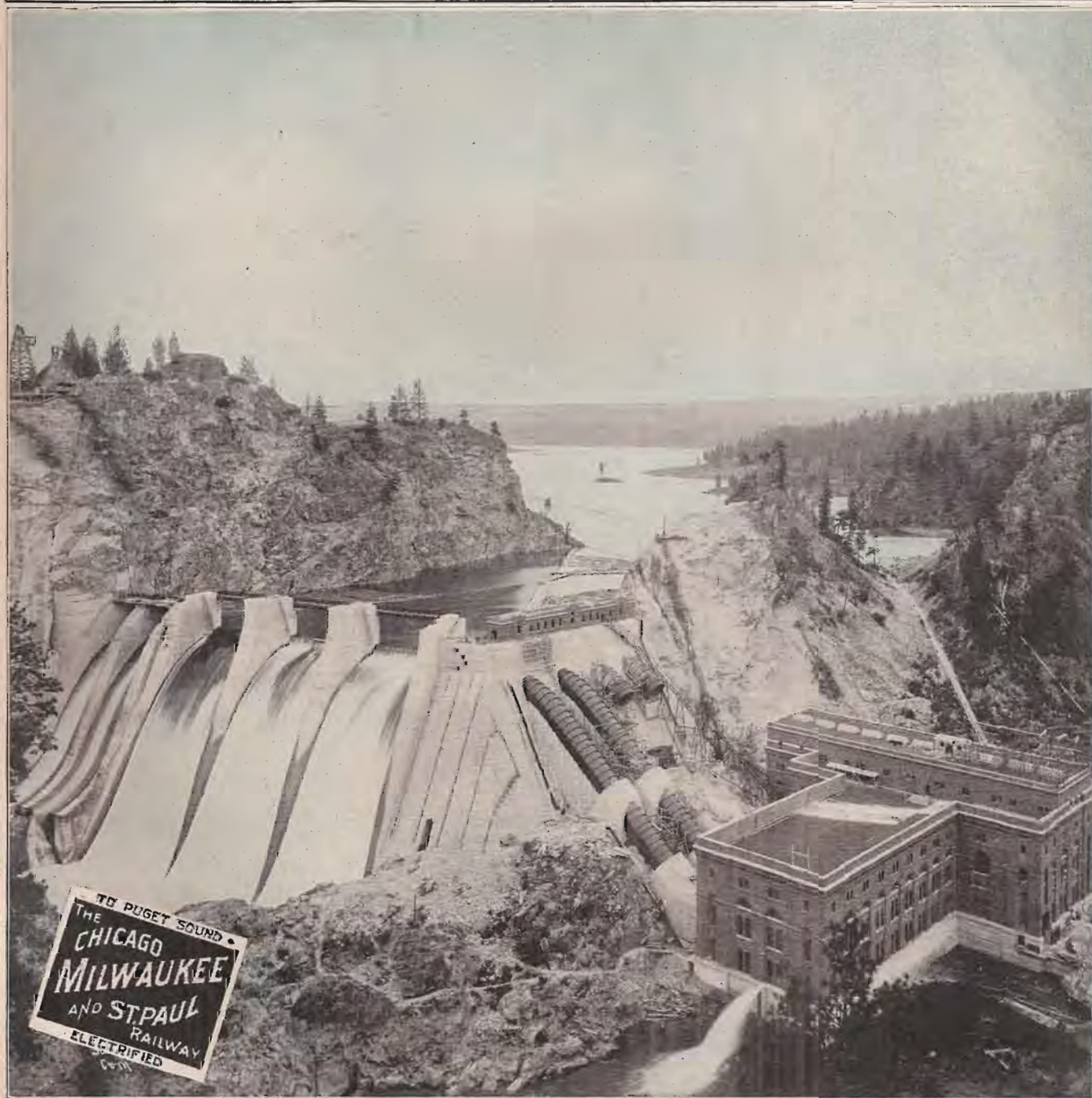
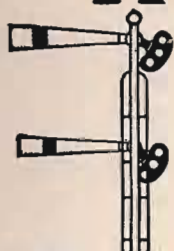


THE MILWAUKEE MAGAZINE

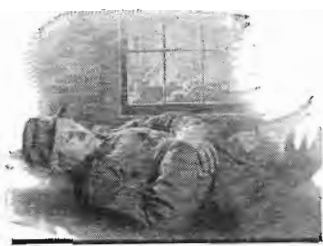


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FEBRUARY, 1924



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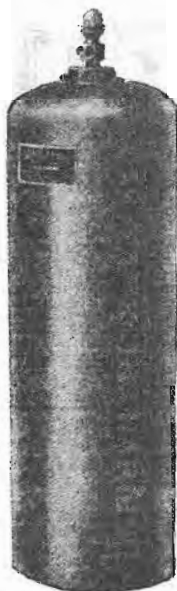
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What is Compressed Acetylene?



**225 cubic foot
cylinder**

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

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

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More about acetylene containers in the next issue.

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JOHN J. BURNS

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C. M. & St. P. Railway Employees' Magazine
PRINTING DEPARTMENT

141 West Ohio Street

Chicago

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THE MILWAUKEE MAGAZINE

Volume XI

FEBRUARY, 1924

No. 11



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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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Libertyville, Ill.

Safety in Operation

The recent announcement that the Milwaukee Road in 1923, for the fourth consecutive year, has handled its passenger traffic without a fatal accident to a passenger on any train, has received a great deal of favorable attention.

Newspapers are commenting upon this performance under such headings as "Safe Railroads"—"Regard for Human Life"—"Four Years without Death of a Passenger"—"Travel by Rail is Amazingly Safe"—etc.; saying, for example, "These are records to be proud of," "The Railroads are taking the 'Safety First' Campaign seriously, even if automobile drivers are not," "The railroads are growing safer right along," "Steam and electric transportation have been made surpassingly safe by the efficiency of the men who manage and operate the railways of the United States."

Every officer and every employe should derive great satisfaction from the realization that the Milwaukee Road has handled without a fatality more than 57,000,000 passengers in the last four years.

This is evidence of strict attention to duty of all employes and supervisors whose duties are connected with the movement of trains or with the maintenance and use of tracks and other facilities involved in such movements.

In our efforts to efficiently and satisfactorily transport goods and persons intrusted to our care this year we must continue to give the greatest heed to safety of operations, to the end that 1924 may be added as the fifth year without a passenger fatality.

President.

C. H. Marshall

On January 5th, at his home in Marion, Iowa, occurred the death of Superintendent C. H. Marshall of the Iowa Division, after a protracted illness. Mr. Marshall was 62 years of age, 43 years of which had been spent in the service of this company. He was born in Marion, the son of Rev. and Mrs. Alexander Marshall, was reared in Marion and spent most of his life there. He graduated from Lake Forest, Ill., college in 1881 and immediately entered the employ of the Milwaukee Ry. as secretary to F. W. Kimball, Construction Engineer, then engaged in building the Council Bluffs Line of this road. In 1882, A. J. Earling went to Marion as Superintendent of the new Council Bluffs Division and "Hodge" Marshall became his chief clerk. He served in succession, in the same capacity, Superintendents R. B. Campbell, C. A. Goodnow, J. F. Gibson, H. B. Earling and J. H. Foster. When the Coast Line was under construction in 1906, Mr. Marshall went west as a superintendent of construction, and was stationed wherever his services were most needed, from Mobridge, S. D., to the west slope of the Bitter Root Mountains. In 1913 he returned to Marion as superintendent of the Iowa Division, which position he filled with ability and honor up to the time of his final illness.

Such are "the short and simple annals" of one of Nature's Noblemen. Few men reach a higher place than did "Hodge Marshall" in the love and esteem of his fellow men. He enjoyed the confidence of those who looked to him for direction, of those whose duties brought them into close association with him and of the officials of this corporation in the service of which he labored so long and so faithfully. Everywhere on this railroad he has left behind him hundreds of mourning friends, men in all walks of life whose pathway was made the brighter and better for having known him.

Modest and unassuming always, he was yet of the stuff that makes heroes. His splendid nobility and heroic qualities were put to the proof in one outstanding event of his career on the Lines West. During the great and destructive forest fire of 1910, when almost the entire Bitter Root Mountain Forest Reserve was swept away, the lives of hundreds of men, women and children, employes, settlers, villagers and ranchers, were saved by his cool and courageous leadership. Although he nearly lost his own life in his almost superhuman efforts to get everyone to safety before the fire should reach the railroad, when the great crisis was over, and the name of "Hodge Marshall" was gratefully on every tongue, he slipped quietly back to his duties, anxious to avoid publicity and even the thanks of his brother railroad men and railroad officials.

