention at San Francisco.

A party of Eagles from Milwaukee, numbering 50, enroute to Convention at St. Paul, were handled on our train No. 17.

A delegation of Eagles, numbering 150, from Pittsburgh, enroute to their Annual Convention at St. Paul, were handled in two extra sleepers on Train No. 1, Chicago to St. Paul.

The Cincinnati Eagles enroute to their Annual Convention at St. Paul, were handled in extra sleeper on our train No. 1, Chicago to St. Paul.

A special train carrying approximately 100 members of Pennsylvania Veterans of Foreign Wars, was operated via our line Chicago to Seattle, as a section of our train No. 17.

A party of Russians, numbering 40, from Seattle to Chicago, were handled in extra equipment on our train No. 18.

University of North Dakota football team handled in 1 extra sleeper Aberdeen to Vermillion and Vermillion to Sioux City.

Special train of C. M. & St. P. operated Milwaukee to New Orleans via I. C. and X. M. & V. carrying approximately 175 American Legion members.

Twenty-five members American Legion were handled in 1 extra sleeper Decorah to New Orleans and return.

A party of 65 Bavarian singers were taken care of in extra coach on No. 15, Milwaukee to Chicago, returning in extra coach on No. 15.

Extra tourist sleeper was handled on No. 111 Sioux City to Aberdeen, and on No. 104 Sioux City from Aberdeen returning.

A party of 64 members of the American Legion were taken care of in extra coach, Chicago to Racine.

Marquette University football team handled in regular equipment on No. 46, Milwaukee to Western Avenue, thence 1 extra sleeper to Omaha. 30 in party.

Special train of Mennonites from Minnesota Transfer to Kansas City enroute to Plum Coulee, 195 in party.

Ohio State University football team handled in special train from Columbus to Minneapolis and return.

South Dakota football team Vermillion to Brookings, via Lake Preston and C. & N. W. Football team in special train, Elgin to Rockford and return.

Wisconsin University football team rooters and band, about 200 in party, were handled in special train Madison to Minneapolis and return.

A special coach carrying party of 20 Lake Forest Military Academy football players was handled on our No. 17 Roundout to St. Paul. Will return on Nos. 8-6, Faribault to Chicago, November 4.

Two extra C. M. & St. P. colonist cars were put in to operation as far as Kansas City for accommodation of Mennonites enroute Regina, Canada, to Poanas, Mexico, who

From the Bureau of Safety

"Happy New Year boys and the best of good wishes to every one of our great Chicago, Milwaukee & St. Paul family," is the New Year greeting of your Bureau of Safety.

Do you remember years ago when we used to get New Years cards with a picture on it of a little cupid labeled "New Year" that was wearing a sash like a Hibernian in a St. Patrick's day parade, and chasing down the track an old man with whiskers that looked like a last year's Santa Claus and carrying a scythe they use to cut down the grass on the right of way and packing an hour glass for extra measure, well we don't get these kind of cards any more, but the idea is here just the same and the New Year of 1923 has just chased old 1922 down the track and beyond the horizon and now stands before us full of pep and possibilities of still further reduction in accidents.

The accident reduction on our railroad has been phenomenal ever since our Bureau of Safety was established, each year showing a gradual decrease in the number of killed and injured over the preceding year, notwithstanding the increase in the number of employees, the tonnage hauled and the tremendous increase in the number of automobiles crossing our tracks. But with all of this, there are still too many accidents' happening on our railroad that could and should be avoided, so your Safety Bureau decided during the latter part of 1922 to change the manner of holding our Safety Meetings, from that of having yearly committeemen and a fixed meeting place at divisional headquarters, to that of having every Chicago, Milwaukee & St. Paul man a Safety Committeeman and our meetings held each month at a different point on the division, so that some time during the year every employe would have a chance to attend a Safety meeting and come in personal contact with the Safety First movement and become a part of this great co-operative effort.

The new manner of holding our Meetings is a big success, as shown by the number of employes present at the meeting, the number of Safety suggestions offered and the number of men attending that never attended a Safety Meeting before, and best of all, the good generous, red blooded, two fist-

ed co-operation of 90% of our railroad men and this is going to make 1923 not only a Happy New Year, but a banner year for Safety.

When you see a train and engine crew volunteer their services and haul a coach full of employes nearly twenty miles to a Safety Meeting and home again in a "Safety Special" as they recently did on the Northern Division, and when you see an old car man, who could hardly speak the English language give up a full day's

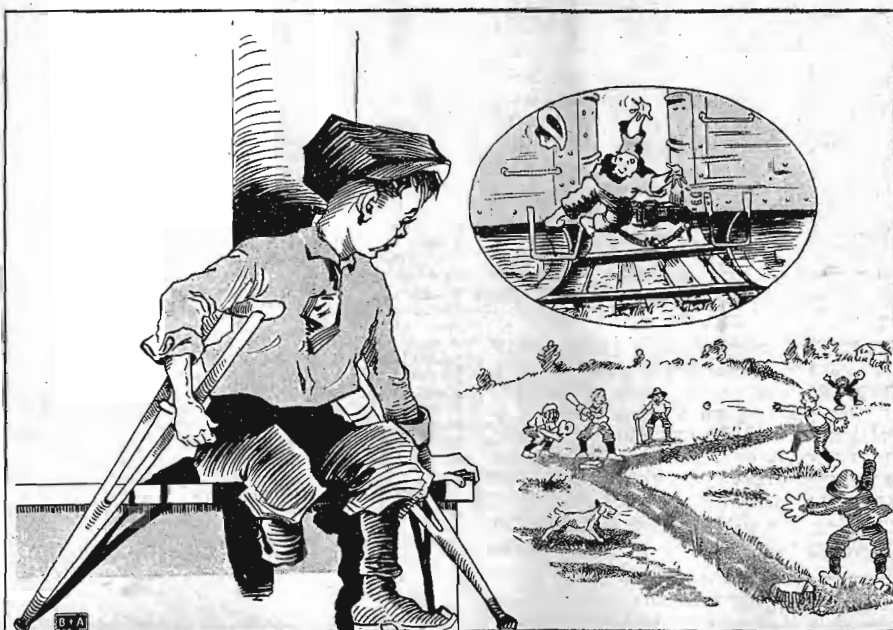
time to come to the Bureau of Safety to see if he could not be a Safety Committeeman, so that he could help his fellow employes, these incidents and a hundred more that happen every year, they tell you more eloquently than words that real Safety is in the hearts of the men on our railroad.

At our Safety meetings to be held during the coming year you are always welcome, come and bring the Mrs. and the kids if you want to, they are just as welcome as you are, but the main thing

No. 918

Leg Lost Flipping a Train

He can watch the other fellows having fun—but that's all. No baseball, climbing, hunting, or hikes for him. 39,191 Boys and Girls Were Injured or Killed Flipping Trains or Walking on Tracks in 29 Years.



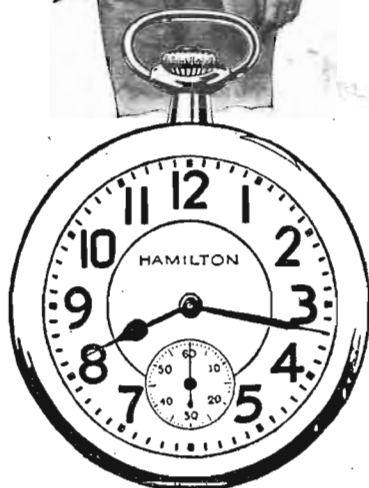


"My Hamilton Times the Chicago, Washington, New York Limited"

BACK of the powerful 5200-type locomotive, speeding this fast Baltimore and Ohio train, is the clear eye and steady hand of Engineer H. W. Fauver—and the Hamilton Watch he has carried for fifteen years.

It is significant that wherever you find fast limited trains, you will find Hamilton Watches keeping them to schedule. The Hamilton is not only as accurate as a watch can be, but it is also dependable, sturdy, and sure.

The favorite of Most Railroad Men is the Hamilton No. 992, which can be purchased from any jeweler at \$48.50 for the movement alone.



If you want accurate time with doubt eliminated, invest in a Hamilton. It will render you hourly dividends of true time—and prove cheapest in the end.

We will gladly send our New "Timekeeper" to any Railroad Man writing for it. It tells the story of the Hamilton Watch, and gives much valuable information.



HAMILTON WATCH COMPANY

LANCASTER, PA., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

is to come to the meeting, and come and sit right down in the front row and get in the game for these meetings are your meetings, and for your benefit, and after the meeting is over and you go back to the switch shanty, or round-house, or caboose or shop, or no matter where you are employed and you commence to think things over and something you have heard tells you that some of the things you are doing are not safe and then you say to yourself, "I am going to cut that out." Say fellows, I am here to tell you, that's real "SAFETY FIRST."

Rumblings from the Chicago League

Well, boys, take a look at our little league here in Chicago! We do not wish to boast, of course, but we do believe we compare favorably with any other leagues on the system.

Pollack is sitting in first place, with an average of 195, and December 12th he tickled the maples for a 640 count, which is third high this year.

J. Foreman is back in the game and says he is going to stay right near the top in the individual average. He has high three game series with a neat total of 667. F. Dale got lucky one night and happened to put a few in the 1-2-3 and piled up a count of 656, which is second high, so we will give him due credit.

The Railway Exchange have a fairly good hold on first place, but some of the other teams are saying, "Wait until the second half. Maybe you will remain there, but most likely you won't." Freight Auditors hold high three game total with 2881, Ticket Aud. or is second with a count of 2830, and Railway Exchange third with 2788.

Oh, yes, we do not want to forget the high individual game of F. B. Conrad, who is tied for honors with H. Peters, each having a count of 253, while J. Hamm is a close second with 248.

High team games:

Freight Auditor.....1036

Ticket Auditor.....1034

Freight Claim..... 997

Listen! If you say anything about this, please do not raise your voice above a whisper. Bill Guttahr started three of the first balls in the gutter Tuesday night, December 12th. There is one consolation, anyway, Bill. When it goes in the gutter, you do not have to worry about getting tapped.

One more thing before I stop. The C. M. & St. P. Bowlers of Milwaukee are making elaborate plans for the Second Annual Tournament of this company's employees. Milwaukee was well represented last year, and let's all get together and boost this year's tournament. Advertise it among all your co-workers. Get the spirit, or I might say, use this as a slogan: "Let's go to Milwaukee". Come on now, you bowlers, let's back Milwaukee, and back them strong.

Team.	Won	Lost	Aver.	Ind.	Aver.
Ry. Exchange	28	11	889	Pollack	195
Car Accountant	24	15	879	Goetz	190
Freight Auditor	22	14	872	Foreman	189
Ticket Auditor	23	16	899	Dale, J.	189
Freight Claim	22	17	881	Krumerei	188
Aud. of Expend.	19	20	881	Faus	188
Aud. Sta. Accts.	11	28	816	Gavin	186
Asst. Comp.	4	32	784	Dale, E.	185
				Specht	184
				Krizek	183

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

Dates to be announced in February Issue.

ELIGIBILITY—C. M. & St. P. and C. M. & G. Ry. Employees.

EVENTS—5 Men—Doubles and Singles.

PRIZE—Silver Cup for Team Event and \$1,000.00 or more, dependent upon number of entrants.

For Entry Blanks—Apply to Secretary H. C. Youngs, Milwaukee Shops, Wis., also 396—6th Ave., Milwaukee.

We want to make it BIGGER AND BETTER THAN LAST YEAR. This cannot be accomplished unless every bowler puts his shoulder to the wheel and signs the dotted line on the entry blank.

Out of town teams will be given choice of Saturday and Sunday dates, and it is not expected that any team will be required to remain in Milwaukee overnight to complete their events.

In the 1922 Tournament held in Chicago, Minneapolis, Milwaukee, Madison, Beloit, Galewood, Kansas City, Cedar Rapids and Chicago were well represented. It is expected that these cities will enter their full quota of bowlers in the Milwaukee Tournament.

Let us hear from the Bowlers in Green Bay, Wausau, Portage, Rockford, Elgin, Des Moines, Omaha, Sioux City, Mason City, St. Paul, La Crosse, Dubuque, Ottumwa, Joliet, Terre Haute, Davenport, Savanna and other points too numerous to mention.

Every nook and corner of the Milwaukee and the Gary should be represented and you, Mr. Reader, are hereby appointed a Committee of One to solicit the entrance of as many Bowlers as possible.

For further particulars apply to—

E. H. Brown, President Milwaukee Shops, Wis.

A. J. Epps, Vice President Milwaukee Shops, Wis.

O. Bartell, Treasurer, Union Depot, Milwaukee, Wis.

H. C. Youngs, Secretary Milwaukee Shops, Wis.



Around Freeport

We simply couldn't resist the temptation of getting our picture in the magazine once at least. We are, from left to right: Roscoe Askey, Claribel Cunningham, Ray Harkness, Pearl Winthrop, "Jake" Waldecker, Ester Ellis and "Boots" Beauvais. Some gang, we say.

When it comes to bowling, our team is not quite up to scratch yet. However we expect to redeem ourselves very soon. On October 31 we started in the City Bowling League under the name of the Railway Clerks. We lost the first three games against Stover's because they used one professional bowler and the rest were experts. So far we've only won three games out of a possible eighteen. But just wait. We'll show 'em what railway clerks can do.

Operator Roy Frederick likes Freeport quite well by this time, however he takes a little trip to Lanark occasionally to see the old home town. He still eats lunch at the office, but he is off the oiled sardines.

Miss Esther Ellis has returned from a Christmas shopping trip to Chicago. She says they are wearing 'em lower every day. The old timer, McCarty, does not believe she went shopping at all. What then, Mac?

Roscoe Askey expects to spend New Years in Rock Island. Why not Chicago, we wonder. Rock Island must be a rather

rough place at times. Won't this boy ever get married and settle down?

Trucker Wm. Emrich is very ill at present. "Butch" has had so much sickness within the last couple of years that we hope he will soon be able to come back to work.

The clerk's dance on Thanksgiving night was very well attended. We had a very good orchestra and every one seemed to enjoy himself. Most of the Milwaukee folks were on hand except Baggageman Cunningham, who did not show up until eleven P. M. He was too late to dance, but just in time to be knight errant to a certain fair one.

Do you remember way back when—

The old Pecatonica river overflowed on March 26, 1916, and tore up about 500 feet of track east of Freeport, and it took Milo Gaylord and his gang three days to find and place the track in position again?

"Lonesome Joe" Farnum piloted the way freight between Freeport and Beloit and Bill Brice and Dan Desmond would leave the small heavy packages for Joe to handle?

Harry Brice was a quiet sort of lad?

Chief Clerk Beauvais had nothing to say?

Jerry Sweeney ran for alderman?

True Talk

It was during the impaneling of a jury in a New England town that the following colloquy occurred between the magistrate and a talesman:

"You are a property holder?"

"Yes, your honor."

"Married or single?"

"I have been married for five years, your honor."

"Have you formed or expressed an opinion?"

"Not for five years, your honor."

Replacement of Obsolete Railway Motors

By H. G. MORSE

Railway Engineering Department, General Electric Co.

There are still in active service in this country some thousands of railway motors from 12 to 20 years old, which ought on the score of reduced maintenance costs alone, to be retired from service and replaced by machines of modern design. If to this be added the greater reliability of the new motor and the consequent fewer failures in service, the reduction in weight and the greater schedule possibilities, it will be found that there are few properties that could not show an interesting return on such an investment.

An average of some figures recently compiled show that cost of keeping a 20-year old motor in service is four to five times that occasioned by a modern type, even when the latter is as much as 5 years old. Before discussing the reason for so great a difference, some actual figures will be illuminating. On a large eastern property during 1920, on cars in active service, the records show that of 3785 motors of an average age of 12 years, 25.5% or 1004 armatures were rewound, while for the same period 609 motors of an average age of 5 years, required 8.7% or 53 rewound armatures.

On another large Eastern system in 1920, 1885 motors of obsolete design, used mainly in tripper service and therefore worked less severely than on all-day runs averaged \$7.30 per 1000 motor miles for repairs and inspection, whereas 1412 modern type motors in regular service averaged only \$1.19 per 1000 miles in their fourth year of operation.

On a property in the Southwest, 220 oldstyle motors in 1921 averaged \$4.49 per 1000 motor miles and 104 much later design motors averaged \$1.42, although in their ninth service year. A large part of the older motors were used only for tripper service, while the latter motors were on cars kept on the road to the maximum extent. An-

other system in the South reports costs on their older motors, of which approximately 1000 were in operation in 1920, ranging from \$2.50 per 1000 miles for the best to \$5.40 for the worst, averaging \$3.75. This compares with \$0.50 per 1000 miles on 100 modern motors in service for five years.

Instances like these could be multiplied indefinitely, but these are sufficient both in geographical location and quantities of motors involved to prove the case for the new motor. Experience shows that modern motors properly applied should not cost for repairs and inspection over \$1.00 per 1000 motor miles for the first five to seven years or from \$30.00 to \$40.00 per motor annually to keep them in first class operating condition. On most motors put in service prior to 1912 operating costs will average \$120.00 to \$200.00 annually on the same mileage basis.

The reason for these big differences is simply the rapid advance that has been made in railway motor design and construction over the past ten years. Better understanding of insulation and ventilation problems and improvements in mechanical design and construction have resulted in a motor of less weight and greater reliability.