Mr. Marshall was Mayor of Marion during two terms of office, before he went west, and he was always a foremost citizen of the town.

The funeral was very largely attended by the operating officials of all departments. General Manager J. T. Gillick and party in Car "Walworth"; Assistant General Manager C. O. Bradshaw and party in car "Indiana"; General Superintendent O. N. Harstad and party in Car "200" and General Superintendent of Motive Power L. D. Silcox and party in Car "Snouqualmie" arrived in Marion from Chicago, while hundreds came from all directions, so that the large Presbyterian Church in which the services were held was crowded beyond capacity with sorrowing friends and associates. The services were conducted by the Rev. Harry Glenn Finney pastor of the church. Business in Marion was suspended during the funeral services and work on the Division, as far as possible was halted.

The pall-bearers were Conductor C. E. Cornelius; Terminal Trainmaster, M. Gallagher of Council Bluffs; Engineer Harry

Scampton; Roadmaster Geo. Bar-noske; Messrs. J. W. Bowman and T. J. Davis of Marion.

Mr. Marshall is survived by his widow, two sons, Fiske Marshall of Dubuque, Iowa, and Walter Marshall of Tacoma, Wash.; one daughter, Mrs. Hubert Deming of Terre Haute, Ind., and three sisters, all of whom were at the funeral; and to whom the sympathy of the entire personnel of the Milwaukee Railway is extended in their irreparable loss.

About Coeur d'Alene, Idaho

C. B. Barrett

Many of our readers seem to have very little idea regarding Coeur d'Alene which I believe is greatly due to the fact that we reach it via a branch line with only freight service.

Coeur d'Alene is thirty-five miles east of Spokane at the mouth of the Spokane River where it receives its water from the Coeur d'Alene Lake.

With a population of slightly over nine thousand Coeur d'Alene is one of the most beautiful cities on the Western Line, situated at the upper end of Spokane Valley and on the shore of the lower end of Coeur d'Alene Lake which stretches away for miles and is surrounded with beautiful wooded hills on all sides. As one leaves Fourth of July Canyon and approaches Coeur d'Alene Lake from the East over the Yellowstone trail, Tourists all report that the view that confronts them is one of the most beautiful to be met with anywhere.

The town is beautifully laid out on a level valley with fine lawns and shade trees. It has an excellent water supply and is well supplied with fine schools and churches and is surrounded with fine drives having a paved road to Spokane.

On the Lakeshore is a beautiful wooded park of natural trees and there has scarcely been a Sunday this summer when the outside visitors did not number over a thousand. The principal industry is lumbering as there are four large sawmills, one large tie plant and the Ohio Match Company's fine mill.

The town is supplied with transportation by four transcontinental lines but even with this amount of transportation our Company does a monthly business of from fifty to a hundred thousand dollars per month and there has been months that even surpassed that figure. Anyone looking for a spot for a summer outing cannot find a place that surpasses this with its fine fishing, swimming, boating, tennis courts and baseball grounds.



Home of John I. Lennon, Pump Repairer, Chillicothe, Mo.

An Open Letter

"An Open Letter" written by President Byram makes reply to certain misleading and untrue statements against the railroads which have recently appeared in public print. In this letter Mr. Byram goes very deeply into facts, figures and authorities therefor, and as will be seen, it is by way of answering a published attack upon one of his previous letters to the correspondent.

Mr. Byram is making every effort to broadcast the truth about the railroad situation, and *The Magazine* is doing its utmost to assist in the work. Careful perusal of "An Open Letter" will further add to the store of authentic information whereby our employes and earnest thinkers may be enabled to intelligently use their influence in the refutation of the false propaganda that is being put forth for political and selfish purposes by the enemies of the railroads.

Dear Sir:

I regret that you did not accept my recent communication in the spirit in which it was offered, but have seen fit to print further misleading statements couched in intemperate terms.

Disregarding the offensive tone of the material furnished by your informant in reply to my letter I will once more endeavor to clear up in the minds of your readers some of the points to which reference is made, although it is apparent that my letters are merely being used as an excuse for printing a lot of unfounded gossip that has been in circulation for years.

As to the number of roads earning the "fair return" of $5\frac{3}{4}$ per cent on value, this year:

As you know, the property value of a great many carriers has not been finally arrived at by the Interstate Commerce Commission, although the round figures by groups and for the roads as a whole have been tentatively established.

On this tentative basis the Class One carriers earned a net railway operating income for the first eight months equal to about 5.4 per cent as stated in my previous communication.

In September and October the returns were less favorable so that for the first 10 months the percentage of return was only 5.2 per cent.

Bear in mind this is the average for all Class One roads, as pointed out in my previous letter, which fact should make anyone cautious about flatly stating that "the majority of the roads are earning a profit greatly in excess of $5\frac{3}{4}$ per cent return".

Perhaps your informant can tell us just how great a majority of roads are earning more than the average of all roads. According to the rules of mathematics this is impossible.

The efforts of all those who are interested in the development of the railroads, that they may keep abreast of the development of the nation's business, should be bent toward aiding the carriers as a whole to earn at least the percentage designated as a fair return.

The fact that the average return for the roads as a whole and for the western roads in particular is still below the "fair" return surely indicates that the country as a whole and the west in particular is not suffering because of excess earnings of the carriers as charged by our critics.

There is no argument about the fact that some roads are earning more than the $5\frac{3}{4}$ per cent. As fast as others can achieve this result just that rapidly will transportation difficulties be solved and an orderly process of freight rate reductions made possible.

Under the provisions of the Transportation

Act half of any excess over 6 per cent earned by a railroad is to be turned over to the Commission for loans at 6 per cent to less fortunate roads for certain purposes only; the other 50 per cent to be retained in a fund, by the carrier earning it, for use in some subsequent year when it earns less than the fair return.

A test of the constitutionality of this "Recapture Clause" is being made in the courts by a few railroads. If the legality of the process is upheld the 50 per cent of excess can be seized by the government after the valuation of the property of the carriers involved is finally determined.

As to the estimated possible percentage of "profit" if all net income were applied to dividends. While this is highly problematical, and is apart from the discussion of railroad earnings from freight and passenger rates in which the public is interested, I may say that your allegation that I "admitted that income will be in excess of \$1,000,000,000 for 1923, for all roads, is hardly correct. The admission you take for granted lies in my statement that "if the Class One roads in the entire year should earn net operating income at the same rate they did in the first eight months; their net operating income would be \$1,036,000,000."

No one at this stage could make such an "admission" as you charge. Results for October and the trend of business in November and December indicates that the returns for the entire year will fall far short of \$1,000,000,000.

You use \$380,000,000 as the amount of "non-operating income" to be added to net railway operating income in 1923. This is hardly justified as the sums obtained in settlement from the government and from other sources have diminished greatly each year since 1920 and it is likely non-operating income will be nearer half the figure you mention, and this is offset to a great extent by rent for leased roads and other deductions from income exclusive of interest.

There is also to be considered the heavier interest charges on funded and unfunded debt due to extensive improvements in and additions to facilities, which would increase the deductions from income.

In view of the actual situation confronting the carriers it is foolish to build up fantastic figures such as you print to indicate that the roads will be able to pay an average dividend of 10 per cent, requiring more than \$700,000,000 net income.

As a matter of fact, it is evidently the purpose of your informant to give your readers the impression that all net income will be applied to dividends ignoring the fact that this is not the practice. For example, in the year 1916 under private operation when Total Income amounted to \$1,250,000,000 and Net Income available for dividends, reserves, etc., was \$646,680,000, only \$187,085,000 thereof was applied to dividends, an additional \$118,191,000 being taken from previous surplus, making total dividends \$306,176,000 in that year, when, to use your expressive "every penny" of the \$646,880,000 "might have been paid out in dividends". What your contentions amount to, therefore, is that no railroad should be permitted to earn enough net income to pay dividends to which stockholders are entitled and to make additions to property and build up reserves for less prosperous years.

Such specious arguments as these lead nowhere and are merely used by government ownership advocates to confuse and mislead those who are not posted concerning actual practices and requirements.

As evidence of this intent to mislead let me refer to the December 1st issue of "Labor"—the periodical that originated the article quoted in your issue of November 14 to which I took exception:

In the December 1st number *Labor* gives prominence to an analysis of railroad income by a Thomas Gibson the same "recognized authority in Wall Street" whose figures you quote in reply to my letter.

The tabulation of the result of this analysis purports to show the "Net Income" of various roads and the statement is flatly made that the figures printed represent "the amount left after all expenses have been paid including taxes and interest on bonds."

This is wrong. The figures presented by this "authority", and referred to by you, are not the net income and do not represent the amount left after payment of all the items mentioned.