Many improvements could be cited to show the greater reliability of the modern motor. The direct saving in maintenance will frequently show 20% to 25% return on the cost of replacement, while the other savings may add considerably to this. A case in point is New Orleans where it was found that by substituting modern machines, a faster schedule could be operated, the new motors being capable of more rapid acceleration and higher free running speeds and that fewer cars with new motors could provide the same service.

The reduction in weight that can

be obtained by motor replacement with the consequent savings in power cost and track maintenance is appreciable and should be considered. One type of motor suitable for single track, two motor cars weighs 1500 lbs. as compared with 2850, 2450, or 2180 lbs., which are the weights of three of the older motors which it will replace. It is evident, therefore, that on a two-motor equipment, from 1360 to 2700 lbs. can be saved and 2750 to 5400 lbs. on a four-motor car. A still further reduction in weights can be secured by dropping the cars down on to low wheel (24" to 26"), trucks utilizing low wheel motors. A saving of about 2000 lbs. per truck and 100 lbs. per motor can be made in this manner.

The Winnipeg Electric Railway has done this with nearly 200 old cars equipping them with 26" wheels and GE-258 motors, and more recently the Dayton City Railway has re-equipped 25 cars that had maximum traction trucks and two 65-HP motors with 26" wheel trucks and four 25-HP GE-264 motors.

Summarized, there are many places where motor replacement can be justified by the reduction in maintenance expense and increased reliability of service. In other cases the ability to make a better schedule may be the determining factor. In others the necessity of pulling trailers may force the use of larger motors, while elsewhere the desirability of lowering steep heights and reducing weight may bring about the motor replacement. There are without doubt, similar conditions existing on most railways where the replacement of obsolete motors would bring material economies in addition to the saving of motor maintenance. It would well repay operators to give the situation on their own properties a thorough examination.

Special Commendation

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

R. W. Cornell, agent, Scranton, N. D., after being called at 4:00 A. M., December 12th, to clear 63 for No. 15, discovered at 5:20 A. M. a brake beam dragging flat on ground from rail to rail under forward trucks on STP car 500461 in 63's train, about 15 cars back of engine, as train was pulling out. He succeeded in getting word to the rear end, train was stopped and beam removed, no doubt preventing a serious derailment.

C. & M. Division Brakeman C. G. Pagel on No. 165, December 7th, discovered a broken rail in E. J. & E. wye at Rondout, reporting same promptly. Good work.

Iowa Division Engineer Wesley Leonard for discovery of broken rail at Newhall, December 7th.

R. & S. W. Division Conductor Jos. C. Cobbons discovered and reported broken rail one quarter mile east of Genet on December 3rd. His watchfulness and prompt action was no doubt the means of preventing a serious derailment.

E. A. Hammond, janitor, Spokane freight station, recently found hidden under an old lumber pile in basement of freight house a bundle containing five separate packages of Community silverware, which he turned into the agent. This was evidently from some shipment which had checked short, on which the company has paid a claim. In the interest of claim prevention this was good work, as the recovered goods when disposed of, will help in the reduction of the amounts paid on freight claims.

Superior Division Brakeman Rudolph Heisel discovered broken arch bar on C&NW car 9542 loaded with pig iron, train No. 93, November 20th, which no doubt saved a derailment.

During the noon hour of November 24th, 1922, Extra West 8660 was leaving Ferguson, Ia., and going quite fast when Car Foreman W. E. Beadle, who was in agent's office, noticed the air was set on three cars, causing the wheels on rear truck of each car to slide. He made a hard run and released the air from the side of each car affected, causing the wheels to revolve properly. His prompt action undoubtedly saved twelve slid flat wheels, and possibly prevented a serious derailment.

Aberdeen Division Conductor E. M. Chamberlain, in charge of extra engine 2608, December 2nd, reported that while his train was passing Warner, Section Foreman Alex. Frye discovered brake rods dragging on StP 56466 and flagged the train, thereby preventing a possible derailment.

C. & M. Division Conductor J. M. Calligan discovered a hot box on No. 1 as that train was passing Tower B-20 and reported same promptly. Train was stopped at Rondout where it was found they had a broken journal under the buffet car.

Porter W. L. Southall assigned to one of the sleeping cars on Pioneer Limited, while preparing the drawing room for occupancy out of Minneapolis November

21st, found a roll of bills amounting to \$175.00 on the floor of the room and immediately returned same to the owner, Mr. Johnson, of Minneapolis, who was much pleased with the porter's vigilance in the care of the property of the patrons of the railroad.

Nabbed Two Pickpockets

On October 27th, C. & M. Division B'g'eman Walter Vantine did a clever little piece of detective work which resulted in restoring a pocketbook stolen from an aged man who was boarding one of our trains in Chicago passenger station, and nabbing the thieves at the same time.

B'g'eman Vantine was off duty, but while near the train gate he noticed two men keeping very close to an elderly gentleman who was making his way across the platform to his train. Vantine's suspicions were aroused by their actions and he followed the trio, noticing that the two men kept as near as possible to the old man, following him into the smoking car. "Van" mounted the brake wheel outside where he could watch the men, and seeing them leaving the car at the opposite end, he quickly told the brakeman to run in and ask if everyone there had his pocketbook. A quick search and the old man in question threw up his hands crying that his was gone. Vantine ran after the two men who were walking rapidly toward the gate, and calling the depot policeman, the two pickpockets were overhauled and the missing pocketbook found in the pocket of one of them.

"Van" is an excellent amateur Hawkshaw, and deserves great credit for his quick thought and work on this case, as well as on others of similar nature in which he has been of material assistance in rounding up thieves and protecting the company's patrons.

Kansas City Division Conductor James A. Tomlinson on Southwest Limited train 26, October 6th, had a physician called and held the train at Laredo sufficient time for a diagnosis to be made and aid administered to one of a party of the Division of Foods and Dairies, Department of Agriculture, State of Illinois, who was suddenly taken ill while a passenger on that train and for which courtesy a very grateful letter was received by Mr. Haynes, general passenger agent.

On November 18th a very nice letter was received from Mr. A. J. Magnus, proprietor of the Magnus Model Laundry at Muscatine, in which he expressed appreciation for the courtesy and interest extended him by Conductor J. P. Schlatter while a passenger on train No. 8 between Ottumwa and Muscatine, November 14th.

On November 24th a letter was received from Mr. Geo. B. Haynes, general passenger agent which accompanied a copy of a letter written by Dr. I. H. Parrish of Cowgill, Mo., expressing his gratitude to Conductor W. H. Leahy for the very thoughtful and courteous treatment afforded a sick little boy who was being taken to the hospital on train No. 31 November 14th.

Kansas City Division Brakeman A. E.

Snow, while on train No. 108 November 4th, in passing over the east switch at Amana noticed an unusual jar and on the return trip on train No. 125 had the train stopped and the section foreman examine the switch which resulted in finding that a bolt had broken in the guard rail and the filler block turned on end which might have caused a very serious derailment.

At about 1:30 a. m. December 12th the race bridge at Ottumwa Junction was discovered on fire by Caller Paul Fisher and Switchman C. Soots, who, with the assistance of Night Chief Dispatcher G. A. Shaw succeeded in extinguishing the fire before it had caused a great amount of damage.

Through the assistance of Engineer Thos. Kemp two passengers were secured from Ottumwa to Chicago on train 26 December 9th.

Made Their Trip Satisfactory

The following letter to General Agent C. N. Curtis of Sioux City, expresses appreciation of satisfactory service:

Vermillion, S. D.

Dear Sir:

Permit me to express my appreciation of and to thank you for the splendid service that you gave us on our recent trip to Brookings, making a very comfortable trip out of a seemingly hard one. The use of your Milwaukee coach for the entire trip the sending of the diner to Sioux Falls for our noon meal and the services of Mr. Kane, in looking after our comfort, were some of the things that made our trip so satisfactory.

Assuring you that we are looking forward to our Milwaukee trip over your line with pleasure, and thanking you for past favors, I am

Very truly yours,
(signed) Chester S. Ball,
Business Manager, University of S. D.

Porter Leonard T. Speed Awarded Commendation

Following is a letter from Mr. W. S. Weld, superintendent of agencies of the Berkshire Life Insurance Company, to the general manager, testifying to the good service of Porter Leonard T. Speed.

Pittsfield, Mass., December 6th, 1922.

Dear Sir:

For the first time in my experience in traveling have I been constrained to testify to the efficiency of any of the porters on Pullman trains, and the object of this letter is to express appreciation of the service rendered on your train between Kansas City and Chicago on the Southwest Limited. I was with him from Kansas City to Davenport, recently and from there to Chicago the next night, and it gives me pleasure to give this merited and unsolicited testimonial as to his efficiency and courtesy. The porter's name was Leonard T. Speed. I give you this information thinking you might be glad to know when any of your employes are especially efficient.

Yours very truly,
(Signed) W. S. Weld,
Supt. of Agencies.

On the Steel Trail

Idaho Division

R. C. P.

I sometimes wish I had not undertaken the job of contributing items for the Idaho division.

In a position of this kind one is tempted to take a whack at a friend now and then and the result is bound to cause worry or maybe grief.

I took a slam at Pat Murnane in the last issue and also at Miss Bess Rocek and I am greatly worried about the one and deeply grieved over the other. Pat, I am afraid, is staging a come-back, while Bess, to show she is a good fellow, sends us some smokes. (bless her heart.) Wish we could retract that statement about her not paying that \$4.00 but it's too late of course. Bess laments the fact that I had to tell everybody on the Milwaukee Railroad, yet, to show that she is a good loser, contributes fog to our already beclouded brain. Pat isn't that type, however. He is mean and spiteful. I just know he is lying awake nights planning mischief. He knows me too well and I'm afraid he will tell things. Send the dope direct to our Editor, too, so that I'll not have a chance. Wouldn't be surprised to see it somewhere in this issue. If not this one surely the next. I might have known it; stepping on the toes of one with a disposition like his.

My side kick at the Spokane freight office tells us that—

Harry Miller, cashier, spent his vacation visiting his folks in the east. Harry is looking fine and feeling OK so I guess he had a wonderful time.

Edward Veasey, car clerk, requested a ninety-day leave of absence for sunny California. He stayed five weeks. What-sa matter, Ed—spend all your time looking for a bungalow?

Big snow. Yes, we've terrible weather lately, lots of wind and snow. Revising Clerk George Gaub found it advisable to tie his pants on, the wind blew so hard at Moran. Speaking of the event, Chief Clerk Snure remarked, "God! pity the sailors on a night like this".

Perishable Freight Inspector Kamm has been nicknamed "SPEED". You should see him in his winter's outfit to appreciate the monicker. He has ankles like an Arabian race horse.

Chief Clerk J. T. Sleavin is disappointed in his boy. He is now 15 months old and hasn't walked down to the office to meet him once. Pretty cold now, you know, Jack.

Fifty brand new U. R. T. Rfgs especially imported were loaded in our apple belt around Spokane for eastern points and left in a special train last week.

A movie camera man had his rig set up at Dishman to film the train as it rounded the curve. When the train whistled for town, Agent Gates stretched his neck out of the window about four feet, wondering what the—, when he saw the camera man.

Realizing that then was his chance to get into the movies he makes a leap through the window and a bee line for a position in line with the camera's eye. He didn't make a very graceful first appearance, however. In crossing the tracks he stubbed his toe and fell on his nose in about four feet of snow and just as he had pawed himself back to daylight the train shot

past and the scene was over. They tell me he is all swelled up on account of being in the movies but I wouldn't tell anybody if it were me.

Agent C. H. Thompson of Clarkia, who had been at the St. Maries Hospital for over a month, being treated for sciatic rheumatism, is now convalescing at the home of Agent C. H. Burt of St. Maries. Mrs. Thompson is with Carl and Agent Burt and family are no doubt properly entertained. It takes more than sickness and hard luck to down Carl's humor. He is one guy that will come "Smilin' through".

Everything that happens at Malden these days is a secret. The only one I come in contact with at this point is Fre Washburn and he won't tell.

Roadmaster C. F. Allen of St. Maries has returned from the Roadmasters convention held in Cleveland, but has been so busy on the flanger since his return that haven't had a word with him. He no doubt carried himself well while away.

Conductor Geo. McGee got back from somewhere, too. He hid himself away without saying whether he was going but got back OK and the "tramp" logger is tramping along as usual again.

Agent J. H. Vassey of Manito and Conductor Geo. Murcar on the Spokane-Avery local will stage a home-talent play shortly. These two get their heads so closely together at times that we get suspicious.

That man Duell, as a conductor, has the largest repertoire of any actor I ever saw. At the last writing he was snowed in on a logging road with a log jammer and now he is conductor on 17 and 18 between Spokane and Deer Lodge. You can never tell about these quiet-acting fellows.

When the snow is deep and the cold freezes them up and things go wrong in general, there are two fellows we always welcome. They are Conductor Gib. Lee, running on 16 and 15 between Spokane and Seattle, and Jack Boyd on the same trains between Spokane and Deer Lodge. They are always smiling.

Dispatcher L. V. Curran was laid up three days with the grip recently. He reported for duty as soon as he was able to get up and recuperated on the job. That's going some, these days.

The Milwaukee seems somehow to hold a fascination for its men because they always come back. It sure must be "Home sweet home" to the boys. There is Walter Pehl, for instance; not old enough in the service to hold a job during the slack times, goes to a neighbor line and gets a steady position as night yardmaster at an important terminal point. Switch Foreman Kingsbury and Helper Tom Cadzow also go; but just as soon as they learn that the Milwaukee is calling, they drop their lanterns and beat it for home. Now they are doing their laps with the rest of us.

Mrs. Ralph Prosser, son Harold and baby Ralph, of Spirit Lake, visited with Mrs. Pete a few days last week. Ralph, Sr., had sent word that yours truly should give him the dope on hunting pole cats but we lost the directions.

I'm a mighty busy man: I not only have to write for this Magazine but have to compose love letters for Zelda Case. She has it bad; but if it turns out OK I'll not kick. I don't know whom they are intend-

ed for but she said something about cousin. Must be some relation.

My helper at Othello, of whom I am justly proud, suggests that I ask Conductor Peters if he intends to take the local. Most assuredly.

Former Clerk Roy White is now right hand bower (apology) to Miss Gertrude Alden. But remember, Roy, to err is human. (Must be sore because he left Othello.)

Said "helper" has a good one up his sleeve on Conductor Biggs that he won't spring but says the title, if he did spring it would be: "Kid Biggs in the right church but the wrong pew".

I can't get on the real inside of this one as it is being held as a weapon over Mr. Biggs' head should he become unruly, but getting it from the outside it seems that while he was attending a convention of the order at Cleveland a few months ago, Mr. Biggs big-fronts it into the headquarters hotel and approaching an intelligent group of men, proceeds to unravel his various signs and secret stuff; and when this said group of men looked askance at one another and in awe at Mr. Biggs, he displayed his card, with more thumb-to-the-ear signs and became so voluble in mystic lingo that one of the group, more daring than the rest, ventured to examine the offered card, after which he returned to his colleagues and informed them that the queer acting stranger is a conductor. Rumor has it that Mr. Biggs then came out flatly and asked why they did not recognize the conductors' signs and was told that the group was made up of Farm Bureau delegates holding convention there. We may get this story later.

Dick Wende called around the other day. Julian Pessian started over the hill when he saw him coming as he did not want to hear any new ones.

Roadmaster Manley broke the trail with his flanger this week. After Conductor Freeman's experience handling Fords the past summer he was able to relay on Flanger.

Conductor Lombard must be coming to the banana belt this winter as he gives us notice of icers from St. Joe.

Roadmaster Stetson makes his west-end tie-up at Lind. Excuse: Steam-heated hotel. This won't hold up all winter.

Conductor Linehan informs us he is burning his own coal this winter. Don't know whether he means it's because his coal is under lock and key in new basement or that some of his old friends moved from Malden.

Wrecking Foreman Meisenberg states there is something wrong with a guy from his neck up that says he prefers winter to summer. But during our little cold snap, think of the boys in Iowa.

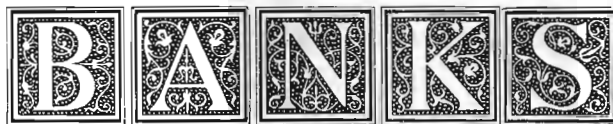
Car Foreman Weber's arm is real sore caused by carrying a pair of rubbers all the way from Spokane for Yardmaster Whalen.

Roundhouse Foreman Kidd expects to take his vacation the 15th. Laura Perry may not have so much trouble finding Roundhouse Foreman McGowin to sign the 816.

Cashier Jack Cole says he is going to have electric lights if he has to turn electrician himself.



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The matter of living within your income and laying by something at interest for the future is a matter of common sense and backbone. If you have common sense enough you will see the point of providing for the future while you are able, and not leaving this provision to the uncertain outcome of your future business. You can do this if you have backbone enough; if you haven't, then the man who has gets your money.

Society has its allurements for a young man. He's afraid he'll never amount to much if he misses any of it. Society won't run away. In the meantime you can be society without being a society man. Don't order that dress suit until you have paid all your other bills. The world needs good payers more than it does society men. The savings habit is the first step towards business success, and business success is itself a powerful factor in society.

A running account at a store is a luxury. You never so fully realize the actual cost of an article as when you lay down the cash for it. For this reason you are apt to overbuy on a running account. But if you do run an account, don't forget the accounting: settle monthly. A small account is easier to pay than a large one. Furthermore, the pleasure of paying an account is never increased by its age.

Your neighbor may have a cottage at the seaside, and his wife may wear costly hats. Don't worry; these things are not going to disappear from the face of the earth. The man who advances step by step, who sticks to the main proposition that he must be further ahead at the end of each year than at the beginning—will never figure among the "has-beens"; and when he gets ready to buy a cottage, he keeps it. He'll be the man whom the neighbor with the seaside cottage will ask for a loan some day, when his son makes an unexpected draft on him from Harvard.

It doesn't pay to run into debt to get married or to join a golf club. For marriage a man needs at least a clean start, while the man who will go into debt for a luxury is heavily handicapped in the race for success. It's a pretty good rule to borrow money only when you can put it where you will be sure to get it out again by the time your note falls due.

CENTRAL TRUST CO. OF ILLINOIS

Keeping Up Steam

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BATTERIES****Gleanings from the River Division
M. M.**

The best of everything and all the good things that this life affords for the year 1923 to the readers of the Employees Magazine.

Suppose everyone has compiled lengthy lists of New Year's resolutions and perhaps many of them have been broken by this time. But, then, such things are permissible and perfectly legitimate for laws were made to be broken. But ye scribe would like to offer a suggestion in the way of resolutions. Be it adopted by all employees on the River Division that they become so egotistical during the year 1923 that they desire to have their name in print in every issue of the magazine. Let's all be filled with this spirit and make the River Division news among the best.

Frank Higbee, who for some time past has been Yard Switchman at Wabasha is now conductor on the River Division. We regret to see Frank leave Wabasha but wish him light duty, heavy pay and double rations.

Surely life can't possibly hold many problems for one who is so lucky as to secure a fourteen pound turkey for twenty-five cents.

Another worthy and honorable man has passed his—fiftieth milestone. Oh, I beg your pardon, Guy, but you can't blame us for you didn't tell us how many summers you had seen. On Nov. 19th, Guy Rowe was very agreeably surprised by a few friends who came to help him celebrate his birthday. Greetings of the day, Guy.

Frank Rusch, superintendent of motive power on lines west, passed through here on train 17 on his way to Tacoma on Dec. 6th. A. W. Novak, general boiler inspector, accompanied him.

G. A. J. Carr, storekeeper, stopped at various places on the River Division in the interests of the store department. Mr. Carr strongly believes in the necessity of fierce economy but gives the joy of lavish generosity in supplying the demands and needs of material.

Maurice Wheeler, engineer on the C. V. Division, has been visiting in Minneapolis at short intervals for some time past. What's the attraction, Maurice? Visiting schools, I presume.

Our popular passenger conductor, W. W. Conley, is a very progressive man and his acquaintances are familiar with this fact. But to further his progressiveness on his up-to-the-minute "Inn" at Wabasha, Mr. Conley is contemplating having a radio outfit installed for he thinks that the conditions here are very favorable. Why he says that in Hollywood where many strange things happen, the static conditions of the air are so good that on a quiet evening from a hundred miles distant you may hear faintly but delicately musical the distant peel of oranges. Now, really, Mr. Conley says: "You know there is nothing I enjoy more than hearing something good, don't you know. For instance grand opera. You know I heard something the other day on one of these radio machines. Well say it was good, don't you know. It was like this: 'O Celeste Aida—Shut up, you're on a busy wave—O Celeste—Hello—Is this Los Angeles singing—Br-r-r-r-ik—A cello solo by—Go to H—I—Asleep on the deep—Br-r-r-r—Au revoir'. Well say it was good, don't you know."

We are sorry to learn that Miss Minnie Smith, agent at Zumbro Falls has sub-



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**AGENTS**

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mitted to an operation at the hospital at Red Wing. Understand Miss Smith is recovering and getting along nicely.

H. J. Hayes, brakeman on the Wabasha Division, and wife attended the play, "Her Husband's Wife" at Northfield, given by the students of Carleton College. Miss Harriet Hayes who is attending school at Carleton, played an important role.

Conductor Chas. Langdon, well-known conductor on the Pioneer Limited, is spending the winter in California. Hope that Mr. Langdon will not become too deeply absorbed with the social embellishments of California that he will not return to this lovely old Minnesota.

On December 11th, Trainmaster J. E. Hills conducted a very interesting Safety First and Fire Prevention Meeting at Wabasha. Some very good suggestions were offered and discussed by the members present. Mr. Esch, District Safety First Inspector, gave a brief talk, telling of the origin of the Safety First movement and emphasizing particularly the necessity of this movement. This meeting proved very successful and all employees should avail themselves of the opportunity to attend these meetings.

Northern Montana Division

A. B. C.

Owing to the prevailing high prices of candy and cigars we will be unable this year to send each of you a Christmas present, and therefore we must be satisfied with this method of wishing everybody a very Merry Christmas and a Happy New Year.

We have been visited with some weather this week, and when we say "Weather" in Montana, we mean just that. Today, however, it moderated some, and the thermometer went up almost to Zero—but it didn't stay there long. Guess we shouldn't kick though, as up to this week we have had weather that would make California jealous. Besides, it has been our first opportunity to view the procession of "Sloppy Galoshes". It seems that the girls must roll something, and now that short skirts have gone the way of the grape, they are rolling their galoshes. The writer is not much of a critic, but give him the stockings. The galoshes look so untidy, whereas,

A bunch of the boys went to Helena this morning to the big Shrine doings, and all seemed sure of having one regular time. But I think most of us know that anticipations provide more real kick than expectations. Anyhow, how about the nights before the morning after, in the bad old days that we all like to talk about. Chief Clerk Wharton was among the old guard to go, and Car Foreman Wood has been working over-time lately, sharpening up his spurs for that long-anticipated ride on the royal goat.

Now that the fishing season is over for this year, we are all wondering what Jack Fisher will do. Guess he will have to resort to other forms of amusement.

Bud Gove, Chief Clerk to Division Storekeeper, spent his vacation in Southern California, and he sure must have stepped high, wide 'n handsome, as he was only gone two weeks. Says he would like to live there. (So would we.)

Mrs. Robert G. Randall, of Great Falls has been in Lewistown visiting with friends and relatives for several days.

Mrs. J. P. Smeltzer, and two daughters, Kathryn and Dorothy and niece Audrey Cross, returned from Chico, California, where they have been visiting for some time past.

Tom Sackett, conductor on the Milwaukee train between Great Falls and Harlowton, is spending a short time in Lewistown visiting friends.

Miss Bertha Munson, Clerk in the Master Mechanic's office at Lewistown has taken a three months' sick leave and has left for various points in the East to visit with relatives.

Mr. Harry B. Wilkinson, car clerk at Lewistown Freight office has gone on his vacation. While away he expects to visit at Chicago, and the Twin Cities.

News From the Connecting Link E. K.

The C. M. & G. is very proud of the new L-2 power that is operating over its rails.

A safety first meeting was held in the Association of Commerce building, November 23, at 7:30 P. M. The meeting proved to be a very interesting and successful one for all.

Mr. Mohr, our agent, need no longer wear a frown and the expression of an extremely busy man because he has a capable freight handler, who answers to the name of Tommy, and a clerk, who uses a pencil a day. Therefore Mr. Mohr has laid his frown away and taken out his smile.

Our trainmaster, Mr. Schmitz, spent his vacation in Toledo, Ohio, with his mother. The first morning after his vacation that Mr. Schmitz came to the office his right arm was very stiff and sore. He claimed his car back fired and hit him in the arm. But we know they play horse shoe in Toledo.

Roadmaster Gust Swanson is very bashful and he gave me implicit instructions not to mention his name in "News From The Connecting Link," but I think it is only fair to warn the other horse shoe players that Mr. Swanson said he was going to practice pitching horse shoes every night. I don't know but I think Mr. Swanson is going to try and beat Mr. Schmitz at that particular game.

Roy Talbott, formerly of Ladd, Ill., has moved his family to Joliet. He is now a resident of this interesting city.

W. W. Bates, traveling engineer, is similar to his engines in one respect,—the harder he is used the better the results.

November 4 Frank Walker found a broken telegraph wire at Peatone, which he repaired, connecting the wire so we had service. This certainly shows that Mr. Walker is wide awake.

The new wall paper factory next to our office, that has been an object of great interest to us all, is finished. All that is necessary now is to install the machinery and commence work.

The train and enginemen have donned their Scotch caps. We never realized what a crowd of handsome men we had until we saw them in their charming winter bonnets.

Sioux City & Dakota Division H. B. Olson

Cultivation of the "safety habit" has become one of the cardinal elements of the S. C. & D. division.

What's going on in the world tonight? Where is Bryan speaking? Is Galli Curci singing? Agent Wallenburg at Harrisburg can tell you. He's one of our long-distance radio fans and has the set that gets all of 'em.

Ira McNaught has been appointed section foreman at Freeman, vice W. L. Groves who recently passed away.

Best Wishes for the New Year



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November 14 was a big day at Geddes when the new agent, Master Robert E. Beck, who tipped the scales at 11 pounds, arrived to make his home permanently with Mrs. and Agent W. E. Beck.

A. L. Bennett, the new relief agent from Hawarden, came up from Vermillion for Thanksgiving. Agent Bennett was agent at Calliope before that station was discontinued.

Section Foreman Clarence Schriener, of Henkin, has gone to Chatsworth where he will take charge of the section at that point. Mike O. Sullivan has resigned and will go to Ireland where he says he will go into politics and see if he cannot straighten up things in the Irish state.

Lars Twaite, section laborer from Chatsworth, has accepted the position as foreman at Henkin pending bulletin.

Agent H. J. Brown, at Hawarden, says he is completely lost now since all national sports, such as base and foot ball, is over. He never missed a game and just for his boosting the Hawarden "high" did not lose one game this season.

Conductor Wm. Armstrong has returned from a visit in Idaho. Says he enjoyed the most healthful climate there of any state in the union.

Passenger Brakeman Alex Porter had a narrow escape from serious injury and possibly life when his car refused to slow down where the Market Street bridge crosses the creek at Sioux City. The car plunged through an iron railing and into the creek, and into three feet of water.

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Alec crawled out from beneath the wreckage and although badly soaked he was none the worse off, excepting his car badly wrecked.

If you please, little Virginia Leah Purvis, who tipped the scales at nearly 7 pounds, arrived on November 23. at Westfield, to Agent and Mrs. F. T. Purvis.

Thanks are due Express Messenger DeMent, on No. 36 the morning of December 1, discovered a fire in Mr. Vollmer's office at Elk Point. With the assistance of the station force Mr. Vollmer and Ray, the fire was extinguished with slight damage to the roof.

Leave it to "Shoe" when it comes to winning geese on a roulette wheel. That was some feed he had Thanksgiving.

"Ray" is doing a great deal of hunting these days. He never says just what he gets, but we would say he is lucky to get back.

Engineer Fred Thomas and family have returned to Sioux Falls after spending several months on their ranch in Washington, and Fred has resumed his run on No's. 195-96.

Wm. Legon, station baggageman at Yankton, who has been confined to his home with pneumonia for some time is reported very much improved and we hope to see him back on the job soon.

Yankton had a special train to Mitchell, November 30, with over 300 passengers. The Yankton team got walloped. Conductor Bill Opperud was in charge of the train and C. N. Curtis accompanied the "special" and saw to the comforts of its passengers.

On December 6 Section Foreman Alfred Taylor, of Luton, while on an inspection with a motor hand car, had the misfortune to lose his life account a bar which fell off the car, derailing same, throwing its occupant into the ditch and fatally injuring him. He was picked up by a passing train, brought to Sioux City, where he died in a short time. The family has our deepest sympathy.

Chief Clerk G. W. Rowley, of Mr. Rummel's office, took the consistory on November 24. The Minneapolis, Des Moines and Sioux Falls teams together with the Sioux City team did the work and Glen says they sure gave it to him.

Mr. Vollmer's B. & B. crew with Foreman Hanson in charge have just given the Hudson depot a complete over-hauling and now puts that station in A-1 condition.

Miss Ethel Jacobs, assistant cashier, Sioux Falls, spent Xmas with home folks at Rock Valley. Cashier Norman Capwell and wife at Dell Rapids, Miss Marie Hanson, steno, and Miss Hildred Kenna, car clerk, also spent Xmas in the "old home town."

John Russel Refgr, clerk Sioux Falls, has in his possession a picture taken in the Sioux Falls yard some thirty-five or forty years ago. The picture shows a few scattering houses, the brewery, malt house, etc. A train of fourteen refrigerator cars loaded with beer is the main object of the picture. No one has been able to ascertain who the conductor or engineer is, but we hope to learn this and may have the picture reprinted in magazine in the near future.

Bob Bruce is now associated with the Sioux Falls office force, having left the "hot car" service to accept the latter.

Look for the story of "Bankson's Fountain Pen," in the next issue of the magazine.

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Wisconsin Valley Division Notes

Lillian A.

May the New Year be a happy one to you, happy to many more whose happiness depends on you. So may each year be happier than the last.

In the orchard of opportunity it is better to pick the fruit than to wait for it to fall.

The Railroad Social Club had a meeting at which time officers were elected for the coming year. The following were elected: Mrs. H. J. Weik, president; Mrs. Fred Lehrbas, vice-president; Mrs. Herman Ketchmark, second vice-president; Mrs. Charles Whitney, secretary. Plans were made for a Xmas entertainment to be held on December 31, at Eagles hall. Dinner will be served at noon for the kiddies and their parents. A program will be given by the children in the afternoon and Santa is to put in his appearance with a tree and gifts. A good time is assured all the little tots as well as grown ups.

Charles Harbough who has been on the sick list since August last is around and about again, but still unable to attend to his regular duties. We hope for a speedy and complete recovery in the near future.

A baby boy was born to Mr. and Mrs. T. E. Donovan on December 8.

Fireman Thomas Burek stepped on a defective coal gate and sustained a severe bruise on his knee. It was fortunate that he was not laid up more than a few hours. Safety first Tom.

Mr. and Mrs. H. O. Wheelock spent Thanksgiving day at Bay City, Mich.

The following families have moved from Tomahawk to Wausau and will make Wausau their home: Otto Juneau, Jas. Smith, Chas. Sleight, L. L. Laules, Alex Robarge, R. Duranso, W. LaTendre, P. Danberg, Wm. Bartles and Paul Stoff. A hearty welcome is extended to all.

Mr. Stutz, of the round house department, goes up to Tomahawk every Saturday night. We know the reason why, but it seems strange he cannot find a girl in Wausau.

We are glad to be able to report the condition of Mary Linehan, very much improved. She is still at the Sacred Heart Sanitarium, at Milwaukee, but expect that she will be able to be removed to her home soon. Mrs. Linehan has been with her throughout her illness.

Mr. John Crandall, section foreman at Necedah, has moved his family to that place. They have lived in Wausau for a number of years and will be missed by their many friends. We wish them good luck in their new home.

Miss Kate Fries, report clerk at Merrill for a number of years, was recently married. We were unable to receive an account of the wedding, nevertheless will extend congratulations, and wish them a long and happy wedded life. Elizabeth Fries accepted the position vacated by Miss Kate.

Miss Katherine Gorman spent Sunday with her parents at Merrill.

Mrs. Arthur Jesse, formerly one of the office employees, spent a few days shopping at Wausau, and called on us. We are always glad to see you Flora.

Mr. Fred Lund, who has been taking treatments at the Chicago Hospital, has returned to his home at Tomahawk, and will remain there for the present.

Mr. and Mrs. F. L. Hudson have returned from a trip to Washington, D. C., Key West, Tampa, Fla. and Havana. They visited their daughter and attended a convention of ticket agents at Washington. They report a fine time and brought back

some special brand cigars from Havana for the boys.

H. C. Cleveland, agent at Nekoosa, has gone to Rochester to consult Mayo Bros. He has been in poor health for some time. We hope he will be improved upon his return.

Mr. and Mrs. M. H. Moore will spend the winter at Miami, Fla.

E. Callahan has a splendid turkey all ready for Xmas dinner. We all expect an invitation, providing the turkey has not disappeared before that time.

Prescriptions: No need for any excitement, it just means the bowling team made up of the office boys. Still there is something peculiar about it. We are wondering if they need one before or after every game.

Superintendent P. H. Nee, J. Horn, G. Gebman, of LaCrosse, F. Lehrbas, Frank Voeltzke, H. L. Vachreau and Eric Gehrke were fortunate in bringing back a deer. Hunting was fine and all report a splendid outing.

R. & S. Line

S. R. Collier

Conductor Thos. Wheatley is in Spring Valley hospital where he underwent an operation for a complication of "trouble." He is getting along as well as can be expected. Conductor H. Hill is in charge of the Oglesby patrol during "Tom's" absence.

Brakeman E. P. Smith, on the Oglesby job, was relieved a few days last week account sickness. Operator D. Oberto, at Seatonville, says J. P. is out in Arizona in the grocery business, doing fine, buying

eggs for 1c each and selling them for 9c a dozen.

The station grounds at Stuart Junction look kind of bare now that the agent has taken in his flowers for the winter. He has kept that place looking like a garden all summer—nice flowers and everything spick and span.

Jim Hill, agent at Roxbury, has another fine collection of flowers and plants.

Engineer and Mrs. Ed. Higgins are rejoicing over the arrival of a baby girl on December 12. (Grandpa Kerwin is all puffed up as usual.)

Operator L. J. Dion, at Granville, has invested in a new Fox typewriter and is prepared to handle the spring rush of business.

Irvin Pond is back on his old job as clerk at Granville after quite a little absence owing to reduction of force.