For example: The article shows that the Milwaukee Road earned \$12,602,000 net income for the first nine months of 1923. This figure is the Net Railway Operating Income out of which a railroad must pay bond interest and certain other items. The sum shown as "profit" for this road is actually not sufficient to meet the nine months proportion of the year's interest charges.

Just what excuse can be given for a misrepresentation of this sort in the "official newspaper" of the sixteen railroad unions and the further circulation of the misstatements by other unfriendly publications?

It is typical of a vast amount of material broadcast from the Washington headquarters of certain groups antagonistic toward private operation.

Your "recognized authority" either does not know the difference between "Net Railway Operating Income" and "Net Income" or he is taking advantage of the fact that employes and the general public may not know the difference.

In either case advocates of a cause worthy of support would not long "recognize" such an "authority".

The various resounding charges of "criminality", "extravagance", "recklessness", etc., are the familiar stock-in-trade of interested groups willing to do or say anything to discredit the railways with the hope that such action will bring about a condition of affairs politically profitable to the critics.

The charges are loosely made and unsupported by any tangible evidence. For example, you refer to the Pennsylvania, New York Central, Milwaukee and other roads having "deliberately padded repair bills". You connect this assertion with repairs made at private locomotive and car works.

While your references to the Interstate Commerce Commission's "findings" against the carriers with respect to "violation of decency and the laws of the land" are vague and fail to cite date and docket number of such alleged "findings" I am glad to be able to be more specific in reply thereto.

When contracts for this outside repair work were entered into it seemed necessary to get the assistance of the outside shops to hasten repairs of equipment in order to meet anticipated heavy traffic demands.

This action was objected to by employes' unions and an investigation by the Interstate Commerce Commission followed.

In the case of the Pennsylvania Railroad the decision of the Interstate Commerce Commis-

sion rendered March 7, 1922, Docket No. 12066, closed with this sentence:

"The intervenor's imputation to respondent (the railroad) of an ulterior or dishonest motive has no support in the record".

The intervenor referred to was the Railway Department of the American Federation of Labor.

As to the New York Central Railroad, the Interstate Commerce Commission decision rendered March 7, 1922, Docket 12066, closed with this sentence:

"The foregoing review and comment are not intended to suggest, and the evidence does not indicate, that any sinister disregard of respondent's interests or otherwise dishonest motive entered into the award or execution of the contracts."

While the judgment of the officers of these roads in undertaking the repairs in this manner was questioned by the Commission it will be seen they were exonerated from any dishonest motives.

No report was ever made by the Commission after their investigation of contract repairs by the Milwaukee Road but conditions on this road were similar to those existing on the C. & NW. Railroad and the Interstate Commerce Commission decision in the case of that road, rendered June 6, 1922, Docket 12066, ended with this paragraph:

"However, the record abundantly establishes the critical condition of respondents' motive power and respondents' inability to cope with the situation in its own shops, and subject to the possibility that preliminary estimates might have resulted in better terms, fully justifies the resort to outside shops for assistance."

From the foregoing citations it is apparent that the only "violation of decency" and dishonesty connected with this subject is the continued circulation of these charges after they have been disproved by the Interstate Commerce Commission.

Attack is made, of course, upon the expenditures during the six months Guaranty Period expiring August 31, 1920. To make this attack, however, it is necessary for our critics to ignore several things that would throw a different light on the subject.

For instance, the great increase in wages under Decision 2, of the United States Railroad Labor Board, effective May 1, 1920, increased the payrolls of the Milwaukee Road alone about \$1,800,000 per month, a large proportion of this sum going into maintenance labor.

The maintenance charges on the Milwaukee Road averaged \$6,112,000 per month during the Guaranty Period ended August 31, 1920. In the same six months of 1919, during Federal operation, they averaged \$5,507,000 per month. An increase of about \$600,000 per month principally due to this increase in wages. It hardly seems just that those who have benefitted so largely by such increases should be instrumental in criticising the carriers for the increased cost of operations resulting therefrom.

By the way, you must acknowledge that these figures do not indicate that this road took advantage of the Guaranty Period to "get its arms up to the elbows in Uncle Sam's pockets" as charged by you.

In the same six months of 1923 with heavy traffic such as existed in 1920, our maintenance expenses averaged \$5,602,000, due in part to the decrease in wages ordered by the Labor Board since 1920.

The maintenance expense is about twice as great per month as the average during 1917, for the simple reason that wages and materials cost us about twice as much, so that the high level of operating expenses does not represent extravagance but about the same amount of work at the higher costs.

Concerning your statement that this Company owes the Government ten million dollars that

was extravagantly expended without just reason or warrant—and that "if the Commission ever unravels the rotten mess of that ghastly period (the six months' guaranty period in 1920) a sum much greater than \$150,000,000 will be found to have been unnecessarily expended by the railroads on maintenance", etc., etc.

This charge is another of those creatures of the imagination that follow mental indigestion.

As Federal Manager of the Milwaukee Road during Government operation I naturally resent the imputation of dishonesty.

Anyone attempting to discuss the subject should know that the extent of the Government's responsibility for railroad operating expenditures during the six months' guaranty period was based on the average of the three year test period ended June 30, 1917. Therefore, if any road spent more on maintenance in the Guaranty period than the average of the test period that road had to shoulder the excess. In other words, there was no reason why any carrier should attempt to "pad" its expenses, as charged, for the Government had not obligated itself to pay any sum so inflated but had set a definite limit on its responsibility.

On some roads the adjustment for the Guaranty period resulted in payment by the Government while other roads were on the opposite side of the books.

Settlement of this question was long since effected between the Milwaukee Road and the Government and it is to be assumed that the adjustment was satisfactory to the Government.

What this company owes the Government amounts to a great deal more than the \$10,000,000 you mention, but, contrary to your assertion, it has nothing to do with maintenance or operating expense but represents capital expenditures during Federal Control and bonds to maturity which were refinanced by the Government out of a special fund for such purposes as provided by Congress.

The maturing bonds bore 5 per cent interest but this company is obliged to pay the Government 6 per cent for the money advanced to take them up—although the Government itself borrows the money at 4½ per cent.

The difference between 4½ per cent which the Government pays for the money and 6 per cent which we must pay the Government for the same money represents a profit of more than \$800,000 per year which the Government is making out of the transaction on this road alone; and the difference between the 5 per cent on maturing bonds and the 6 per cent on Government advances to cover represents a loss to the Company of about \$550,000 per year.

Instead of the railroads' "robbing" the Government, as alleged by you and by other opponents of private operation, most of the transactions growing out of federal control work to the disadvantage of the railroads, as indicated above.

I believe your readers will be interested in another phase of this subject: During federal control contracts were made by the director general for 100 locomotives and 4,000 freight cars assigned to the Milwaukee Company. The prices of this equipment were fixed by the director general and we were obliged to assume the cost—over \$5,000,000 for the locomotives and about \$11,500,000 for the cars.

It would be possible at this time to buy this equipment for several million dollars less than the \$16,500,000 involved which is now covered by equipment trust agreements.

It would appear that I have furnished enough evidence herein to make it plain that your paper has been used by unscrupulous propagandists for the dissemination of foolish gossip and false assertions. None of the charges made can stand before the facts.

What your future attitude on the question

may be rests, of course, entirely with you, but it would seem only fair to acknowledge the error of the charges previously printed rather than attempt to justify them by recourse to further arguments of the same unworthy character.

We appreciate your expression of sympathy toward the western railroads and your confidence that you could make a better defense of the western carriers than I have done.

If so, I hope you will undertake it as promptly as possible. We will certainly be glad to have anything done that can be done by influential papers like yours to help the western roads in their present difficult situation.

It would be appropriate, as the first step to this end, that you defend the roads against the slanderous and mischievous attacks that have hitherto found place in your columns.

Sincerely yours,
(signed) H. E. BYRAM,
President.

Where Electricity Runs All the Trains Walter E. DuBois Local Treasurer's Office, Illinois Central Railroad, Chicago

(Mr. DuBois in the following article tells of an interesting vacation trip which he made this summer, over the electrified district of this railroad; when he also made some snapshots of our electric motors. His story with pictures was printed in the Illinois Central Magazine for October, from which it is reprinted here.—Ed.)

Like all employees of the Illinois Central I am very much interested in the work of preparing the lake front in Chicago for electrification. Desiring to see what an electrically operated railroad was like, I made a trip to Tacoma and Seattle, Wash., while on my vacation. Although I have never studied electricity, I greatly enjoyed the experience.