Machinist Thos. Kelly had the misfortune to have a finger smashed while at work in the round house the middle of December.

Mrs. Clarence Trent and daughter, June, visited home folks a few days during December. Clarence is now working out of Faithorn.

R. & S. W. Division

Lillian L.

After several months of no news on the R. & S. W. division we are again on the map. We surely will have to step lively to keep pace with former Correspondent Cavey, but will try not to fall too far short.

E. H. Freeman, formerly chief clerk to Agent Telfer, at Beloit, has been appoint-

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CHICAGO, ILLINOIS

ed agent at Durand. Ed. says he likes it fine.

L. J. Lightfield, formerly ticket clerk at Beloit, has been appointed ticket agent at that point, succeeding A. B. Batty, Art having received a boost and is now city passenger agent at Madison. Phillip Bushnell succeeds Mr. Lightfield.

Paul H. Smith, who prior to his entering the service was employed at the Beloit freight office and since his return from the army has been employed as assistant cashier at Racine, has been appointed chief clerk to Agent Telfer, Beloit. Paul is wearing a smile these days and seems glad to get back to the old town.

Miss Jane McBride has been appointed cashier at the Beloit freight office.

Chief Train Dispatcher G. H. Pietsch and Chief Clerk J. H. Chambers spent two weeks in October on a hunting and fishing trip. They took along a good supply of "bait" and George says it reminded him of the good old days in the Red River valley, northern Minnesota—fish, or no breakfast.

Fireman Joe Hayes is making week end trips to Chicago. What's the attraction Joe?

Miss Frances McGinn, trainmaster's clerk, is back on the job after a two weeks' vacation.

Brakeman W. E. Bates has been north on a hunting trip. Bill tells us he brought back a 175 pound buck.

H. P. Funk, assistant timekeeper, made a trip to Wabasha, Minn., in October to see a brother who was visiting there from Denver. A week or so later he made a trip to Kansas City to see another brother from Seattle—so he tells us. We might stand for that brother business once, but we can't swallow it twice. The look on his face when he came back never got there by a visit with a brother. 'Fess up now, Heinie.

Beware of the man who passes the buck.

Miss Ruth Hall spent Thanksgiving at Racine, Miss Beryl Rossman at Sharon and Miss Clara Furman at Madison. I am not saying a word about who accompanied them. I do not dare—I have been threatened.

The girls in the Beloit offices gave a six o'clock Thanksgiving dinner and party November 25. Congratulations to the committee for the good feed and novel entertainment provided.

Engineer Fred Miller says he has a classy bowling team under his wing and that they have been defeated but once this year. He is looking forward to a game with the dispatchers, who are grooming a dark horse for the event.

Talking about class, have you seen George Hannafords new Olds? He says it is even equipped with a cork screw and bottle opener. Do you suppose George is operating a still some place?

Listen to the bells, how merrily they ring—not engine bells, but wedding bells. Roundhouse Machinist's Helper Warren Singles decided it was cheaper to bring her to Beloit than to make so many trips to Chicago. Understand he has changed his name, as he is single(s) no longer.

Miss Helen Fenlon of the timekeeping department, spent a week in the windy city looking at the tall buildings.

We couldn't figure out why Bill Gilbert was all smiles until we saw his beloved 1169 in town. Bill says the four aces are good, but the 1169 is better.

Iowa and Minnesota Division

D. M. W.

Thos. A. Keating, conductor on the I. & M. Division for many years, passed away at his home in Austin, November 26th. Mr. Keating entered the train service of the Milwaukee road in 1879. He made his first trip as conductor on April 14th, 1882 and had served in capacity of passenger conductor thirty-two years. The entire I. & M. Division wish to extend their sympathy to relatives and friends of Mr. Keating.

We are all sorry to learn that D. C. Jorgenson, agent at Chester, Iowa, will have to take a leave of absence for a couple of months on account of sickness.

To accommodate the people on the east end of the Iowa & Minnesota Division, and also Iowa Division, sleeper will leave Austin on No. 2 each Tuesday for Los Angeles.

Roadmasters Hobart and Larson attended the Roadmasters' Convention at Cleveland, Ohio. We understand Mr. Hobart was especially entertained during his visit there.

Joseph Ellms made a trip to Portal, North Dakota. Evidently Mr. Ellms likes this state best as when he came back he said Minnesota was good enough for him.

George Cross, conductor I. & M. Division, was unable to assume his duties for a few days on account of illness of his wife. Mrs. Cross underwent a serious operation at St. Olaf's hospital, at Austin. She is getting along quite well at the present writing.

Hazel Scott, daughter of Conductor E. C. Scott of Minneapolis, was married on November 29th to Everett Garland.

Train Dispatcher Renshaw put his radio out of commission trying to "tune up" to Mars.

Getting Away From Business For Pity's Sake

A U. S. transport was on its way to France. It was a rough night and the only persons visible on that part of the deck were Gubbins, the worst gob in the navy, who was doing deck guard, and Lieutenant Commander Gible, the gruffest and most generally unpopular lieutenant commander in the navy. Suddenly there was a loud splash, as the ship gave a lurch, and no more lieutenant commander was to be seen.

Gubbins wrestled with his conscience for a moment, then gave up the struggle, dove in and grabbed his superior by the neck as he was going down for the third time.

"Gubbins," gasped the latter, "I thank you. If we are rescued I shall do anything I possibly can for you."

"Sir," answered Gubbins. "If it isn't asking too much, would you mind not telling the gang who it was that saved you? They'd half kill me."

During this cold weather some of us thought that living in this climate was a peck of trouble but considered life as a strictly business concern. You have to pay for all you get or do or have or know. You have to pay for sickness, you have to pay for health, you have to pay for property, or idleness, or wealth. You have to pay for everything, there is no chance to shirk. You have to pay for laziness. You have to pay for work, you have to pay for knowledge, for ignorance and why not get out and wrestle with the cold?

Chicago Terminals

Guy E. Sampson.

With the first issue of 1923 our magazine becomes larger, now it is up to the correspondents to help to make it better. But how are we to do it is the question most of us will ask ourselves. It is something each of us will have to figure out. But the most important conclusion any can come to is that every employee will get in touch with his correspondent and give him that little bit of news that he knows, we will be able to give the readers all the facts about our different divisions. Another thing that makes our magazine popular is the fact that it carries a good quota of highly recommended advertising.

Well the December magazine, which we were anxiously waiting for, came at last and we were not at all disappointed for we felt sure Nora B. D. (the last letter stands for Decco) would gladden the hearts of all readers with one of her McGaffey stories. Did we read it? Who didn't?

On November 13th, engineers Earl, Rohen, Jones, Pulford and yard foremen Green and Slocumb, all Chicago Terminal employees visited a Shriners meeting at Milwaukee as visitors of Tripoli Temple. All report having had the time of their lives and came back saying "Who was it that didn't like oysters"?

Chas. Mack, labor foreman at the Bensenville round house, has tired of riding 12 miles twice a day and has moved his family back to the fast growing town of Bensenville. Welcome Chas., we didn't think you would stay away from us long.

Switchman Robert Dival has moved his family from Madison, Wis., and is now living in Walter Peterson's cottage on Pine Avenue, Bensenville.

Yardmaster J. Capoot spent his annual vacation visiting his brother at Seattle, Wash., the latter part of November.

E. E. Johnson has just received a promotion and we dare say, coming at this time, he considers same as a pretty good Christmas present. Hereafter he will be our train master and all employees join in wishing him success, as all know him as a faithful worker for the Milwaukee.

Did any one notice the new L2-b locomotives now operating out of Chicago in freight service. There are now 19 of them and they sure are beauties. No more rerailling frogs and chains hanging on the side to become loose and fall off, as the new engines have a box attached to right side of tank for holding same secure. Up to date but two of the overhauled L3 engines have been returned from the builders shops and these were repainted at Bensenville shops.

On Sunday, November 26, Herman J. Weipert and Miss Laura Krumm, both of Bensenville, were married, and after a short honeymoon trip are now happily located in their new cottage on the north side of town. Congratulations, "Happy."

Well here is some news that will interest every employe in Chicago terminal. For the month of October, 1922, these terminals handled 15,000 more cars than any month the terminals have been on the map. This was done with 13 less engines than had been pressed into service at other

times when we thought business was heavy.

Recently a new fireman walked into the callers office at Western Avenue and asked Jack Lawler where he was supposed to work. Jack advised him to hasten himself across the yard and ask the first engineer he saw standing still if he was short a fireman. A report had just come in that some crew was short a fireman. Mr. New Fireman got out quickly as directed. About a half hour later Yardmaster Ryan called up the caller to ascertain when they might expect a fireman. Mr. Lawler was so sur-



A Pair of "Vets"

Few indeed are there who are familiar with the personnel at Western Avenue, Chicago, roundhouse, who do not know this jolly pair, George Grant—"Uncle George" and "Johnnie" Price. They are both engineers and both have seen long service with the company.

George Grant was for many years an engineer in passenger service and is now dispatcher at Western Avenue. He was born in 1837 and after his school days were over he taught school for a number of years. He entered the service of the Milwaukee in 1873, as engineer on a transfer engine in Chicago yards, and has been continuously with the company since that time.

He is a member of the Veterans Association, of the Brotherhood of Locomotive Engineers and has gone high in the rites of Free Masonry.

John S. Price is a native of Harper's Ferry, West Virginia, and is 64 years of age. He entered the service of the Milwaukee as locomotive fireman in 1882 and was continuously in both freight and passenger service until within the past few years when he has been dispatching at the Grand Avenue, Chicago, roundhouse. He is a member of the Veterans Association, the B. of L. E. and the Odd Fellows.

prised that he personally went to investigate and when he arrived he fired the engine himself till another fireman showed. What became of Mr. New Man he could not find out until about 3:30 P. M. when he returned to ascertain where he was to work next day. His appearance was such that Jack knew he had been working, but

where? That was the question he put to the fireman, who informed Jack that he followed instructions, and the first engine he saw was the 2653 and he asked the engineer if he was waiting for a fireman and was told yes, and to hurry as they had been waiting long enough for him. We have no such engine, where did you find her, inquired Jack. When the fireman told him where he located it he found out that we had furnished the C. & N. W. a fireman for that day.

Yardmaster O. A. O'Neill has earned and received a promotion and has gone to the H. & D. division as trainmaster. All employees join in wishing him success in his new position. Oh yes, Orval, Frank Bronkhorst says if you accidentally carried away that package he left in the office that night you went, don't throw it away, but send back by express, as it was a present from a friend he thinks a great deal of now.

H. E. Sittler, chief clerk to the superintendent for several years past, has been promoted to yardmaster, and has been assigned to Galewood yard in place of O. A. O'Neill, recently promoted to trainmaster on the H. & D. division. While everyone in the superintendent's office was glad to hear of his promotion, it was a sorry crowd that bade him good-bye. Everyone wishes him the very best of success in his new position, but sorry to lose him as a chief clerk. You don't meet them like H. E. S. very often, perhaps not in a life time.

J. J. Charleston, formerly division accountant, has been promoted to chief clerk in place of Mr. Sittler. Mr. Skord appointed division accountant in place of Mr. Charleston.

Dan Ray has been transferred from O'Brien's office at Bensenville, to the superintendent's office, and is helping Harry Meek on the tracing job, and Dan is some busy guy now, between us.

"Peggy" Kress, clerk in the superintendent's office, is sporting a new coat and we will say that it is some garment. Peggy says she don't care how cold it gets now, she is all set.

Between the three phones on his desk, Harry Meed is unable to down as many peanuts as formerly. How about it, Harry?

You should see the rock Ella R. is sporting. Oh boy!

Lillian A. is a much harassed clerk nowadays. Cheer up, Lillian, the humps are closing up.

The scenery at Union Street has changed considerably. Where is the little hat, Vic?

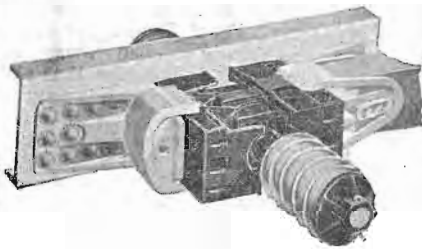
Machinist Jos. Richardson has been transferred to Dubuque shops as air-brake foreman.

Machinist Guy Bailey, who has been absent from our midst about two years, has again returned to the fold.

Assistant Roundhouse Foreman Fred LaRue, who was injured in November, is at the Washington Boulevard Hospital. He would be glad to have his friends visit him at the hospital whenever they can do so.

We see by the items from "Mile-a-Minute" that Eleanore Wehrle is thinking about spending her honeymoon over the holidays. Why not tell your friends at Bensenville about it, Eleanor? Who is the lucky man?

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
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We ask the co-operation of every user of Airco Oxygen to keep Airco Service at high efficiency by returning cylinders at once, when empty, to the Airco plant or distributing station from which they were originally shipped.

AIR REDUCTION SALES COMPANY

Manufacturer of Airco Oxygen—Airco Acetylene—Airco-Davis-Bournonville Welding and Cutting Apparatus and Supplies, Acetylene Generators, and Specially Designed Machines for Automatic Welding and Cutting—Nitrogen, Argon and other Airco Atmospheric Gas Products.

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CHICAGO: District Office, 2236 South Lumber St.
MINNEAPOLIS: District Office: 327, 25th St., S. E.
KANSAS CITY: 21st and Baltimore Aves.
SEATTLE: 3623 E. Marginal Way

Other district offices, plants, and distributing stations conveniently located throughout the country.

Pickups from the Aberdeen Division "Scoop"

Agent F. L. Mashall, Java, has taken an extended leave of absence and taken a trip to sunny California. While we have had no details it is understood that he is not coming back alone. Congratulations F. L. We all wish you luck.

John Seiler has been appointed to the position of clerk-stenographer in the accounting department, vice S. Hergog promoted.

Geo. Mitroff, night porter passenger station, had the great misfortune of suffering painful burns about the face which was caused by a puff of flame shooting out of the furnace doors.

Heard from the mechanical department: "Oh boy, them pheasants are sure great. Yes, best I ever ate even if they come high. Worth it, too."

"Fat" Hulse of the freight office, is spending his annual vacation browsing around Seattle and Tacoma. No doubt, but what this will account for the great rush of all those brand new cars to the west.

Agent E. A. Brown, Orient station is taking a much needed rest, M. E. Wilson relieving.

Don Owens, formerly ticket clerk, has been promoted to the position of city ticket agent, vice C. R. Parkins, who was transferred. Don's position was filled by Jos. Johann, who had been employed in the accounting department.

Conductor A. D. ("Pinky") Roberts, who has been out of service due to the serious injury to his foot last February, is now on the job and jumping around like a new man. Hurrah for you Pinky!

Did you all notice that the chief time-keeper has cut out all candy and cigars, etc. Don's know what it's all for but we are willing to bet that every one will get a crack at the "round robin" one of these mornings.

Capt. Hohensee, please tell us why you are so quiet lately. Understand it is due to that mellow session that the crack Milwaukee Bowling Club held the night of December 6th. Don't lose heart Bill, it may get worse.

The safety first meeting held at the freight office the latter part of November was well attended by the employees of all departments as well as all of the committeemen and officials. Safety first was generally discussed and a good meeting was the result.

Have it from reliable source that R. C. D. and E. H. S. have both tied their cars up for the winter. We asked Ray about it but he wouldn't give us any dope. Merely threw his hands up in the air and—Oh h—l, what's the use.

Ida Clement, of the superintendent's office, was the proud recipient of a real "Russian Boot Jack" which she claims she appreciates very much. However judging from all appearances and giving the matter due consideration we are of the opinion that Ray was about as much pleased as Ida was. Don't blame you Ray.

Chief Clerk W. O. Hiddleston and family spent their Christmas holidays visiting home folks in the cities.

Boys, the strings leading down to 7th avenue are about to bust.

Dubuque Division

J. J. Rellihan

Only 65 more days until spring. Hurry up and get your auto license.

100 per cent. Service
at All Times

Northwestern Printing Co.

PRINTING IN ALL
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THE SENTINEL BINDERY

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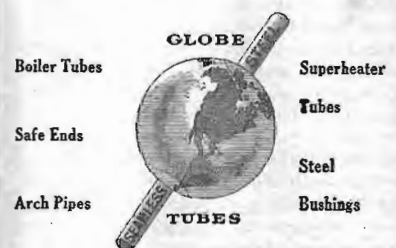
The Western Iron Stores Co.

Jobbers in

Machinists', Mill,
Railroad and
Factory Supplies
and Tools

143-145-147 W. Water Street
Milwaukee, Wis.

GLOBE STEEL TUBES CO. COLD DRAWN SEAMLESS STEEL



MILLS—Milwaukee Wis.,

M. H. McEwen recently bought a box of "clear Savanna cigars" to give to his friends, as it was learned that a new division freight and passenger agent arrived at his home.

Agent Charles Petters, whose illness was mentioned last month, is not getting along as well as his many friends hoped for. There don't seem to be much improvement in his condition.

Brakeman Clem Shadle, who lives at Volga City, is figuring on watching the branch engine at West Union. Pretty soft for Clem if he falls into this job.

Conductor John Welsh has not been on his run since about the first of December on account of the serious condition of his wife. Mrs. Welsh has been in poor health for some time, but has been gradually getting worse. We all hope that she will weather the storm and be spared to Mr. Welsh and daughter.

The employees of the division were shocked on the morning of November 15th to learn that Edward Boeckh, 2nd trick operator at Lansing, was found dead in bed at his home at about 8:30 A. M., death being due to heart failure. Mr. Boeckh was on duty as usual the day before, being relieved at 11 P. M. by third trick operator, but complained of not feeling just the best. Ed was one of the most public spirited citizens of Lansing. There was not a thing that went on from a church supper to a home-coming that he did not take a personal interest in, he being the community's official sign printer and decorator. There is not a business house in Lansing where his handiwork is not conspicuous, and he will be missed more than anyone passing to the Great Beyond from his home town for some time. Ed was a cripple, he having lost a limb while in the service of this company, but regardless of this affliction his last official act was to climb Mount Hosmer, 450 high, on Armistice Day and display the Stars and Stripes. The tourist who travels the northeastern part of Allamakee county will find at every cross road or dangerous curve a neat road sign, all of which are monuments to his memory. This work was all done without compensation, showing the kind of a citizen he was. His funeral, which was conducted by the Masons, was one of Lansing's largest funerals, and the floral tributes were abundant, showing the respect his many friends had for him. Lansing lost a good citizen, and the railroad employee a good and true friend.

Section Foreman Ed Noel, of Spring Grove, was absent from his duties for about ten days, doctoring in the twin cities.

Brakeman Ed Lee was off the way freight for about a week and when he resumed work was all smiles on account of the arrival of a baby girl at his home in Dubuque.

Night Chief Dispatcher Marshall recently purchased one of "The Brothers" Dodge Bros. roadster coupes and since he got it has been keeping its wheels hot. F. A. Shoulty, of the car department, said he would be glad to give Fiske a cook cooler, but that Richards of the store department said he didn't have any in stock, so the gas wagon will have to run hot until the store department get some coolers in.

Section Foreman Thos. Burns has had his hands full lately trying to get Spruce Creek hill in first class condition.

Engineer John Fuerst was married during the past month, the happy bride be-

ing Miss Margaret Barry of Turkey River. The ceremony was performed in Dubuque, after which the young couple went on an extended honeymoon through the east.

B. & B. foreman, Arthur McGuinness, recently picked up a pair of trucks at a derailment west of Waupeton with one hand and threw them down a 40-foot bank. Arthur is certainly some speed artist around a derailment.

Engineer John Miller has been in poor health for some time, and the early part of December submitted to an operation at Mercy Hospital, Dubuque. At this writing he is somewhat improved, and his many friends hope that he will soon be back on his old job on the north end way freight.

Engineer Chris Fiedler recently met with a most lamentable accident. He was on No. 31 and in pulling through the wye at Marquette the water glass broke, which resulted in the loss of his left eye. He was immediately taken to Finley hospital, Dubuque, and is doing nicely. The sight of his right eye will not be impaired which is pleasing news. Chris is a good sport and says it might have been worse, but is glad it wasn't.

Alfie Callahan, engineer's timekeeper, took a few days' vacation, but before doing this he burned considerable midnight oil so that his work would be caught up. Alfie says he had a fine time, but he won't tell any of his friends where he went.

Telegrapher Joe Gerkey, who is working extra on the division, was forced to suspend work on account of an attack of appendicitis and it may be that he will have to submit to an operation.

The stork even gets up on the Waukon line. Brakeman Ira Kelsey is the last one to be setting up the cigars. It's a girl this time.

Engineer Johnnie O'Toole is back at the throttle again after an absence of nearly two years, since his accident at Specht's Ferry.

After an illness of over six months, Mrs. George Rehm, wife of Yard Master Rehm of Marquette, passed away the evening of December 8th. Funeral was held at McGregor Dec. 11th and a large following of friends were present to pay their last respects to this highly esteemed lady who has spent her entire life in that community. Mr. Rehm and family have the sincere sympathy of all the employees on this division in their bereavement.

Some Dubuque Freight House Notes

J. P. W. and W. G. D. are bragging about what swell pumpkins they are when they get all dolled up in their new clothes, telling the rest of us poor cusses that they look like a million dollars, etc. Well, we're from Missouri; give us a chance to judge for ourselves by wearin' 'em aroun' the office once.

WANT ADS

Wanted—Some kind of hair oil that will make our beautiful curly locks look like the rest of the "tea-hounds."

Louie Jaeger,
Jay Brady.

Wanted—Some high, stiff collars to keep my head up.

A. J. Fernan.

Wanted—The key to somebody's cellar. Mine's empty.

F. Duffy.

Wanted—Some one who will explain Myron Nueman's trip to Chicago.

Dearborn BULLETINS



Look Ahead a Little

Thirty-five years ago scientific water treatment was "another crazy dream."

You remember other dreams about that time. Marconi had one. The Wright Brothers were drawing diagrams, some "but" was trying to get a wagon to go without a horse. There were many.

And today—each of these improvements is literally forced into use by the world demand to improve transportation, communication and production efficiency.

Where will the old ideas be a few years from now—where are they now? Ask America's Ace of Aces, if men will ever fly. Ask today, if the automobile will ever amount to anything.

The Dearborn Chemical Company knows that the railroad that pays the premium in extra coal, replacements, and labor due to unscientific water treatment is carrying a needlessly heavy load—to the joy of its competitors and its own detriment.

Why not hasten the day when your road attains the maximum efficiency in treating feed water. WRITE US NOW. PUT THE BURDEN OF PROOF UPON U.S.

Dearborn Chemical Company

332 S. Michigan Avenue
Chicago

We are all Employees

Fundamentally a great manufacturing business is in exactly the same relation to its customers as the individual is to the company which employs him.

The basis upon which we all live, thrive and progress is the basis of service to others.

That is the spirit that stands back of our products.

"Huntoon Truck Bolsters"

"Huntoon Brake Beams"

"Pilcher Trussed Truck Side Frames"

That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

Republic Railway Equipment Co.
(INCORPORATED)

Successors to

JOLIET RAILWAY SUPPLY CO.

Railway Exchange Bldg., Chicago

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.

The
Baldwin Locomotive Works
Philadelphia

AMERICAN
CAR
AND
FOUNDRY
COMPANY

La Crosse Division *C. W. Velsor*

The LaCrosse division has the distinction of having three generations of the Clafin family in active train service. Chauncey Clafin, who entered the train service in 1873, has been in service for a half century. Mr. Clafin was born in New York state on March 4, 1845, coming to Brookfield, where he and his family have resided up until a few years ago, and now makes his home in Milwaukee. Fred H. Clafin, son, entered the train service on July 1, 1893, as a brakeman and has been a baggageman since June 1, 1901, taking care of the dynamo and electric lighting equipment on the first "Olympian" that left Chicago. Delbert C. Clafin, son of Fred H., and grandson of Chauncey, came to the Milwaukee family on June 19, 1919, as a brakeman.

Special Agent G. A. Gebman, of the LaCrosse department, journeyed to the Boulder Junction district for a deer hunt, together with a party of other railroad men. A fine 205 pound buck was rustled out of the bushes and George put a 250-1,000 pill into his spine.

Irwin Knutson, clerk in the LaCrosse freight office, has a position in Auditor E. B. Conrads' office in Chicago.

Check Clerk Fred Wojohn, of the LaCrosse freight house, has been on the sick list for the past few weeks. Caller T. Exel is filling Fred's place until he returns.

Elem Grove station, after being closed for over a year, the 2nd and 3rd tracks have been reestablished. Operators Gebhard and Farnham are on the job.

Understand Side Wireman Oscar Manske has bought a periscope for his benzine wagon. He's got all the corners straightened out and needs that to watch for the motor cops. Suppose Sam Hunter gave you a few lessons on driving and the care of the mechanism.

Dewey, who is the pretty, blue eyed blonde? Wonders never cease, but who thought it of you.

At the SAFETY FIRST meeting which was held at Watertown Junction on November 23, 1922, there were 27 employes in attendance which represented 13 branches of service and 37 suggestions were offered and acted upon. H. W. Cobb, district safety inspector, addressed those present relative to the new plan in holding safety first meeting which is proving very successful in view of the fact that many of the employes find it impossible to go to the terminal where meetings were formerly held.

Fifty of the new type all steel U. R. T. refrigerators passed over the division enroute to the electrified territory, which will be a new service to the many shippers of the west. A very fine picture of the train can be seen in the office of Yardmaster Springer at North LaCrosse.

Every one was pleased to see Yard Clerk Dan Moran back on the job after being off on account of sickness for the past month.

Dispatcher Fred Krueger has purchased a new bungalow. Fred said that as soon as they are settled he would have a little party in the cellar for the boys.

Assistant Timekeeper Claire Capron has returned from a week's visit from the wilds of Kilbourn.

Switchman "Bill" Stafford is erecting a fine new home on the banks of Silver Lake. I bet that will be the berries next summer.

Well, we were all glad to see Glen Woodman's smiling face back on the job, after being off for the past year.

It is our sad duty to mention the very

sudden death of our most loyal and esteemed friend Conductor Arthur J. Moulding, who has been with the Milwaukee road for the past 40 years, coming to this system in April, 1882, as a brakeman, and was promoted to a freight conductor in June, 1884, and again promoted to a passenger conductor in May, 1890, and having been in active service until a few weeks ago when he was suddenly taken ill. Mr. Moulding is very widely known and has acquired a large acquaintance by his courtesy and diplomacy in serving both the public and the railroad company, and he will be greatly missed. Mr. Moulding passed away at the family home in Oconomowoc on December 13, and burial took place at Watertown, where he was born September 14, 1859.

Coast Division, Superintendent's Office *Mutt and Jeff*

It may be so Mr. Hatch, but the girls don't think you look like you were being fed on skimmed milk.

Mr. and Mrs. F. C. Mason returned recently from an enjoyable vacation spent in Milwaukee and Minneapolis. They both seemed glad to get back to the rainy climate again.

Misses Ann Johnson, Millie Anderson, Florence Larson and Daisy Webb slipped away to Spokane for the week end recently. The motive of their trip was a secret, but perhaps Miss Johnson could be coaxed to disclose it.

Miss Margaret Olsen spent the month of October renewing old acquaintances in and around Washington, D. C., and reports a wonderful time. Margaret served several months in government service during the world war.

J. R. Desmond paid his mother at Canton, Minn., a short visit last month.

George Nick, roadmaster from the Rocky Mountain division, has been appointed to look after some special work on the Tacoma joint line.

We have just learned of the arrival of a little daughter at the home of Mr. and Mrs. George Hill, chief dispatcher at Mobridge, S. D. This is the second daughter in the family. Congratulations of Tacoma friends are extended to Mr. and Mrs. Hill.

"I & D Inkings" *By Dott*

Yes, talk about the Murdo round house office and while you're talking run out and see for yourself if it isn't the best of the division. We even had rugs on the floor, overstuffed chairs and a perfectly equipped dressing room, and flowers! Why, if you didn't know it was an office you'd think it was a green house this winter.

The section men shoveled their first snow on November 13. Since then we have had real wintry weather and the rotary is tested and all ready to use, should occasion arise.

The clerk at Murdo (that's me) had a birthday just three days too late to vote, but just watch and see what happens to politics next year.

Fireman Walter Clemens is back on the job again after quite an extended leave of absence, which time he spent in Seymour, Iowa. He brought back with him a brand new wife, and having acquired house-keeping rooms in Murdo, will make his future home here and we are all glad to have them with us.

Wilbur Mallett fell off the tank at Pre-

who Saturday morning, the 9th. Too bad Wilbur, *watch your step*.

In the dead of the night not long ago two shots broke the stillness. Wilbur Mallett thrust a sleepy head out of the door and saw a swiftly moving figure making for town. Ask Joe for details.

Engineer "Hookey" Deihl left the farm, where all was calm, and landed in Murdo by way of the "lizzie limited" on November 21. He brought with him his wife and daughter, who are visiting with relatives here and in Mitchell.

Engineer "Baggy" Caldwell bagged a goose down at Red Lake one Sunday. Wonder how?

Engineer Bert Gardner returned from his annual deer hunt in the Black Hills, with a fine big deer.

West Section Foreman Tony Weiland has moved into the section house vacated recently by "Walt" Hampton, former road-master's clerk. Walt has moved onto his land, "out west" and we all wish him success.

Section Foreman and Mrs. Tony Weiland are the proud parents of a new boy, who arrived December 3.

The coal docks were taken over by the company on December 1.

On December 12 Brakeman Harvey Palmer sort of stole a march on his friends, as to speak, and got married. The lady of his choice, formerly Mildred Stotts, is unknown to us, but we are sure she must be a very charming young lady, and the host of friends join in wishing them happiness on the sea of matrimony.

Brakeman and Mrs. Clyde E. Cable have the heartfelt sympathy of us all in the loss of their tiny son, Clyde Earl, Jr. The little child had only spent a month in this world, but in that time had won the hearts of all who knew him, and the space he held in the hearts of his mother and father can never be filled.

He Fell In

An incident happened at Chamberlain, during the time they were raising engine No. 2, that might have been serious, but was without any bad effects. Conductor Matt Radloff, who had charge of the locomotive crane, was climbing down one of the piling from the top of the bridge to a boom in the river. This piling had large spikes in it and he was going down with the aid of these spikes. When about half way down, his overalls caught on one of the spikes, he tried to release himself with one hand, and when he found he could not do so tried with both hands, with the result that he fell in the river. A movie man was there and took a picture of the occurrence and now Radloff says he is seriously considering entering either the movie field or making application to be a submarine diver.

East Wind

Mile a Minute

Isn't it fine to be right up to date with our large sized magazine? East Wind will have plenty of room to bluster and blow around as much as it wants to now, so don't be bashful about your contributions and do your bit to make the magazine interesting.

Resolution No. 1—I hereby solemnly resolve that next year's shopping will be done earlier, much earlier. The *Tribune's* editorial entitled "The Early Shopper's Superiority" is responsible for this drastic measure.

Justice in its purest and most unadulterated form was meted out to wrongdoers in the criminal court during the week of December 4 to 11, during which period Mr. Witt of the general manager's office sat impaneled in stern decorum and lawful reserve (diversified with duck dinners) in answer to the stern call of civic duty for jurors. The "case," he says, was a little too dry at times. We are willing to bet that he did some more "side-tracking" there too.

Will someone please tell Hub Smith what kind of socks the baggage cars wear? Granger says steam hose.

Ruth Price, of the passenger department, hied her to California where she spent a month with relatives and old friends. She is now back on the job and has forsaken Libertyville for the winter and will reside in Chicago until spring. Bet she will miss running for the 5:15 now.

At last, at last, one single man has been landed in room 1214. Hands off, girls, don't push. George Branber is the new F. T. R. clerk.

Donald McAlpine, general manager's office, reports coming down stairs Christmas morn to find Santa Claus stuck in the chimney. Don must live in a stucco house.

West end—Roy is absolutely non-committal about the Olympia oysters, but just between you and me I think I can guess the reason for his dislike. Can't you? I'll let you know if he drops a hint.

Marilyn McNicholas has joined the rank and file of Mr. Whipple's office, taking Miss Lavene's place, who moved up one notch when Ann Rowlette went back to Galewood to work. It takes a Philadelphia lawyer to keep track of the employes of Mr. Whipple's office.

Harry Dickie, in the treasurer's office, has a new title now—Bowling Master.

Nellie Gray Ayers entertained the girls of Mr. Whipple's office at her home and a very enjoyable time was had by all. Games were played and Mrs. Aiken rendered a few very pretty songs. The guests departed in the wee sma' hours.

Our hearty congratulations are extended to Mr. and Mrs. Charles Herman, telegraph operator, because of the arrival of their daughter, Grace.

Mr. Franz is thoroughly settled now and working along as steadily and as easily as though he had been born in the shadow of the Illinois Central smoke and the glare of the sunlight on old Lake Mich. Talk about becoming acclimated—nothing like it.

Isabel Bushnell left the employ of the Old Milwaukee the first of the year to become Mrs. John W. Nelson. The many friends she has made around the exchange in the past three years will miss her greatly and it is hoped that since she is to live in Chicago, she will drop in to see us occasionally. We welcome in her place Miss Alberta Bushnell, her sister.

The wedding bells were mixed with the New Year's bells on December 30 at the home of Mrs. Genevieve Aiken when she became the bride of Dr. Ogden. They will reside in Austin and best wishes for the future are extended. We are now wondering who will be next.

And speaking of weddings and ministers, etc., that reminds us. Did you ever notice that usually a preacher begins his sermon

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with "Dearly Beloved Brethren" and makes no mention of the sisters? But that makes—no never mind—the brethren embrace the sisters.

There is a boy on our road, and he is wondrous wise, he's always writing poetry about his girl's blue eyes.

Now this young man was foolish and he desired to wed, so he and Marie, they got hooked up and to Kansas City sped. But that was not enough for him—this year he took a whirl to Catalina Island. Of course, he brought his girl.

And they chewed on "Wrigley's" gum there "Atwaters" edge and also sat and billed and cooed with feet hang'n o'er the ledge.

Now Billy hated to come home for Mickey said, "Please stay"—but the office called, he had to go, or he would draw no pay.

When asked what was the matter that in his berth he'd turn and toss, he said, "Just think tomorrow, I'll be trav'ling with the boss."

Signal Department Wig-Wags Lines West F. G. M.

Well, if here isn't Old Man 1923! Greetings! and likewise, pleeztameecha!! Here's hoping we get by January without getting the year wrong on some perfectly good stationery, and without breaking TOO MANY resolutions. After the first month we ought to be safe. *Ought* to, we said.