Joseph Miller, formerly general foreman of the locomotive department at our Burnside Shops, but now general foreman of the Chicago, Milwaukee & St. Paul Railroad at Deer Lodge, Mont., division headquarters of the electrified portion of that road over the Rocky, Belt and Bitter Root mountains, invited me to stop and see him on my way west and also to visit their shops, where their electric locomotives are repaired.

Pictures Nos. 1, 3, 4 and 5 are of the type of locomotives used over the 440 miles of electrified road on which Mr. Miller is located. Picture No. 2, which shows the type used over the Cascade Mountains, was taken at Tacoma. The passenger engine in picture No. 1 is the same one our late President Harding ran for fifteen miles while on his way west last summer. You will note the size of the locomotive when compared with that of the engineer standing at the pilot. There is nothing small about it. These locomotives develop a tractive effort of 110,300 pounds, whereas those of our No. 1190 class develop a tractive effort of only 40,758 pounds. Our passenger locomotives would run away from one of the electric locomotives on a track of slight grades, but the electric locomotives do wonderful work while climbing the mountains, where steam locomotives cannot compete with them. Before the Milwaukee electrified there were 115 steam locomotives operating in Mr. Miller's district, while today thirty-nine electric locomotives handle heavier traffic.

How Electric Locomotive Is Handled

The engineer on an electric locomotive has no steam or water gauge to watch, but he does have to devote more attention to signals along the right-of-way; in fact, he has to catch them all, for the fireman is busy elsewhere. The engineer has a throat-

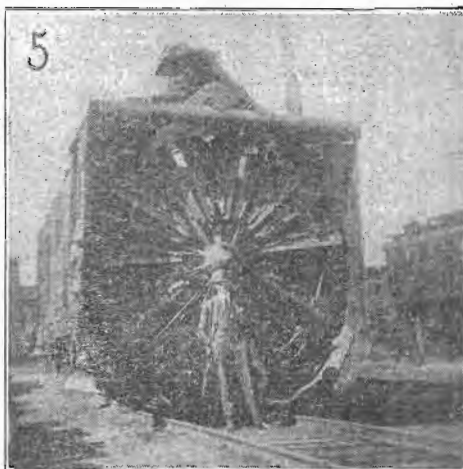
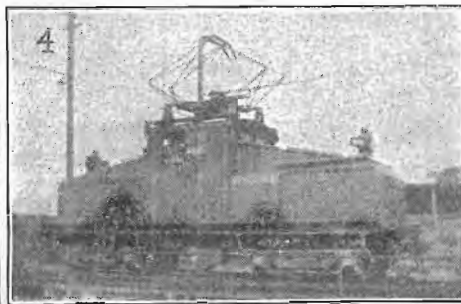
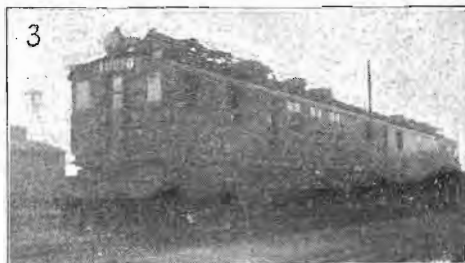
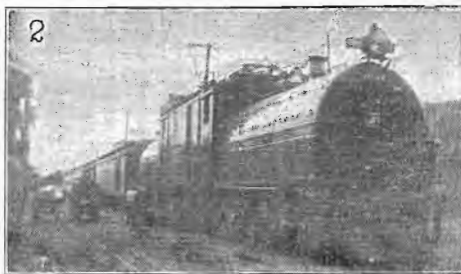
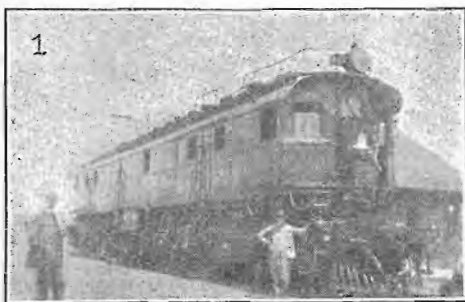
the somewhat like those on steam locomotives, but just above the throttle is a small lever that can be placed in three positions. When ready to start, this small lever is in position No. 1, where it remains until the throttle is fully open, at which time the engineer then moves it to position No. 2. He then shuts his throttle and again opens it notch by notch until it is again fully open, when he moves the small lever to position No. 3, shuts his throttle, and again opens it until it is fully open, at which time he reaches his highest speed.

When coasting down the mountains, these locomotives need no brakes unless they want to stop. The trains are held in check by regenerative power. The engineer opens his throttle one notch, which is enough to start the train, as it gains momentum, he shuts his throttle and throws in his regenerative lever. He then proceeds to handle his throttle as if he were going up-grade, opening it notch by notch until the small lever is in position No. 2 and his throttle is fully open—in other words, as if he were using two-thirds of the power. But instead of using power the locomotive is forcing back into the wires between 11 and 12 per cent of the power necessary to climb the mountains, and this returned power is available to other trains climbing the mountains.

Fireman Has Plenty to Do

The fireman on an electric locomotive, contrary to general belief, is a man who has to work, for he has ninety-eight bearings to watch. He is busy with an oil-can at all times and is looked upon more as an oiler than a fireman. The passenger locomotives carry a small oil-burning boiler for furnishing steam heat for the train during cold weather, and this is taken care of by the fireman.

The passenger locomotive in Picture No. 2 has drivers but forty-four inches in



Types Of C. M. & St. P. Electric Motize Power

diameter, while those used in the district where Mr. Miller is located have 69-inch drivers. These locomotives operate for 209 miles over the Cascade Mountains and run into Tacoma, but not into Seattle, where the operation of electric locomotives is forbidden.

Beatitudes for Business Women

W. B. S.

The following beatitudes for business women originated with The Business and Professional Women's Club, of Missoula, Montana.

While I do not wish to appear "catty", still I do not think it would do any harm for some of our girls on the C. M. & St. P. to read over the following:

"Blessed are the efficient—for they shall always have jobs.

"Blessed are the loyal—for theirs is the heritage of their employer's confidence and their own self-respect.

"Blessed are they who expect no concessions for their sex's sake—for they shall not be disappointed.

"Blessed are they who put trust in savings (Yea, even at the lowly per cent of four) rather than in fair promises for

favor in vain; and the winds of chance, who shall forecast them?

"Blessed are they who seek not to substitute personality for performance—for they shall not be called down.

"Blessed are they of the still tongue—for their days upon jobs shall be long and their raises many.

"Blessed are they that avoid the alibi habit—for they shall be given value above rubies.

"Blessed are the tactful—for they shall be cherished alike by boss and fellow-worker.

"Blessed are they that vamp not—for the profits of the Primrose Path are vanity, and its ultimate guidepost is 'This Way Out.'

Ear Work

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

Weary Rhodes—"What is it?"

Picture No. 3 is that of one of the Milwaukee's freight locomotives, with a tractive effort of 135,000 pounds. This locomotive handled from eighty-five to 100 cars over the mountains, and, as one engineer remarked, "it can handle any train that has two ends." He also remarked that there was a vast difference between steam and electric locomotives—that when anything went wrong on a steam locomotive it took two minutes to find the trouble and seven hours to fix it, whereas on an electric locomotive it took seven hours to find the trouble and two minutes to fix it. Dust is the worst enemy an electric locomotive has.

Picture No. 4 is that of one of the Milwaukee's electric switch engines. It is about as long as the tank on one of our switch engines, but it has a tractive effort of 42,000 pounds. Our No. 335 class switch engines have a tractive effort of 34,398 pounds.

Picture No. 5 shows the front end of one of the Milwaukee's steam snow plows, in front of which Mr. Miller is standing. As he is 6 feet 2 inches tall, it gives one an idea as to the kind of snow storms they have to contend with in the mountains.

Those who have been out among the mountains and have watched three steam locomotives attached to a passenger train crawl up the mountains, have an idea as to the power of an electric locomotive when they watch one electric locomotive handle a 10-car passenger train up the mountains, especially when the train starts without the necessity of taking up the slack. Time after time I watched the engineer of the electric locomotive to see if he would get stalled, but the train moved ahead without a jerk. You cannot blame Mr. Miller for being enthusiastic about the electric locomotives, for they certainly are all that is claimed for them.

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

"My dear, listen to this," exclaimed the elderly lady to her husband on their first visit to the States. She held the hotel menu almost at arm's length and spoke in a tone of horror: "Baked Indian pudding! Can it be possible in a civilized country?"—*Western Fruit Jobber.*

Card of Thanks

Mr. J. S. Lindsey, former night roundhouse foreman at Council Bluffs, is deeply grateful for the token of esteem which he received and the message which it carried. It was given to him when he left Council Bluffs by the night men of that place and a number of road men who also contributed towards it. Mr. Lindsey also thanks the men for their faithful service to the Milwaukee while he was there.

Abraham Lincoln

In Memoriam

Feb'y. 12, 1809

..

April 16, 1865

Gettysburg

John S. Andrews

The mighty throng, the polished orator, were there,
With rapt attention listened to his wondrous speech;
Then came the loud applause like trumpet's blare;
His words had pleased them well; their hearts were at his feet.
But now arose a stalwart form, as though a load he bore,
And in a voice that penetrated all that throng,
Poured out a speech, the like ne'er heard before,
So simple and sublime, a veritable song.

Four score and seven years ago, a Nation new was born,

In Liberty conceived, that all men might be equal, free.

In civil war engaged, in bloody strife now torn,

Our own enduring strength must tested be.

For years the clash of arms is heard throughout the land,

And thousands of our noble sons have bled and died;

Here on this sacred spot they fought with valor grand

Their deeds immortal live, and shall forever more abide.

Their work is done; for us the mighty task remains,

To finish what they here that day began—

Highly resolve that they shall not have died in vain,

That their example here displayed may pass from man to man.

Thus spoke the foremost man of all the world,

The words that shall endure as long as time shall last,

Inspire man's soul until all battle flags are furled,

And all the blood and tears and sighs of war are past.

With earnest heart and outstretched hand for freedom pled,

That under God a Nation newly born, with Faith renewed,

Might yet come forth, by Right and Justice led—

A government in which not autocrats, but people, rule.

Forgot the battlefield, the orator eloquent and grand,

Mid stillness all around, one clear, strong voice was heard—

One man, the mighty Lincoln, born but to command;

'Twas he, and he alone, that spoke the final word.

The people felt a prophet in their midst had stood;

A sense of reverent awe pervaded all that throng;

No loud applause was heard, they turned away subdued,

Inspired as though they heard a prayer or lovely song.

Clipped From An Old Newspaper

This story printed at the time of the death of H. C. Atkins will interest many an old-timer to whom "Hub Atkins" was a beloved chief and valued friend. It is reprinted from "The Rail-roader" of May, 1884, and is sent to The Magazine by Mr. J. H. Foster, resident assistant to vice-presidents, Minneapolis.

Superintendent H. E. Atkins

The unexpected death of this gentleman at La Crosse, Wis., April 13, is sincerely regretted by all railway employes and officers in the North-west, and especially so by those of Milwaukee, where his goodness of character and noble qualities of heart and head were well known and appreciated. In the death of Mr. Atkins the St. Paul road is most unfortunate; the country loses

one of its brightest and most successful railway managers and railway employes of all grades from the humblest to the highest, their truest friend, their brightest example and ablest champion. Having risen from an humble position to a place of the highest authority, he thoroughly appreciated the wants of employes; the friend, the associate, and the counselor of General Manager Merrill for a quarter of a century, and his strong right arm in the development of the great St. Paul system, Mr. Atkins had won that respect of the world for his general ability, and particularly for his just, humane, and brilliantly successful methods in the government of employes, which gave him while he lived, a commanding influence in their behalf; and which in his death, is transmitted to coming managers as

an example claiming the highest, respect and worthy universal imitation.

That Supt. Atkins was esteemed and loved by the 13,000 employes of the St. Paul, in a very remarkable degree all the facts attest. Since his death we have received hundreds of communications from employes in all parts of the North-west, each recounting in plain, but forcibly eloquent language the virtues of the deceased, whom the writer loved as a friend and a brother, and venerated as a benefactor. To publish all these communications would require a volume much larger than the RAILROADER. When the funeral occurred, the mighty system, along the lines of which Mr. Atkins in life re-called the names and recognized as personal acquaintances 8,000 employes, with one spontaneous outburst of sorrow and respect sent the whole of its vast concourse to pay a last tribute to the honored master whose clear intellect and strong arm had shaped it into unrivaled symmetry and unsurpassed greatness. Strong men who had not met for years, came together and pressed the hands of one another, but no words were spoken, because of the emotion in their hearts. When the stroke came that in a few hours numbered this strong and royal hearted man with the dead, an engineer wept because he could not bear the family physician from Milwaukee to La Crosse at a greater rate of speed than 55 miles an hour. For three hours while the remains of the dead chief lay in state, in all the vast throng that passed the honored bier, few dry eyes were seen. Officers and employes of every grade, from the highest to humblest, each gave this last and most sincere tribute of love and esteem—a tear. The floral offerings by employes were of a most remarkable character, for profusion and beauty. A florist of Milwaukee estimates that their cost must have aggregated thousands of dollars. Fully 15,000 sorrowing friends followed the remains to their last resting place in Forrest Home Cemetery. It is a remarkable fact that every division superintendent of the great St. Paul system was present and it may here be stated that the brilliant galaxy of young and talented railway officers, who are giving to St. Paul management so wide and so enviable a reputation, owe their elevation from the ranks to Mr. Atkins and their own merits. If other evidence were needed of the esteem in which Mr. Atkins was held by employes, and its great and beneficent results in behalf of his company, it is related that at the time of an impending strike when he walked down the long smoky shops the men came out and said: "You fix it, Mr. Atkins. We'll take what you say is right." They knew he would treat them well and so the strike was ended.

The successful career of Superintendent Atkins and the remarkable evidences of the esteem in which he was held by the world and of the love entertained for him by the vast number of employes he governed so well and wisely, should inspire with fresh courage every young and able employe, ambitious to rise in his profession. In 1854, then 20 years of age, Mr. Atkins came West and secured the position of brakeman on the Prairie Du Chien road, and was the same year made baggage-man and the next conductor. Thus he rose upon his own merits through all the subordinate grades of the service, and at the time of his death enjoyed the proud distinction of being the most successful transportation manager in the world. And when we carefully consider the great requirements an officer must possess to attain this distinction; that he must first thoroughly master every detail of the practical work of railroading; that he must possess those royal qualities of head and heart, which united, command the respect, the love and the veneration of the great army he governs with a discipline more strict than that of a military force, and yet unsupported by governmental authority and relying wholly upon his own strong qualities for its enforcement; and that all these ac-

quirements must be sustained by the brilliant and successful example of his own life, we question much if the world has a nobler and a more worthy distinction to confer. There are successful men in all the walks of life—many successful military commanders, but very few who unite the varied acquirements necessary to become the successful commander of the transportation department of one of our great systems of railway. To be the first of these, may well call out the unusual demonstrations which marked the funeral of the chieftain who has just fallen in the prime of usefulness.

Mr. Atkins was nearly 50 years of age. He was 30 years in the railway service, and we believe that all of the lines with which he was ever connected, are now links of the St. Paul system.

To Mr. Atkins is due the establishment and

perfection of the system of train service, on the St. Paul, than which there is no finer in the world. His discipline was excellent. He had the good will of all the employes on the road. He came close to them. He was always approachable. What he did was done without fuss or flurry. No difficulty seemed to worry him. He had come up to his present position through all the grades of train service and knew it in all its minutia. He sympathized with the train men and stood by them in all their troubles. He is said to have been the gamiest man in emergencies that ever lived. He had crawled the length of an icy trestle on his hands and knees to reach a telegraph office and summon aid, when he was a conductor. He has stood in the water for 24 hours without meals when a nice piece of work was to be done, on a new road, when he was superintendent.

educational campaign is being conducted to spread the knowledge necessary to successfully handle the work; other departments have their own problems, and draw their personnel from educational centers differing in character from technical institutions, and the natural tendency has been for each department to pursue its own ends. The desirability for the closest co-operation between those maintaining and those operating railroad equipment is so great as to be almost a necessity, and it is my opinion based on long years of experience that while the former must of necessity be subservient to the requirements of the latter, in turn those operating equipment should strive to study the viewpoint of those charged with maintenance costing, in the case of our Company, upward of fourteen million dollars annually. To this end our adopted motto for 1924 is—

"United effort and service bring success."

The Relationship of Train Operations To the Car Department

(Being Article No. 8 of a Series dealing with
work of the Car Department)
C. G. Juneau

"Why don't you get rid of that old iron and piping lying in your back yard?" inquired a merchant of his suburban friend one Sunday afternoon. "Oh", friend replied, "it doesn't hurt anyone where it is, and I'm certainly not going to pay the fancy prices now asked for carting it away." "But you can sell that material, man: why don't you know that Henry Ford will snap that stuff up and give you a good price for it, too." So in due course the piping and old iron was picked up and shipped to the automobile king: but the consignee quite overlooked writing the intended letter of explanation. He was not a little surprised, therefore, when he received a note in the course of a week, saying, "Your car is the worst we have ever handled, but we hope to have it running in a few days."