Effective November 1, 1922, the signal department was given charge of the construction and maintenance of the telegraph and telephone lines and equipment west of Mobridge, S. D. It is thought this union of two departments under a single head will result in increased efficiency and economy in administration. The question of combining the two office forces in one location in Seattle is pending at this writing.

Effective November 15, Lloyd E. Weaver received the appointment of signal inspector, vice F. F. Seeburger, promoted. R. H. Hart takes Weaver's position of traveling maintainer, with headquarters at Tacoma.

After two and a half months as assistant supervisor at Deer Lodge, C. C. Steed saw the bottom slip out from under the job, and he was forced to return to his clerk's position at Tacoma. This of course pushed Miss Hendricks and Pete Gorman back to their old positions.

There seem to be plenty of deer-hunters in Montana, but few, if any, deer-slayers,—the latest names to be added to the list of "the went-out-for-'em-but-didn't-get-'ems" being Tyler and Seeburger. Of course if a real hunter had gone out,—!?!?! Meow! S. O. S!!!

I. R. Martin was assigned as assistant maintainer at Gold Creek in place of Glenn Collins, who is off on sick leave.

Just before Turkey-day O'Dore's crew did a bit of mountain-goating between Roland and Kyle, resetting poles after a severe wind storm.

Among the improvements recently made in the Laboratory, we might mention the following: Jim Howell mounted the gas and electric furnaces on brackets on the north wall. Then Foreman Bates and his trusty assistant Schutzman got busy and put up a patent adjustable sliding flue to carry off the waste gases from the gas furnace.

Quite a nifty arrangement. Ask for a demonstration when you come in.

Traveling Maintainer Weaver (since promoted, as noted elsewhere) lent a hand in bringing a 110 volt line from our high tension pole line into the laboratory, to improve relay tests. Finally, to polish up telegraph instruments, a buffer was set up, driven by an old A. C. Style B motor. How's that for progress? Some shop, eh?

We don't know Suds' friends, Misses Florence and Ruth, but as he reports them about to join the Mystic Order of Reach, we are interested at once. Our memory goes back over a span of years (that's indefinite enough) to the exhilarating moment when we received our initiation. "Big Al" was the wielder of the magic wand. Oh, boy It was a stag affair in those days, but now it seems they are taking in the girls. Possibly they've changed the initiation. We hope so.

General Chairman J. M. Pattee, of the signalmen's union, spent some time on the lines west in October and November, in furtherance of the B. R. S. of A., and incidentally getting better acquainted on the west end,—with officials and signalmen alike.

F. C. Bingham, signal maintainer at Marble Creek, Idaho, has been very seriously ill with tumor on the brain. He went to the hospital on September 19, and on November 14, the date of our latest information, was still there, but much improved. The nature of his ailment has necessitated the removal of his left eye.

During Bingham's illness his position was filled by E. H. Taylor, but the job was later assigned to F. W. Anderson, on bulletin,—Taylor going to Lind, as helper.

Iowa (Middle & West) Ruby Eckman

Engineer Jack Donahue and wife spent Thanksgiving in Chicago with their daughter, who is there attending college.

Mr. and Mrs. Mike Murphy spent the Thanksgiving holidays with relatives in Yankton, S. D. Mike was formerly road-master in that vicinity and had a chance to see many old friends on his trip.

Mrs. C. H. Meek, wife of the coal shed foreman at Ferguson, has been seriously sick for several weeks, with what is termed "sleeping sickness." Her condition was serious for several weeks.

Engineer Charles Hunt's wife was called to Erie, Pa., November 29, by a message telling her of the death of her father. Mr. and Mrs. Hunt had returned from Erie only a short time previous.

Conductor L. G. Honomichal has joined the ranks of property owners at Perry, having recently purchased a new home on West Willis avenue, one of the newest residence districts, made up largely of railroad people.

Engineer Symore Brown, who has been running switch engine in Council Bluffs yards for several weeks, is back to work in the pool out of Perry.

Mrs. Mose Hunter, wife of fireman on the east division, was in Perry the latter part of November to visit at the home of Boilermaker W. J. Barth.

Engineer D. Jones has displaced Engineer Ryan on the night switch engine at Manilla.

Fireman H. L. Christensen and wife are home from a visit with relatives at McBride, Mo.

Charles Cross, one of the oldest section foremen on the Iowa division, passed away at his home at Dedham, the latter part of

November, following an illness, due to cancer of the lungs. Mr. Cross started work on the Iowa division when the road was first built west and has continued in the track department, having been a foreman for over twenty years. He is survived by a wife and a family of children, most of whom are grown. Burial was made at Coon Rapids.

Engineer Harry Julian has had a force of carpenters at work making some noticeable improvement on his residence property on North West Second street.

Miss Marjorie Merkle, the eleven year old daughter of Operator H. E. Merkle, of Perry yard force, has been winning considerable praise as a pianist. The young lady appeared in a recital at Perry a short time ago, also in a recital at Des Moines. Her playing was a revelation to her audiences, especially the one in Des Moines, and critics predict for her a brilliant future as a concert pianist. She has been asked to appear on a program before the federation of women's clubs at the state meeting which will be held in Des Moines in the spring. This is considered a distinct compliment.

Edward Jordan, of the car department here, who lost a part of his foot early last spring when he slipped while crossing in front of a moving car, has recovered sufficiently to be able to return to work.

During the last few weeks the arrangement has been made for the passenger engines to run through from Omaha to Savanna instead of changing at Perry. The change brings a large reduction in the expense of engine handling at Perry as well as a saving in operating expense per engine. A force of men has been at work for some time building a big double pit in the round house at Council Bluffs so that the heavy repair work on the passenger engines can be done there.

Bolliemaker W. J. Barth had a birthday in November. Nobody learned just his age, but a crowd of shop folks tried to make the event one he will remember by taking their suppers and going to his home for a surprise dinner and to spend the evening. He says if they always come with such well filled baskets he will advise them each year of the approach of the event.

Brakeman Clarence Council, a new man in the middle division had a rather chilly introduction into the location of the cinder pit at Atkins in December. The pit is usually partly filled with water and when Clarence was going to the round house for the engine, he fell into the pit. As he isn't much bigger than a minute, the water came close to his mouth and "Pee Wee" had a great time spitting out cinders before one of the cinder pit men, seeing him, took the hook and pulled him out. Conductor Cook built a big fire in the caboose and put "Pee Wee" to bed while he dried his clothes. Engineer Wesley Leonard is responsible for story getting out on Council. A new time table went into effect on the Iowa division on December 10, advancing the arrival and departure of No. 3 and 4 about 10 minutes and the departure of the Iowa car 10 minutes.

A seven pound boy was born to Mr. and Mrs. Bud O'Neil at their home in Des Moines the early part of December. Mrs. O'Neil is the daughter of P. H. O'Conner, former chief dispatcher at Perry.

Roy Brokaw, of the round house force, is now something of what Job suffered, but he has been having a siege of boils. In addition to Roy's trouble, his wife fell from the porch and injured her back, so they had some time.

Engineer E. J. Murphy's wife has been sick with typhoid fever for several weeks.

On November 15 occurred the wedding of Floyd Lutze and Lela Sinclair. Floyd is an engineer on the Iowa division and is a son of Charles Lutze, who has worked in the car department for many years. Mrs. Lutze is a daughter of engineer Charles Sinclair. Following the ceremony the young people took a wedding trip east. They went to housekeeping in Perry on their return.

Harry Pyle, who has been an assistant foreman at Savanna for some time, was transferred to Perry on November 15, and took a similar position in the Perry round house.

Miss Ruth Crinnigan, the abstract clerk in the Perry freight house, was awarded a diamond ring which was given away at the Elks Fair to the most popular lady. The fair was held from December 4 to 9, inclusive. There were ten candidates entered in the contest and Ruth was a strong leader.

The work trains which have been on the middle and west Iowa division for several months, were discontinued the second week of December. Conductor Fuller had charge of a work train on the middle division which was engaged in tearing up the track and bridges which went to the old mines at Philidia, south-west of Madrid. The mines having been discontinued, the tracks which had been built for service there were no longer of use. Roadmaster Murphy recovered a large amount of good material, as the tracks were of ninety pound rails, with 75 and 85 pound rails on the side tracks. Material from ten bridges and culverts was also reclaimed. The work train on the west division was for the ditcher outfit, but when the severe cold came December 6, the work had to be stopped.

Five new conductors' and sixteen engineers' names will appear on the January 1, 1923, seniority lists for the Iowa division and a corresponding number of names will be dropped from the firemen's and brakemen's lists, this due to the fact that the men have all passed their examinations on the standard rules. The men who passed were A. W. Lafferty, J. F. Murphy, C. F. Green, W. A. Rogers, Orville Blasbaugh, Ray Burns, Jack Kuykendall, C. E. Warner, J. L. Brown, H. A. LaBorde, E. J. Murphy, John Shearer, John Rain, Ben Cook, Charles Doud and Louis Miller as engineers and Ralph Goodwin, Roy Prettyman, Everett Buckley, Jess Townley and Frank Miller as conductors. All of the men passed their five year service period some time ago.

Dan Crowe, day operator at Perry dispatcher's office, had the misfortune to fall and break a rib December 6. He had been suffering with a bad cold and pleurisy developed, causing him to be confined to his bed for several days. Ralph Wright, the night operator, took Dan's place and C. L. Kinner came in from Coon Rapids to handle the night job.

Freight Auditor's Office

Rein and Rott

HAPPY NEW YEAR

J. T. Griffin, formerly statistician in the freight accounting department of the Chicago & Alton, has joined the St. Paul family, throwing his lot with the freight auditor's office. John T. is a smart Irishman and will prove a valuable asset to this office.

One of the first things he did was to put over the Fullerton Avenue Building Employees Savings Association with the help

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

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

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

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

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

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

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of several other hustlers, and the association already is functioning, having elected the following as their board of directors: La Chappelle, Minna Drebes, Walter Helwig, Rudolph Thorsen and E. Heimerle.

J. T. Griffin was elected secretary. The forming of the association evidently met with universal favor as evident by the fact that upwards of 400 employees enrolled and more coming in every day. The outlook is rosy and the financial success of the venture assured by the visible hearty co-operation of all concerned.

Shy little Ed Denny of the tracing bureau, pulled a 'slick one. A few months ago he disappeared and married a sweet little girl, without anybody getting wind of the affair. Well Denny, we wish you the best of luck and hope the time will never come that it will be necessary for you to send out a tracer for your better half.

Louise Gentkowski, of Interline Department fame, recently joined forces with her sweetie and declared a team, husband and wife. The clerks of the bureau presented her a beautiful table lamp as a reminder of the time she was happy.

Arthur LaRue, of the revising bureau, is the proud father of a girl. Art says he rocks the baby asleep every night with a selection from Emerson's record.

Bill Bodecker, of the revising bureau, has been passing out cigars, being the proud daddy of a little boy. Bill says he rocks the youngster to sleep every night with a selection from a Victor record.

You may be of the opinion that K. Y. W. is some broadcasting station, but did you ever hear J. Bedecker broadcast. Tune up some night and hear him.

Three jolly good fellows, B. Reinert, R. Smeja, A. Geutzeke.

Headlines of the Crystal alleys, Chas. Monske—A. Engstrom with a perfect score of 300 for three games, average per game 100 pins.

Terre Haute Division News Items Roberta Bair

Joe Gilkinson, roadmaster on the north end, is spending his vacation at Hot Springs, Arkansas, and will also visit in Texas before returning. Mr. Raleigh Cole, his valued clerk, is acting as roadmaster in his absence.

Hugh Adair, from the trainmaster's office, is on leave of absence, trying to find a climate which will benefit Mrs. Adair's health. Mr. Adair's absence will be keenly felt as he is a very capable clerk.

E. L. Hollis, from the West Clinton car department, is now clerk in the office of the division freight and passenger agent at Terre Haute. Mr. Fred Hill, who formerly filled this position, resigned to accept a position in the Big Four offices, Terre Haute.

We are all glad to see Lou Amoor back in our midst after spending a three months' leave of absence attending school in Chicago. Mr. Amoor not only spent time taking an accountancy course but we are told also studied about matrimonial troubles for we have learned only recently that Dan Cupid pierced his heart and Edna Kuhn, our former Comp. operator, now signs her name as Mrs. Amoor. We offer our congratulations to the happy couple.

Milwaukee Shops H. W. G.

Miss Dick, from Terre Haute, Ind., whose father has charge of the car department of the C. T. H. & S. E., was around over the Milwaukee plant Nov. 17th. Come again Miss Dick.

Chief Draftsman Harry Miller handed out the cigars the other day. A little daughter, it seems. Congratulations to the family, Harry.

The daily papers made a fine report of President Byram's speech at the Chamber of Commerce meeting in Milwaukee the 13th. Take it home and read it boys.

In the death of Conductor Moulding, the 13th, the Milwaukee road lost a man bigger in more ways than one, a man from the ground up. No. 5 and the whole La division will miss him all the more. A carbuncle was the immediate cause of his death.

A more expeditious and economical method of collecting veteran's dues is in force. Handled principally through the committee men to the foremen up to the head office, where remittances are made to the shop V. A. chairman once a week or as often as necessary who receipts the carbon list taking the original duplicate to Grant Williams. Dues are also handed to the chairman.

Ray Enters was bidding the boys goodbye the other day. Going to school.

Everybody who was at the Milwaukee Road Club doings Nov. 24th, reports having had a fine time. Have not heard who drew the turkey.

Mr. R. W. Anderson went up the western lines the 14th.

Notes From the Local Office, Tacoma R. R. T.

Mr. Alleman, our genial agent, accompanied by Mrs. Alleman, returned from their trip to the east November 12. Mr. Alleman has of course been in work up to his ears since his return, clearing up a month's accumulation. It seems good to have his dynamic personality around the office again.

Bob Shipley, our handsome and rotund chief delivery clerk, also returned from a month's vacation about the same time. He spent the time at home in Cross Plains, Wis., and other points thereabouts, and certainly lost no weight while back there on mother's cooking.

Mr. Baldwin, one of our old reliable checkers in the warehouse, was able to return to work about the middle of November after several weeks enforced vacation due to having a finger badly crushed by a box car door while checking some carloads of arsenic at the Tacoma smelter. We were pleased to have him with us again, but what does he go and do but contract a bad cold and has to lay off again. Here's hoping he will soon be on the job again.

Special Agent Whitworth is a new comer with us but has a cheerful smile and a pleasingly rounded shape so that he has already made many friends here.

Mr. and Mrs. Lee Jefferson Carter, of this city, announced the birth of their first child, a baby boy, on November 6 and received many congratulations. Mr. Carter is chief customs inspector at the Tacoma customs house and Mrs. Carter is none other than the former Miss Esther Hanson, who was for several years one of the car clerks at dock two, and will be well remembered as a very charming girl. We join in the chorus of congratulations.

Mr. Shattuck, the veteran crossing tender at the C street crossing a block west of this freight house, is again back at his post, after a protracted siege of sickness which he spent chiefly at St. Joseph's Hospital of this city. We are glad to see him back in harness again.

Kenneth Alleman, our hustling messenger, had the pleasure of entertaining his cousin, Clarence Freitag, of Monticello, Wis. Mr. Freitag is an accomplished musician who is now on a concert tour of the Pacific Coast with the Metropolitan Orchestra of New York. He is also a relative of Miss Frieda Marty, our popular and charming stenographer and filing clerk, so that he was right at home here. Kenneth is now fully determined to buy a trombone or some such thing and become a musician also; we hope, however, that he will do no practicing around here.

The social event of outstanding importance in our circles during the past month was the marriage of Carl Johnson, popular and good looking inspector for the Trans-Continental freight bureau, stationed at our freight house here at regular intervals. He was married on November 4 at Bellingham, Wash., to Miss Edna B. Johnson. The happy couple took a wedding trip to Victoria and Vancouver and are now at home to their friends at 518 South 14th Street, Tacoma. Carl's numerous friends at all the freight offices in this city testified to their esteem by presenting the newlyweds with an electric percolator.

Mrs. Mider, wife of Ed. Mider, the tall and handsome foreman of the coach yard which engine, has been away since the early part of November, seeking medical aid from the famous Mayos at Rochester, Minn., and visiting friends and relatives in the east. Ed, being consumed by loneliness, has wired her please to come home and she is expected back very shortly—we hope, much improved in health.

Illinois Division Mabel Johnson

Just a little late, I fear,

But Wish you All a HAPPY NEW YEAR
Football season is over—B. Howard, craftsman in Engineer Heck's office was the wonder referee. Savanna's high school boys never lost a game while he was on the job.

Doris is now self appointed beauty judge. Upon the entrance of a dashing young stranger, it is not unusual to hear her remark: "Whew, he's not hard to look at, is he?"

Must be a letter in everyday's mail
Else friend Jess will never play—
Now please tell, Jess, without fail,
Just when's to be the Happy Day?

If the evidence at hand is not deceiving,
Mr. H. L. St. Clair does not believe in early hours—or why would he constantly mutter "Three O'clock in the Morning"?
Does anyone know just what show it was that Roadmaster O'Connor and Accountant Tigerman attended while in Chicago last week? Owing to so many conflicting reports we dislike to say for sure—but anyway they got back alright!

Cars make good alarm clocks (patent applied for—do not copy.) When the chief clerk from the store department calls on his lady friend it is not necessary for him to watch the hour glass—his car starts at midnight whether he is in it or not. Did you have to pay for the damage to the telephone pole, Clarence?