The problem of the man who builds or repairs cars is very much affected by the way in which the owners handle them. In a like manner, the car department is tremendously dependent upon the operating department for co-ordination in solving the problem of providing the necessary equipment in the required shape to handle our vast volume of business.

The utilization of cars is the product of their loading and their movement: the responsibility for their utilization is placed upon three parties: the shipper, the transportation department and the mechanical department. Inasmuch as the shipper is a customer we can only ask him politely to load and unload cars promptly, use them as nearly to capacity as possible, and to refrain from treating them roughly. The problem of the transportation department is to keep cars moving and of the mechanical department to maintain them in condition to move.

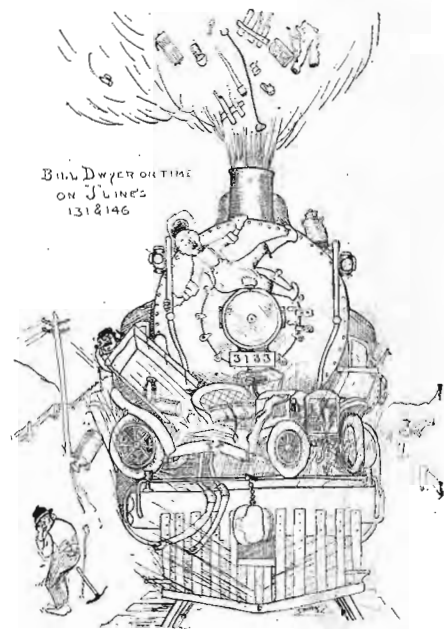
Once cars are placed in trains they usually move from one division point to another without undue delay. It is in the terminals that cars are held up, and it is in the terminals too, that the greatest problem is created for the car department. Terminals exist for the purpose of classifying and making up trains, but there is a tendency to disregard them and use them as storage points. As a result pressure is brought to bear on those handling the making up of trains to get them out quickly, and in the switching of cars we have the root of the bad order situation. If it were possible to obtain an accurate record of the proportion of repairs necessary to our equipment as the direct and indirect result of switching, it would be so staggering as to at once command attention. As it is the cost is intermixed with the general cost of repairs, and is consequently hardly noticed. While possibly this may not sound very interesting to readers other than those directly con-

cerned with such matters, we are all interested in the economic situation of our road, and can therefore afford to give some little thought to the following facts and figures.

It costs us on an average in the region of \$200 per car to keep them in repair for a year. Each car costs us a further \$200 a year for interest on investment, insurance and taxes, and depreciation, an actual total of \$410 per year of \$1.12 per day to own and maintain each car. The average daily earning per car is a little less than \$5. A much healthier situation would be created by the reduction of our cost per car per day to less than a dollar, and the increase of average earnings to \$6 or more. A reduction in the former will automatically tend to an increase in the latter, so it is surely a matter worthy of our best efforts. From the above it will be seen that there is a very strong relationship between train operations and the car department: the above figures express it better than words, and emphasize in no uncertain manner the need for co-operation between those responsible for operating and those responsible for maintaining our equipment.

The suggestions for decreasing the cost of repairs and increasing earning capacity per car, are unlimited. Two means readily at our disposal, however, would be to decrease the number of cars made bad order, and increase the cars repaired so as to reduce to a minimum the floating balance of cars always out of service and consequently not contributing to our earnings. There is much which could be done in each direction, in the former by classifying cars for main track movement over long distances, and keeping them intact and separated from other equipment, and by an intelligent educational campaign in the handling of cars in switching: in the latter by a careful and well organized policy for handling the heavier repairs, planned well in advance, and by the more even distribution of our allotments so as to preserve intact as far as possible the specially trained gangs which have to be built up in order to economically cope with heavy work. It is hoped that as soon as circumstances are favorable we will be able to inaugurate movements to these ends.

In looking back into the past, the line of demarcation between departments was less rigid than today. With increased tonnage of both trains and individual cars, steel replacing wood, longer hauls, higher speed and steeper grades to negotiate, it has become necessary to apply greater technical knowledge not only to the construction but to the maintenance of cars. As a result the car department is today staffed largely with technically trained men, while a constant



Use Your Head

"Bob's Book"—Southern Ruralist

"A woodpecker pecks
Out a great many specks
Of Sawdust
When building a hut;
He works like a nigger
To make the hole bigger
He's sore if
His cutter won't cut.
He doesn't bother with plans
Of cheap artisans,
But there's one thing
Can rightly be said;
The whole excavation
Has this explanation—
He builds it
By
Using
His
Head."

The Curbstone Philosopher Says:—

My idea of a secret society that would be worth something to the country is one in which all the members would pledge themselves to mind their own business.

Auto drivers around this town would do well to remember that the railroad engine not only has the right-of-way at a crossing, but it can prove it.

Anyway, more auto accidents are caused by defective brains than by defective brakes.

"THERE AIN'T NO SICH ANIMAL"



THERE IS NO "GUARANTY" of Net Income under the Transportation Act:

The fact is: "Determination of the percentage implies, or carries with it, no guarantee. Read in connection with the provisions for recapture of one-half of the excess above 6% it is, instead, a limitation."

Quoted from Interstate Commerce Commission decision, May 24, 1922.

THERE IS NO "INFLATED VALUATION" due to high war prices:

The fact is: "The principal figures that were used in our Valuation are as of 1913 and 1914. We fixed the unit price on a given railroad valuation as of June 30, 1914."

Quoted from testimony of E. E. Clark, then Chairman of the Interstate Commerce Commission before Senate Committee in January, 1921.

STOCKS WERE NOT INCLUDED in the Valuation and therefore cannot affect freight rates:

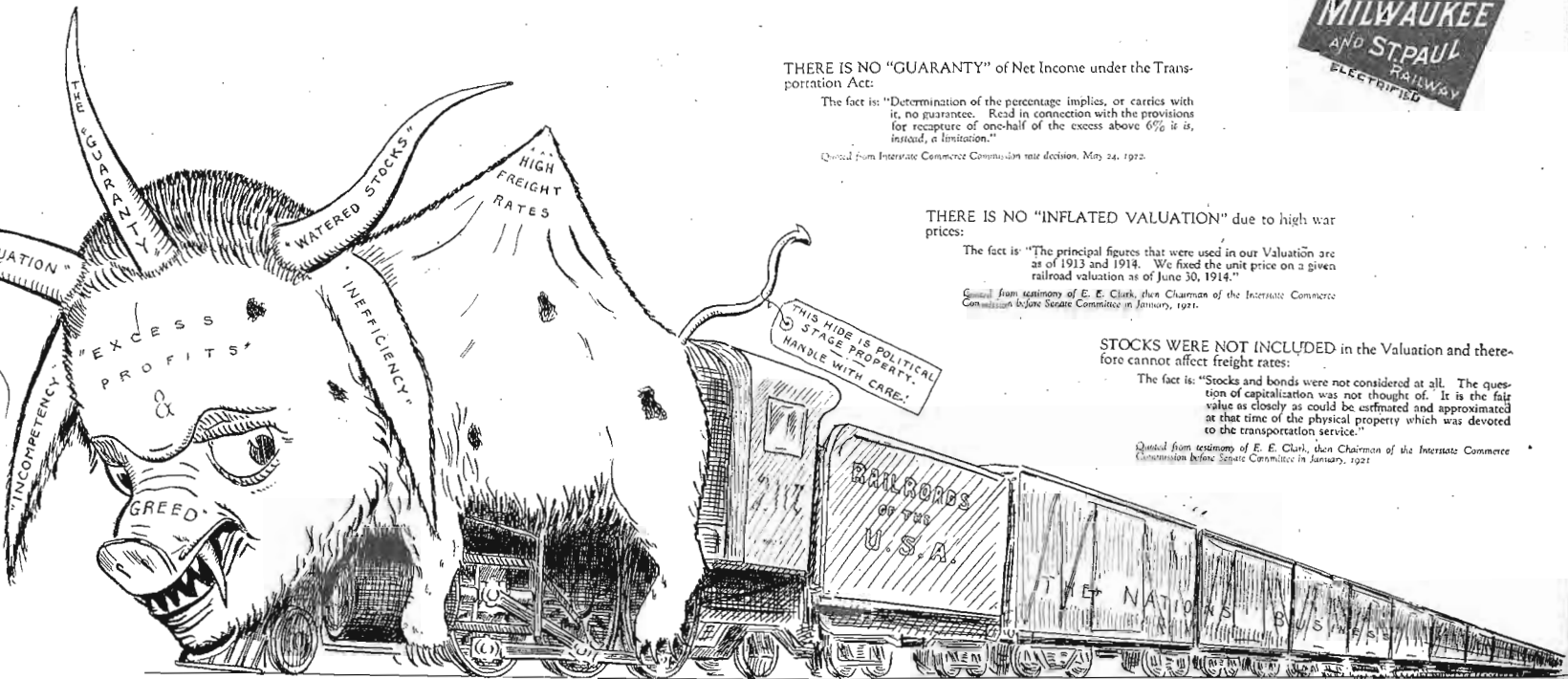
The fact is: "Stocks and bonds were not considered at all. The question of capitalization was not thought of. It is the fair value as closely as could be estimated and approximated at that time of the physical property which was devoted to the transportation service."