Deepest sympathy is extended to the family of Elmer Shops account his death which occurred Nov. 27th at Kirkland account being crushed between the draw—
Funeral services were held at Polo, Ill. Nov. 29th.

Harry, were you born on Friday the 13th? How else do you account for losing every

bet you make?

Miss Eunice Stevens and Yevonne Losey of the superintendent's office visited in Chicago with former RM's Clerk Betty Cole, at the Presbyterian Hospital. They report "Nurse Cole" as getting along famously.

W. J. Hotchkiss, night chief dispatcher, went hunting up north. He claims he got a "deer" while up there. A large crowd met him at the depot to get a look at said "deer" which "Hotch" condescendingly took out of his suit-case. More about this case will appear later.

The superintendent's office within the frigid zone Dec. 12th. Galoshes and fur coats needed. The smoke-stack blew down, etc., etc.

It is reported that Conductor Deards will soon be on the job at Elgin, after an illness of a few weeks, a fact we are pleased to learn.

There is also great improvement in the condition of Conductor N. E. Winslow who has been suffering a great deal of pain account rheumatism and it is reported that he will again be on duty before long.

Careful, J H V, bowling is a strenuous exercise?

We have two meetings to report of the newly organized S O S Club. The girls were pleasantly entertained by Doris Cahan, file clerk, on Nov. 23rd, and at the home of Viola Donahue, stenographer, general superintendent's office, on the night of Dec. 14th. Now guess what our name is.

Making the Grade on the Missoula Division G. L.

Spud Bar, the fellow that pulls the plug from the ice bunkers, dropped in the other day and gave us a few tips on how to be correspondent for the Mag. Thanks, Ed, and drop in again.

P. F. I. Peterson, during November so successfully demonstrated various types of heaters to the conductors that he had difficulty in preventing them from forcing a purchase on him.

Seems like all we can think about is the ice man, judging from the foregoing, but then, "it's in the air".

Fireman H. E. Theriault, who sustained a painfully crushed foot, is back on the job again, just as well as ever.

Fashion Tip: Lady Ops on the hill will wear knickers this winter.

"Swede" Ht. aboe is a very busy man these days, indeed, with a yard full of snow, but he can always find time to sell a block of stock in his "Pink Elephant Brass Mine".

This is supposed to be inside "dope" and a "scoop" to boot: Agent Bill Mellon, while on his honeymoon, gave the works away by failing to register his wife at the Hotel. Good Night! Those contemplating the plunge will govern themselves accordingly.

Save It for the Minstrels

George: P tting up much sauerkraut this year?

Pete: Only two barrels in case of sickness.

George: Thank you, Mr. Gallagher.

Pete: You're welcome, Mr. Shean.

First Trick Operator B. H. Rous and family are spending the winter in Sunny California.

Roadmaster A. W. Criss, who underwent an operation in the St. Mary's Hospital recently, is reported recovering rapidly, and will soon be back on the job.

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There will be no more sarcastic remarks about "G" Davenport anent cigarettes. Be it known, by those that have been wheedled out of them in the past, that said "G" donated a box of matches to our office, and that we will not be party to said remarks.

"That Komokes."

Milwaukee Terminals

Renay

Happy New Year Everybody! Just how are the New Year's resolutions progressing? Our Cousin and Elinor have sworn off MILK. Afraid of avoirdupois.

Herbert, in the future please go easy when trying to measure height. Sometimes the effort is apt to prove disastrous.

Elmer Keller is now chief clerk at North Ave. No more time for lunches, Elmer.

At the first annual dinner of the Wisconsin Passenger Club held at the Republican House Monday evening, Dec. 11th, the following officers were elected: Walter Piehl, CM&StP RR, President; J. G. Van Nordsall, B&O, Vice-President; J. M. Zakariasan, NP, Secretary and Treasurer; R. C. Raybourne, AT&SF, Executive Council, Wm. Giese, Soo Line; Geo. Panfil, C&NW; M. C. Toll, CM&StP. We want to congratulate Walter and extend our best wishes, also to ask him to keep an eye on some of his fellow workers in the event they should ever take a jaunt to Havana again. It is rumored the goings-on were just terrible, awful—and while I have been awaiting authentic news from Erwin regarding said party, it must be his conscience is troubling him, because I am still waiting.

Sweaters, sweaters, oh, so many sweaters. Some one said this was going to be a Furniture Xmas, but I truly believe it was a Sweater Xmas. Gertrude and Erna, blue and red always were my favorite colors.

We are beginning to wonder why a certain party from Chestnut street goes to Woolworth's every day. Mystery.

By the time you read this, Agnes Hebard will again be a full-fledged citizen of Milwaukee, having returned from San Francisco for the holidays and then deciding Milwaukee wasn't so bad after all and intends to remain close to home and mother. We are mighty glad you are back, Ag, and hope to see you around the depot soon.

Herman, just 'cause that one article about Peanuts wasn't in the December issue of the Magazine, is no sign why you should blue-pencil me entirely. Our editor has promised additional space beginning January 1st, and I am sure we will have sufficient room for bits of scandal, in addition to the bowling article, so please don't pass us up next month.

By the way, yardmen, ain't cha ever goin' to do nothin' for the Magazine? I really don't know how to get action, but I guess if I don't hear from you pretty soon I'll get the Colonel after you, so get busy—or blooey, fire-works.

The Wisconsin Passenger Club will present "The Simmons Fire Flies" at the Pabst Theatre Saturday evening, Jan. 13th. Tickets will be on sale at the depot and city ticket office, to be exchanged at box office after Jan. 10th. It is hoped the Passenger Club will receive the support and co-operation of all CM&StP employees.

Milwaukee Shops Store Department have been displaced from the leadership of the CM&StP League for the first time since the beginning of the season, losing their claim to that position to the Cashiers.

During the past month the shop team have apparently been in an awful slump, winning but two out of the last ten games bowled.

Overshadowing the shops recent slump, however, is the remarkable bowling of C. Horlivy, of that team. For the past three consecutive nights Horlivy has hit the wood for a 600 total or better. His scores on the nights mentioned are as follows: November 20th, 161, 214, 244; November 27th, 187, 183, 234; December 4th, 234, 178, 223.

The biggest surprise of the season occurred when the Terminals suddenly came to life and won their last six starts. Six consecutive wins is quite a record. Ritter must have found a new brand of home brew.

E. Johnson, crack bowler on the Telegraphers for the past two seasons, again became a member of that team. Johnson tops the individual list with a 195 average for six games. Quite a late start, Eddie.

Milwaukee bowlers, required to pay a fine for bowling below a certain mark as specified in the league's constitution, will hereafter be admitted to an organization known as the S. O. D. (Society of Dubs). C. Klug of the Car department was the latest notable to be admitted. One hundred and twenty-three is not so bad, Charlie; Fitzpatrick bowled 121 one evening.

Team standings and the first ten high averaged men December 4th are as follows:

	Won	Lost	Average
Cashiers	28	11	834
Milw. Shops-Store Dept. .	24	15	848
Muskego Yards	23	16	816
Telegraphers	23	16	815
Rates	19	20	820
Ticket Agents	19	20	801
Signals	16	23	777
Milw. Shops-Car Dept. .	15	24	792
Chestnut Street	14	25	753
Terminals	14	25	723

Johnson, games 6, average 195; Horlivy, 30, 191; Shannon 33, 181; Witt 33, 180; Schwab 30, 180; Klug 39, 179; Epp 34, 179; Oman 36, 178; Derfus 30, 177; Schiebel 15, 177.

Car Accountant's Office

Happy New Year to all.

From the sounds emanating from the comptometer bureau the morning of Nov. 28th, the shower in honor of Miss Lillian Kulton, who left us on Nov. 25th to be married, must have been a wonderful success.

Miss Kulton was employed in this department for some time as comptometer operator, and we all regretted to see her leave.

All who wish to contribute toward a rubber stamp for Mr. Nolan will please hand money to our always original Mr. Ramsey.

Dick Robins has some sporty little bus, we'll say. The only bad feature in connection therewith is the gas bill. Dick says the gasoline running thru the carburetor sounds like Niagara Falls.

A beauty contest was held recently in the car accountant's office to determine the most handsome of men working therein. The Shiek (alias Weasel) carried off first honors, while Woof ran a close second. Evidently a certain young lady in the local car record bureau was disappointed. We think the boys should feel highly honored over the sudden outburst of enthusiasm of their fellow employees.

Iowa (East) and Calmar Line

J. T. Raymond

Raymond Roland, son of Agent W. I. Roland, of Greeley, was accidentally shot while hunting November 26. It was a very severe wound, but he is recovering nicely.

Christie Dunn, the wide-awake veteran car repairer, of Stone City, discovered a brake rod dragging on baggage car of No. 25, October 3, while they were passing through Stone City. It was a very timely discovery and Mr. Dunn is to be commended for his watchfulness.

The Misses Hazel and Mary Merrill, of the railway exchange, Chicago, spent Thanksgiving with Mr. and Mrs. R. C. Merrill, at Marion.

The employees magazine is now larger. If the employees on the division know of anything that would make an interesting item for the magazine, please send it in.

The "Name O'Eros" story in December magazine was very interesting and worth while. Our friend, McGaffey, is a fine type of a modern "Good Samaritan" and we have known of a good number like him on the Milwaukee road in the days gone by. Mrs. Decco always strikes "12" with her stories and we hope for more of them at shorter intervals.

Engineer Lloyd LaShalle passed away at his home at Savanna, December 9, after a brief illness with pneumonia. He was promoted from the rank of fireman to that of an engineer April 13, 1914. A wife and two children survive him. Funeral services were held at Savanna, December 13. The magazine extend deepest sympathy to the bereaved ones.

Agent M. F. Emerson, of Martelle, fell and broke an arm, evening of December 6. He was doing some chores at his home, it had been misting and everything was icy. G. H. House is acting relief agent.

Operator Mac Stewart went to Rochester, Minn., for eye treatment. Operator G. I. Harrington relieving.

Towerman Frank Brown and wife, of Savanna, has gone to California for a well earned rest. He expects to be gone several weeks.

Mrs. Jennie Vandercook has returned to Marion after a prolonged stay at her Montana ranch, and is residing at the home of Conductor and Mrs. J. S. Williams.

Engineer "Davy" Gordon left Marion November 24 for a visit with his daughter and her husband, in Texas.

Conductor and Mrs. John J. Troy and two children went to Chicago to spend Thanksgiving, also visited relatives in Des Moines.

John Owen, son of Engineer and Mrs. L. S. Owen, of Marion, who recently underwent an operation at a hospital is slowly recovering since being brought home.

J. C. Thornton has been appointed agent at Monticello.

Married, December 7, at the home of Mrs. William Law Marion, Miss Ethel Caroline Law and Reuben A. Armstrong. They will spend several weeks in Chicago and New Orleans and then return to Marion where they will reside. Mr. Armstrong was a member of the famous 10th railway regiment that saw service in France. We extend heartiest congratulations and best wishes.

The round house at Monticello caught fire about 11 P. M. December 12 and was burned to the ground. Engine Watchman Harrigan succeeded in getting engine 2132 out of house, but engine 2252 burned with cause unknown.

Twin City Terminals

"Molly O"

The T. C. T. bowling team has organized for the winter and played the first game of the season last week with the River Division. Terminals claim they won it on total points regardless of the heavy support furnished by C. R. I. & P. Traveling Accountant Blaeser.

R. H. Thayer is the newly appointed stenographer to General Superintendent Foster. Girls, there is no use in trying to vamp him as it is rumored he has a girl over in Midway, named Marie.

Howard McLaughlin, stenographer to District Adjuster Alterton, has been transferred to Mason City as adjuster. M. J. Ward takes his place in the local office.

It is said that Earl J. McGuire was looking for a safe place to keep a "rock" until he had a chance to transfer it to the finger of a certain girl.

G. W. McMillan has returned from trip through the south where he attended Ticket Agent's Convention at Savannah. Those attending the convention were entertained with true southern hospitality. Incidents of the trip were excursions out on the ocean (beyond the three-mile limit); a barbecue on the Savanna golf links at which fifteen deer were slaughtered and served; a special train to Jacksonville and other points, and a trip to Havana.

Miss Ethel G. McNeil, of Baggage Department, has returned from a nine weeks' trip through the west. She did not spend long enough time in British Columbia to acquire an English accent, though she managed to pick up a little Spanish on her short trip over the border into Mexico.

Earl Davis, assistant baggage agent, was married on November 30 to Miss Rose Gaulet of Minneapolis. They are honeymooning on the Pacific Coast. We all join in wishing them happiness and prosperity. Indications are that Edward Risk has North LaCrosse on his mind. What seems to be the attraction there, Ed?

We have had with us lately Traveling Accountant Blaeser of C. R. I. & P. and Messrs. O'Brien and Backlund of the C. M. & St. P. As they always bring with them the smiles that don't come off, they are welcome, and the latch string, especially on the third floor, is always out for them.

The second floor of local freight is being remodeled by B. & M. Foreman Wolfe to accommodate the consolidation of the accounting forces from the Minneapolis Shops, River, I. & M. and Twin City Terminals. Expectations are the new quarters will be occupied about January 1. Considerable study is being given these days to seniority lists and schedules, each one of us hoping to pick a nice high place to light under the reorganization. Messrs. Bock, Garvey and Woodward, who now have desks in local freight, except to occupy the room vacated by T. C. T. accounting force.

Our passenger station is all spick, span and shiny from the two coats of paint given it by Paint Foreman Bardahl and crew. The abundant use of glittering bronze and gold on the stairs almost convinces us we are climbing the "Golden Stairs." It surely is a swanky place.

"A Merry Christmas and a Happy New Year to all."

I & D "Prairie Waves"

Joyce

Happy New Year Everyone and Good Luck to all. Hope you live up to your New Year's resolutions but we know you won't

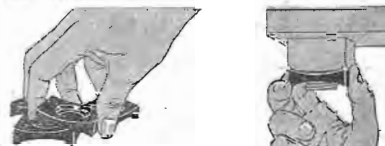
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Found what and where? Why the 2409 in the deep waters of the Missouri River at Chamberlain. Apparently in good condition except that she had a frog in her throat. This is one time she got washed up and not with the D. & M. washer either.

H. H. Steward RHF at Mitchell and family are enjoying the best of good times on the Pacific coast, while on his vacation. Don't let the call of the West get too strong Harry, for we need you on the old I & D.

G-7 Engines West of Murdo. First time they have peeped at the Black Hills. The people sure will watch the train come in now.

With a twinkle in his eye, a cheery laugh, and a smile for everyone. Who? Old Santa? No other than Conductor Bryan himself. Thanks to you, George we need more like you.

Wanted a Town Caller on the Middle. Call early and avoid the rush.

Boiler Inspector Henry Wanberg, made a trip over the I. & D. division, inspecting boilers. Come again Henry, you will always meet many friends on this stretch of track.

Roy Miskemins, Demurrage Clerk, at Mitchell, intends to spend Christmas at Omaha, with his parents. Don't over eat.

Frank Kinsella and family have moved to Sanborn. Mr. Kinsella has been appointed Foreman at that point.

D. W. Kelly, superintendent and W. F. Cody, D. F. & P. A. have left for an inspection trip over the division. We have our doubts if they will be with us for Christmas as snow drifts are getting higher along the west end and we are afraid they will not be able to shovel their way back in time.

A. W. Flack, Brakeman had the misfortune to injure his back when he slipped while getting on the caboose at Sanborn.

By the way, we will all have to invest in Russian boots if we intend to keep right side up this winter.

L. A. Elson, agent at Hutchins, enjoyed Thanksgiving dinner with her mother and sister near Sioux City.

W. H. Stewart, conductor on the Black Hills division will soon be leaving us for California. The cold weather we enjoy on the Dakota prairie is enough to make all of us look for a warmer climate.

Where is the Old Fashioned Girl? Home with the cat by the fire-side.

A feather dropped from the air. What happened? Alex Meurs fireman, with a gun in his hands was right after the rest of them.

Haven't heard from E. O. Wright as yet. Haven't given up the favorite sport have you Ed?

Ina Long, stenographer to the superintendent, will hear the bells ringing in the New Year at Janesville, if there is any way possible to get there. Good luck Ina. Don't get discouraged.

Kansas City Terminal
S. M. C.

Did you say "How's Business"? Well it sure is good in Kansas City and the C. M. St. P. is getting their share. No time for loafing on a railroad job this fall. Well here is hoping it keeps up for along time.

The hunting season is now in full sway. Mr. Vail our chief clerk at Liberty Street

takes a jaunt into the country every now and again and says he brings home the rabbits. Good idea Harry; pork chops are sure high.

Mr. Talbott, our per diem clerk, went hunting the other Sunday and came home with a nice lot of rabbits. It's not quite clear how he got them, however, as he insists he couldn't hit the side of a barn on account of shooting a new gun he was not used to.

Mr. Van Wye of Baltimore Ave. station also reports that he has the hunting fever. He says that as soon as he can make all the arrangements he is going coon hunting. Here's hoping we have more to report next month.

We all miss Eddie Beiseicker one of our call boys. Eddie has been gone several weeks enjoying a hunting trip out in Kansas.

We now have another member of the Veterans in Kansas City. John Platte chief yard clerk at Broadway has just completed the necessary 25 years.