Quoted from testimony of E. E. Clark, then Chairman of the Interstate Commerce Commission before Senate Committee in January, 1921.

SAYS THE SPELLBINDER:

"HERE IS A FAITHFUL LIKENESS OF THE RAILROAD MONSTER AS DISCOVERED AND DRAWN BY ME."

UNCLE SAM SAYS IT IS ALL WRONG, BUT YOU MUST NOT BELIEVE HIM!"



RAILROAD SERVICE HAS NOT "BROKEN DOWN" as charged, due to incompetent or inefficient management:

The fact is: For the last year the roads have been breaking all records for car loadings; have hauled more tonnage per car and per train and have made more mileage each day per car than in previous periods; all this in spite of handicaps due to strikes and the efforts of antagonistic critics, and the fact that even this increased service has failed to bring a fair return to the carriers.

THERE IS NO "GREED" in the operation of the carriers:

The fact is: That since the war, though unable to earn a "fair return," their rates have been reduced until the present average level on western roads is less than 50% above 1916 (the low record for rates) while their expenses—payrolls, materials, taxes, etc., are twice as high or more. As a result of this gap between cost and selling price shippers and producers have benefited greatly while stockholders in a majority of the roads have received nothing on their investment.

This Moth Eaten Device to Cover Up and Disguise the Real Railroad Situation Does Not Disguise the Motives of the Critics

"It Is Not So Much What We Say As How We Say It"

F. H. Allard, Trainmaster, K. C. Division

(Following is a circular put out by Trainmaster F. H. Allard of the Kansas City Division. It is "good medicine", and coming at this time when to give of their best for the good of the cause, we broadcast it for the thoughtful consideration of employes far and wide.)

From all indications railroad transportation is to be the object of much discussion in the coming session of Congress and public opinion will have a great deal of influence regarding future legislation. Many of you have been reading what Mr. Byram, our President, has had to say in defense of charges made against the railroads and believe you are in a position to explain the facts to the public who only hear one side of the case.

This agitation comes at a time when our passenger and freight business is being diverted from the railroad by truck and bus lines and private owned automobiles.

Cause for criticism might prove serious to the future of railroad transportation and future of employes as well. The public judge the railroad, as a rule, by the service of the individual. I believe that we, on the Milwaukee, have a certain pride for our railroad.

Occasionally passengers complain of uncivil answers from employes and after investigation we often find employes give correct answers or import proper information but the manner in which it was spoken or the attitude of the employe at the time is what causes patrons to resent it. We are paid to try to please the public while they are paying not merely to get from one point to another, but expect to be given every comfort that possibly can be given, discourtesy, especially when it is our money that in fact we advertise "Courteous Service" and nothing will irritate even ourselves quicker than supports the institution we are dealing with.

Special care should be given to elderly, timid or foreign speaking passengers and instead of keeping them under mental strain wondering if they are going to get off at the right station or whether they are on the right train we should try and make them feel that they will reach their destination or junction safely. All passengers are not familiar with the hat check system and while trainmen are aware of the passenger's destination they should be made to feel that the trainmen know they are on the train and are looking out for them. If there is time allowed for lunch or places where lunch is served on the train, it should not be taken for granted that they do not care to eat because they appear timid or happen to be foreigners. Just imagine ourselves in Japan or Norway, we

too would be foreigners and if we were properly taken care of we certainly would lose no opportunity to tell our friends or relatives the route to take.

Employes may feel irritated at times at what is deemed unnecessary or "foolish" questions and show it by giving a short answer. Just think back to our first days as a railroad man, most of us were pretty "green" ourselves. At some time or other we perhaps asked the manufacturer, merchant, farmer or doctor a great many "foolish" questions and expected a civil reply, especially if we were paying for it.

In answering a query it would be better to add a word or two and not merely reply by saying "yes" or "no". It might be well to inquire as to their comfort or mention something of interest pertaining to the route or the country they are going through. It will tend to make them feel that their patronage is appreciated by the company.

The company's reputation is what the employes make it. You may never have met the proprietor of the large department store you trade with, but if you like the clerk that waits on you, you usually say, "I like to trade with Marshal Field of Chicago", or whoever it may be and still you may never have gotten closer than the first counter from the door, so no matter if it is a two car branch line train or the Olympian it is the "Milwaukee Road" they talk about.

If for some reason the train slows down or runs a short distance behind a troubled freight train or you are held at a junction or meeting point or the engine is causing trouble or there is delay due to a derailment there must be a good explanation for it and rather than broadcast to the passengers the fact that the dispatcher is, in your opinion, "gumming things up" or that freight trains are always in the way or that the engine should be in the scrap pile, give them the true cause if you say anything at all.

The public, as a rule, is fair if it is acquainted with the facts, ten to one the passenger is resting peacefully and would not take notice of a slight delay if their attention had not been called to it by the crews' loud conversation telling all that is wrong with the railroad. The quickest and surest way to correct these things is to tell the superintendent, trainmaster or other proper officers as a passenger may believe what you say is wrong with the railroad, and we may lose his patronage.

I have noticed porters on sleeping cars are not always careful in giving proper information to passengers, usually when passengers arise in

the morning they inquire whether the train is on time. I have in mind an incident that happened pulling into the Union depot at Chicago. A gentleman asked the porter if the train was on time and the porter answered by saying, "No, this train is never on time". On the same train while entering the train shed there were several passengers standing in the entry way and vestibule while this same porter with his stepping box stood in the vestibule and said in a loud tone of voice to the sleeping car conductor, "I wonder which side we will unload from today, you never can tell which door to open up". The fact of the matter was the train was just five minutes late, which is considered on time, and had only been late twice in thirty days and the track on which the train was to pull in on is not controlled by the railroad but by an interlocking tower and instead of the passengers' feeling that they had had a good trip and arrived in Chicago on time, they left the train with the impression that it was badly delayed and all together was a poorly managed railroad.

Another incident on a special train. Some time ago, just as a passenger was entering the smoking compartment, the train swung around a reverse curve and naturally the train swerved and a gentleman remarked to the porter, "A little rough isn't it George?" and of course George wanting to be accommodating answered, "Yes, this is the roughest track I ever road on". As it happened this track had just been relaid with new steel and ballast and was in perfect condition.

Passengers often form their opinion of a railroad not so much by what they see as from what they hear employes say. Employes should keep in mind that the public consider them as authority in matters pertaining to the railroad, as this usually is their life work and they should be careful and not give wrong information and remember that an incident, no matter how trivial it may seem to the employe and soon forgotten by them, may form a lasting impression on the public which is either beneficial or harmful to the company.

Fortunately a great many of our employes in the ticket windows as well as on our trains and many other employes are treating our patrons with courtesy which is evidenced by the many commendable letters that we receive.

In writing this, it is with the thought of calling attention to some of the things which may not have occurred to some of you just in the same light as I have put them. We should remember when talking to passengers it is not so much what we say as how we say it.

Water Treatment and Causes of "Pitting" of Boilers

C. H. Koyl, Engineer, Water Treatment

(For a number of years past, General Superintendent of Motive Power L. K. Sillcox has made it a practice to call together the various foremen and supervisory officials in the different branches of the Motive Power and Car Department in "Staff Meetings", at which those assembled discussed their various problems and exchanged ideas through the medium of assigned subjects with articles written by the different members and discussions of the questions brought out by the writers. The paper on "Water Treatment" by Dr. Koyl was followed by a discussion led by Mr. M. L. Medinger, and a second discussion led by Dr. Koyl on the Cause of Boiler Pitting and the remedies therefor. These matters are of very general interest to us in locomotive service and the discussions

will be followed with much interest.

Nothing pleases me more than to speak to a meeting of specialists, because then it is not necessary to spend half the time explaining what it is all about, but we can get right down to business.

So long as we run railroads by steam, we must have water; and some of us have been in parts of the country where the water is almost pure and where locomotive boilers could be run for 20 years if the cinders from the firebox, pulled through by the heavy draft, did not wear the flues thin from the inside.