Mr. McClurg from Baltimore Ave. is again on the job after enjoying quite an extended vacation visiting in Washington, Oregon and Arizona. It is reported that he never would do for a sailor and as proof his actions while taking the boat trip from Vancouver to San Francisco are cited.

No Mr. Owens did not take that vacation. Can't say what went wrong but give him time. He says there is another year coming.

Wm. E. Johnson, our old reliable inbound carload man spent about three weeks of November in the hospital having his throat fixed up. He is now back on the job and says he feels like a boy. Who said anything about monkey glands.

Eddie Singleton who has been holding down the OS'D job is now assistant revising clerk, that position having been made vacant by the resignation of Don Devol.

It is reported that all the girls at Liberty Street have sure been busy the past month doing fancy work. Some say for Christmas presents and others just blush when you ask them what they intend to do with it, meaning, "for the hope box."

William Overstreet, our revising clerk, has broken out in a new line. He is now walking to work (about 5 miles) not to save car fare but to get the fresh air. Well there is no doubt but what he will accomplish his purpose for the next several months anyway, weather reports this A. M. say 5 above.

We have been told that Mr. Talbott's morals have suffered since he has been substituting on Mr. Johnson's desk. He has now learned to swear quite fluently. What we would like to know is, How could he learn so quick?

The girls at the local office are missing the roses that Mr. Wright has been supplying all fall.

Mr. Preston in Mr. Adsit's office has been having a quite a time trying to find a name good enough for his new baby daughter. Congratulations.

The On Time Line
Kansas City Division
H. F. B.

Vacations are in vogue at Ottumwa this year rather late due to the strike and very heavy business.

John W. Souder, chief clerk to superintendent with Engineer V. R. Gore spent a vacation of a couple days hunting in

Missouri.

Ellis Schmitz, traveling engineer, has just returned from his vacation which he spent visiting his old home up north.

Mildred Kissinger, superintendent's stenographer, is spending her vacation in Kansas City.

Yard Clerks Stanley Yates and Carl Hampton spent two weeks visiting in Chadron, Nebraska, where they attended college last year.

Asher P. Lutz, bill and voucher clerk, spent his vacation in a visit to Oklahoma. We understand to look after some of his oil holdings.

Chief Carpenter John Evans spent two weeks in Colorado Springs and Denver with his son, says that he was shown a very fine time.

Chief Dispatcher E. J. Klahn spent his two weeks of recreation visiting a brother in Minnesota.

Miss Catherine Gohman, chief dispatcher's stenographer, just left on her vacation which she intends to spend visiting in Indianapolis, Ind., and Louisville, Ky., her old home. Wonder what the attraction is in Louisville?

Night Chief Dispatcher George A. Shaw just returned from making a visit to the old folks at home, somewhere down in Texas.

Some of our esteemed noblemen:—FHA, JWS, GEF, JWC, HLC and WHV who attended the American Legion Carnival, Powder River, a reproduction of a western town in the "Gold Rush days of '49", were thrown in the jug on various charges from blocking traffic to passing counterfeit money. GEF seemed to be about the only one who was able to get away with anything as he was very lucky in his hobby in trying to win all the Indian Blankets on the town, which seemed to be considerably at PHA's expense.

Middle Division Brakeman Sam P. Hobbs underwent another surgical operation and is getting along nicely, this making a total of four or five that he has had without any permanent relief and we are all hoping that this one will be a big success.

Passenger Conductor A. A. Floyd resumed service on December 6th after being laid up with an injury to his foot which occurred September 30th.

Passenger Brakeman John O'Connor has been off several weeks having had an operation performed on one of his limbs. We are glad to hear that he will soon be ready to resume service.

Conductor Frank H. Hahn resumed service on November 15th after being off for almost three months due to an automobile striking him when flagging the crossing at Williamsburg trying to keep the automobile from being hit with some cars that they were switching at that place.

We have enjoyed such a fine business on the Kansas City Division during the past three months that we had to have fifteen crews in through freight service both ways out of Ottumwa also necessitating the hiring of a number of brakemen and making it necessary to promote about forty men to conductors and engineers. During the month of September we handled 2549 cars of oil over the Division, in October 3751 cars of oil and in November 2553 cars of oil and during the first week of December handled over 200 cars of zinc ore, and are in hopes of getting more of this ore and oil business through giving it our regular Kansas City Division ON TIME SERVICE. During this good

business we also had fifteen crews on the West Kansas City Division out of Coburg making a total of 45 through freight crews in service on the Division.

Agent J. W. Calvert at Ottumwa is also very proud as he had a very nice increase in the amount of business out of Ottumwa and especially in the month of November.

At Nahant I understand they have it all marked up on the wall with red chalk the number of cars that they handled through there in one day, which broke all records of cars handled through that yard.

The usual holiday turkey raffle that is held by the Ottumwa Junction office force was held a couple days before Thanksgiving and J. G. Upp after winning the turkey for both Thanksgiving and Christmas last year started out by winning it again this year. F H A says that the only way he knows of to keep J from getting the turkey again for Christmas is to raffle a duck.

T. P. Horton, formerly trainmaster on the Kansas City Division, stopped off a day to visit his old friends at Ottumwa, enroute home, after spending his vacation in California.

Now that the winter winds have begun to blow Engineer Lane Ardery is planning to migrate to California and I presume that his old side kick Joe Palmer will also migrate to Hayesville and bake his shins by his father's fire and eat of the fattened calf. They say it is all in the knowing how.

Fireman Allen Beeler underwent a surgical operation for appendicitis December 4th, from which we are glad to hear that he is speedily recovering.

The Chicago Bowlers Specials consisting of eight cars to Kansas City December 1st and return on December 3rd were given a very nice trip over the Division, being given our regular Kansas City Division ON TIME SERVICE.

S. M. West Notes Ray H. Hoffmann

H. R. Laugen, agent Jackson, spent the week end at Madison recently, at the home of his brother, Ed. Laugen, who is dispatcher at Madison.

During the later part of October one of the elevators at Wessington Springs, S. D., bursted, and it was necessary to remove all of the grain at once, 24 grain cars were furnished and they were all loaded and ready to move within 24 hours after they arrived. We believe this to be a record. The passenger engine from No. 1 was used during the night, to do the switching. Engine Watchman "Bill" Hoffman being engineer, Section Foreman August Kortz fireman, and Agent Roy Jones switchman.

Halver Severson, section foreman at Artesian, took a few days leave of absence during the middle of November, to take advantage of the three days of China pheasant hunting. Halver had intended to go deer hunting out in the Black Hills, but on account of the heavy snows he decided not to go this year.

A solid train of 30 new Milwaukee grain cars went north out of Madison recently over the Madison and Bristol line. To say the least they sure looked good.

Section Foreman August Kortz and family visited at Minneapolis and Mankato during the first part of December. Charley Monroe, of Madison, relieved him while away.

Geo. Drown, foreman at Forestburg, S. D., picked up enough of courage to have

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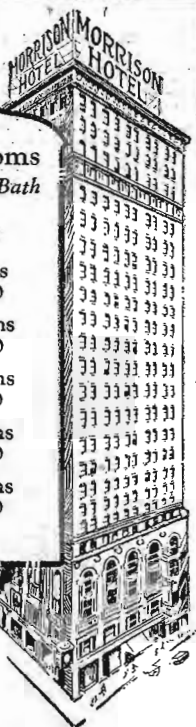
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his mustache shaved off. Congratulations Geo. They all say you look as young as the day you were married.

Geo. Taylor, of LaCrosse, spent a few days at Madison recently. Glad to see you again Geo.

We understand T. McGee, roadmaster at Madison, is taking quite an interest in the egg market. Mr. McGee ships all his eggs to Chicago and buys nothing but strictly fresh eggs.

John Lange, machinist at the Madison round house, says in regard to all the songs that have come and gone, the "Merry Widow" waltz is the best of them all.

Machinist Bibbs, formerly of Farmington, is now working at the Madison round house.

We wonder if Joe Breski is getting his exhibits ready for the county fair next fall.

Night Round House Foreman Baker, of Madison, was called to Minneapolis recently, on account of the illness of his sister.

Born, to Operator O. D. Theophilus and wife, of Jackson, Minn., a boy, on November 5, 1922.

Operator J. C. Hanson, of Lakefield, has been appointed agent at Granada. Operator Halverson takes his place at Lakefield.

Ben Bast, night clerk at the Madison freight house, was overcome by gas while inspecting one of the refrigerators at Madison recently. Mr. Bast was laid up in bed for a few days, but at this writing is back on the job again.

Charles Demick, Jr., a former brakeman on the S. M. west, died at his home in Madison on September 25. Besides being a brakeman, Mr. Demick also had been a fireman for a while, until his illness forced him to give up his work. The employees of the S. M. west extend their sympathy to his family.

Trans Missouri Gossip M. F. H.

Dr. and Mrs. G. H. Twining spent ten days visiting with friends at Des Moines, Iowa.

A very successful Safety First Meeting was held at Moberge on November 27th. There was an attendance of 35 with 25 being from the train and engine service.

Car Foreman F. J. Maxwell and wife returned from a three weeks' vacation spent at Spokane and coast points.

Miss Ann Marx spent a few days at Aberdeen recently doing her Christmas shopping.

Mr. and Mrs. Thos. McFarlane and daughter Gladys are spending some time at Hot Springs, Arkansas, in the hopes of the warm climate relieving Mrs. McFarlane, who has been a sufferer from rheumatism for some months.

Among those attending the Moberge-Sioux Falls football game at Sioux Falls were: Edgar and Bryan Miller, Lon Green, John Byrne and Edwin Carlson.

R. B. Smith, perishable freight inspector at Moberge, had a set-to with the office mascot recently. He bought a pair of overshoes to be used for emergency and the cat thought the same.

We are very glad to see that E. M. Grobel, trainmaster of the T. M. Division, has fully recovered from his accident which occurred at Reeder some time ago.

Chief Dispatcher G. H. Hill is the proud father of a baby girl born at Rochester, Minn. At this time, Mrs. Hill and baby are getting along nicely.

The Christmas business and rush is very noticeable at Moberge as train 17 has been held about one hour for several days recently while parcel post shipments are sorted and transferred.

Mr. and Mrs. Norman Noble have a fine baby boy at their home, born December 12th. He has been named Norman Conway.

E. J. Rippberger, general car foreman, returned recently from his vacation spent in the east. He has not had time, as yet, to make a visit to Moberge. We imagine that he is afraid of this season of the year as he had to fight snow last winter when he came to this division.

Moberge has been in the storm belt this month and it was necessary to send the snow plow to the Faith line on the 11th and 12th, line being tied up about 48 hours. In some of the cuts the snow was reported to be ten feet deep.

Conductor H. V. Wyman is at the Moberge hospital suffering from an infected hand. We hope for his speedy recovery.

Agent R. I. DeLaHunt, of New England, returned from a ten days' vacation spent at Fargo and other points east. He came back none the worse for wear other than he has lost his teeth. He will not give us any satisfaction as to how he lost them, in a fight or otherwise.

And in closing, all of us hope that all of you will spend a very Merry Christmas and will have a bright and prosperous New Year. I thank you.

Des Moines Division Items Frenchy

Mr. R. B. Kelly, father of Conductor W. W. Kelly, died September 25th and was buried at Afton, Iowa, September 27th.

Fireman Ralph Walker was married Jan. 17, 1922, to Miss Bernice Walker of Hot Springs, South Dakota. Mr. and Mrs. Walker succeeded in keeping their marriage a secret until just recently when it finally leaked out. Congratulations, Ralph.

Dispatcher M. C. Corbett was laid up in the hospital for some time but is now able to be around and at work again.

Miss Jean Dallas, of the superintendent's office, left December 12th for a vacation in Los Angeles where she will visit her mother and sisters.

Miss Florence Nelson, of the roadmaster's office, spent a couple of weeks in Texas as during November. She was accompanied by her father and mother. She reports a fine time.

Conductor J. S. Flynn was off duty about a month recently account illness but is again able to be on the job.

Mrs. Geo. Finnicum is spending the winter in Colorado and California. Mr. Finnicum spends some of his time there when he can get away from his numerous duties.

Train Baggage man Frank Eldridge and wife spent the holiday season in St. Joseph, Missouri.

Mrs. Chas. Lemley spent Thanksgiving in Rockwell City visiting her people.

Engineer Ray Morse and wife left recently to spend six months' leave of absence in Florida.

Agent H. B. Dyson, of Clive, was called to North Dakota recently by the death of a relative.



SAYS
F. W. Bentley
of Philadelphia

"Ye Gods—some seller! I made \$215 today!"

Buys Car with Profits
Have earned enough in one month to buy me a new auto."
S. W. Knappen, Cal.

\$7 Profit per Hour
I started out and made \$7 in about 3 hours. The burner does the work. It certainly is the real thing."
L. Zucker, Ohio

"Sells Like Beer in a Dry Town"
I am sending today for seven burners. This is one day's order (\$835 profit). Selling like beer in a dry town."
W. H. Drew, Mich.

Mr. T's 28th Order in Six Months
Ship 52 Oliver's: 10 No. 30; 6 No. 12 No. 2; 24 No. 4." (Mr. T's profit on this order alone \$1,000.)
G. T. Ottawa, Ont.

Russel Earned \$3300 in Five Months
Have averaged \$660 profit a month for last 6 months."
A. M. Russel, Conn.

Carnegey—\$1000 a Month
I am making \$1000 per month. I have made big money before but did not expect so much. The burner is just the thing."
J. Carnegey, S. D.

Berger—\$258.50 per Week
I am following weekly here—No. 1: 8 No. 2; 4 No. 5."
R. Berger, Ont.

\$11.75 in Ten Minutes
I took order for a neighbor. I made \$11.75 in ten minutes."
W. B. Hattiesburg, Miss.

\$43 in One Evening
I made \$43 last night selling Oliver burners."
N. B. Chelan, Wash.

Oliver Oil-Gas Burner & Machine Co.
404 M Oliver Bldg., St. Louis, Mo.

Please send me full facts about how I can make \$5,000 a year representing you in my territory. Also your plan if I just wish to make big money in my spare time.

\$215⁰⁰ In One Day

New Invention sweeping country like wildfire

NO wonder this amazing new invention is bringing fortunes to agents. All over the whole country this new device is doing away with old-fashioned methods of heating with coal stoves, ranges and furnaces. Already over \$1,000,000 worth have been sold.

You can readily understand why this new invention—the Oliver Oil-Gas Burner—is sweeping over the country like wildfire. It does away with all the expense of coal—making every stove a modern oil-gas burner. Saves money, time and drudgery. Three times the heat of any other method. No wonder agents are riding in on the tide of big Oliver profits!

OLIVER Salesmen Making Big Money

It Sells Itself

Agents find it no work at all to sell this amazing invention—the Oliver new improved Oil-Gas Burner. They just show it—taking only one minute to connect it—then light it. And the sale is made! This new invention is its own salesman. It sells itself! The Oliver Oil-Gas Burner is the most timely thing that could be put out. It dispenses entirely with coal and wood when both are now high-priced. It burns the cheapest fuel—oil. It saves a woman work now in times when she is looking for just such things. Just as much or as little heat as wanted, off and on instantly by simply turning a valve.

The Secret of Big Money

Of course, now that you know the facts, you yourself can understand why this new invention is going over like wildfire! And you can understand why F. W. Bentley made \$215 in one day. Why J. Carnegey made \$1,000 in one month, and why hundreds of other agents are cleaning up big, too.

These men know the secret of big money. They know a good thing when they see it and and they know that the time is ripe for this new Oliver improved Oil-Gas Burner. They know that this age of high-priced coal and wood makes it necessary for some substitute. They see ships and locomotives being run by oil and big buildings being heated by it. And they know that an invention that makes use

of this cheap fuel for every home—and yet does it so as to give more heat than coal or wood—is the thing they want to tie up to.

Big Profits Quickly Made

You too can use this secret of big money. You do not need to be a high-powered salesman. The Oliver's amazing features sell it for you. When people see it they know at once that it is the thing they want. You will realize that this is a proposition that will pay you as big money as it does others. We have a definite number of open territories which we are ready to dispose of to those who act quickly. Every territory allotted is filled with big money opportunities. And this big money comes easily. Because not only does this invention practically sell itself on sight but when you have sold one this one will sell several others as soon as your customer's friends and neighbors see it. And through our special plan you get credit and commissions for every sale in your territory.

You can also make big money just by using your spare time. Note how N. B. Chelan made \$43 in one evening.

Coupon Brings Full Offer

If you want to make at least \$5,000 a year easily, mail this coupon now for our offer. We are not making any extravagant claims about this. We do not have to. We believe that your common sense will indicate a good proposition to you when you know about it. We want to give you the facts. Won't you write us? And by doing so quickly you will be allotted an exclusive territory with private selling rights.

The coupon will bring you the facts and will save you writing a letter. But mail the coupon at once.

Oliver Oil-Gas Burner & Machine Co.

M2094 Oliver Building, St. Louis, Mo.



Beauty and convenience, as incentives to exquisite cleanliness, receive due recognition in the design and finish of Crane kitchen equipment for modern homes.

Stainless white porcelain—modified and adapted to household needs—provides a material of enduring character and finish, as easily cleaned as a china plate. Crane designers and craftsmen have made the

most of this remarkable material in producing appointments of quality for kitchen, bathroom and laundry. They have created dependable faucets and ingenious appliances to supplement its service.

Crane engineers complete the circle by supplying valves, fittings and piping of the same high character to insure uniform dependability in every Crane installation.

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