In those parts of the country there are very heavy rains and snows, and plenty of surface water; and even if they did have to use well water, the ground rock is granite which does not dissolve in water. But in this part of the

country there is very little fresh water except in Lake Michigan, and the rock in the ground is limestone which does dissolve in water, so that our boilers are using not pure water but a mixture of water and limestone, and sometimes other things taken out of the ground.

Cold water can hold in solution a lot of limestone, but hot water can hold only a little. When water gets to the temperature of 212 degrees Fahrenheit (the temperature of water boiling in the air and the temperature of water leaving the branch pipe of a locomotive) it drops all its carbonate of lime except two grains per gallon; and when it reaches the temperature of 300 degrees Fahrenheit (the temperature of steam at 60 pounds pressure) it drops also the sulphate of lime. This limestone is left in the boiler and coats the inside as a stony scale.

In moderate quantities, this scale does not make a boiler either leak or foam; it is the loosening of the scale while on the road that produces both leaking and foaming. While the

flues are covered with scale, the fire must be kept hotter and the flues must be kept hotter in order to drive the heat through the scale into the water. While the flues are so hot, they are of course larger and expanded tight in the flue sheet; they do not leak, and the boiler steams well. But if soda ash, or any kind of anti-scale compound is put into the boiler the scale commences to loosen; and as soon as the water gets nearer the flues they commence to cool and shrink in the flue sheet, and water squirts through to the fire. Also, as the loosened scale whips fine, it makes a sludge in the boiler bottom and the boiler foams. You need not believe all you hear about foaming being caused by sodium salts in the water. It is mostly talk, when soda ash loosens the scale the boiler foams, and that is about all that soda ash has to do with it.

Before I come to the work of the boiler-maker in the roundhouse, I want to say another word about leaking on the road. We often hear of waste of coal because of scale in the boiler, that one-sixteenth inch of scale wastes 15 per cent of the coal, and it is all true. But we seldom hear of the waste of coal from leaking on the road, while, as a matter of fact, leaking wastes more coal than scale does. On the I. & D. Division, between Sanborn and Mitchell, there are seven water stations, all very much polluted with decomposing sewage from Sioux Falls. Almost any locomotive boiler will leak in 15 minutes if fed with decomposing sewage water; so, when I was putting up water treating plants along there, I made it a point to start the Canton plant first. Within a week after the starting of the Canton plant the leaking along the road stopped. Then we started the other plants, a month or more apart as we completed them. But when I came to make up the coal records, before and after, I found that the pounds of coal per thousand gross-ton miles had suddenly dropped 15 per cent the month that we stopped the leaking and only eight per cent more when we had all the boilers clean. It is easy to see why a leaky boiler should waste coal. Just think of the wet fire, and the desperate struggles of the fireman to keep up steam, the extra scoops of coal and the furious draft, the longer time on the road consuming fuel but not making more ton-miles, and it all looks simple enough.

Coming now to the work of the boiler maker in bad water and in fairly good water, as illustrated on the S. C. & D. and the I. & D. divisions before and after the erection of the water treating plants. While Mr. Medinger and Mr. Wright, and perhaps others, tell you about it, don't forget that in what they will call "bad water days" before 1920, there were treating plants at Sioux City, Elk Point and Mitchell, and that the difference between them and now is due to having waters at all stations as nearly alike as possible, instead of having some treated water and some water with anti-scale compound.

There are few railroad divisions in the United States which ever had worse water than that east and south of Mitchell, and the boiler men at Sioux City and Mitchell who lived with it before and after the year 1920 can tell you just how our treating plants came to their rescue. The treated waters are not perfect boiler water, because waters with so much sulphate hardness cannot be made perfect, and because we still use natural hard water at Hawarden, Tripp and Sanborn, (because we had not money enough to finish the job), but as a whole the waters are much improved, and I am hoping to hear of the condition of the boilers from the doctors who attended them during their convalescence.

The aim of water treating is to get the water back as nearly as possible to its original condition of purity, when there would be no scale, no leaking on the road, very little necessity for boiler repairs, and very much easier washing.

Just to the extent that we have accomplished these things, we have succeeded, from the standpoint of the boiler-man, and I turn over the story to those who can tell it.

Discussion of Paper on Water Treatment

M. L. Medinger

In discussing Mr. Koyl's paper in regard to treated water, I fail to find anything which I can add, with the exception of my personal experience in the treated and bad water districts which is as follows:

The treated water in my estimation, has eliminated extensive boiler repairs for the reason that we are not compelled to renew side sheets, flue sheets and crown sheets as often as we did previous to having the treated water installed. As far as the flues are concerned, although we do not have to hold the locomotives out of service as often as we did before the treated water was installed, we still have trouble in regard to the pitting of same.

Past practice has been that we were compelled to hold the engines out of service about every six months and remove from forty to one hundred flues in order to remove the scale and mud which had accumulated between the flues while using the hard water, and it was also necessary to hob the firebox sheets to remove the scale and fillets on the water side of sheets. This has all been eliminated since the treated water has been installed on the different divisions, such as the S. C. & D. and the I. & D. Divisions.

Before the treating plants had been installed, it has been my experience in the bad water districts, that the following conditions were found on engines which were operating in this territory on the S. C. & D. divisions: In 1919, at which time I took charge as Boiler Foreman at Sioux City, the boilers were filled with mud and scale, scale so bad that the superheated and small flues collapsed. I also found mud bags on side sheets and side sheets coated with scale from 1/16 inch to 1/2 inch thick and it was necessary to hob the firebox sheets and re-drive staybolts so as to remove the scale from the water side of sheets. This was done on an average of twice a month, and it was also necessary to renew from 25 to 150 staybolts in side sheets about once every three months.

It was necessary to expand and caulk flues every round trip, which would take from seven to nine hours on an engine, and the life would be worked out of flues, and also the flue sheets would be ruined within six or eight months. Since treated water is used, it is only necessary to expand and caulk flues about once in three months, or as often as conditions warrant it.

In regard to firebox sheets, in comparison with the raw and treated water, I feel safe in saying that we will get from six to eight years out of our side side sheets and flue sheets on engines operating in treated water, where previous to treated water being installed it was necessary to patch side sheets or renew same at least every twenty-four months. In addition to this it was necessary to consume from four to four and one-half hours in washing boilers and since the water is treated, we are washing boilers on an average of two and one-half hours. This means removing washout plugs, washing boilers and replacing washout plugs. The washing of boilers is an important feature as to whether treated or non-treated water is used and I have found it just as necessary to wash boilers as often in treated water as we did before the water was treated, so as to overcome the foaming condition which often exists in treated water districts. This is due to the fact that oftentimes the man in charge of the treating plant is lax in performing his duties. By this, I mean that frequently the proper treatment is not used, furthermore if the machinery is not watched closely the pump gets clogged, which allows the raw water to be placed in settling tank without the proper treatment which naturally increases

the encrusting solids and if increased to any extent creates a foaming and scaling condition. As far as the operation of the treating plant is concerned, this is just a matter of proper supervision and can be eliminated if carefully watched by the man in charge. My inspection of the firebox sheets after the boiler is washed shows that there is no scale coated on sheets on engines operating in the treated water.

In regard to the savings which have been created where the treated water has been installed, I would like to invite your attention to the territory between Yankton and Platte, also Mitchell and Sioux City. At Yankton, previous to the treated water being installed, it was necessary to maintain one boilermaker and oftentimes two in order to keep the engines in condition for service. And, even with this force we experienced a great number of failures, due to the water condition in that particular territory. It was necessary many times to move engines light from Yankton to Sioux City to do heavy boiler work on them which could not be done at the intermediate points on account of not having facilities to do the work, which created an extra expense in the light movement of engines between these two points. A saving of 25 per cent in coal has been brought about by removing scale and preventing boilers from leaking with the use of Bird Archer Boiler Compound, from 14 pounds to 16 pounds at a cost of 24 cents per pound.

Since the treated water has been installed, we have dispensed with the boilermaker at Yankton entirely, with the exception of a boilermaker being sent from Sioux City to Yankton to make the Government tests on the engines operating between Yankton and Platte, which do not terminate at Sioux City. This creates a saving on an average of \$100.00 per month, not taking into consideration the amount saved in boiler repairs. This saving also applied to the engines operating between Sioux City and Mitchell and in the Sioux City yards. Previous to the treated water being installed, we maintained seventeen boilermakers at Sioux City Shops. At the present time we have thirteen employed and instead of these men doing the running work in order to keep the engines in service they are now employed in doing heavy boiler and classified repairs which formerly was done in the main shops. This also creates a saving for the reason that the engines had to be towed from Sioux City to the main shops, which necessitated having an engine rider ride the engine in addition to the time consumed towing engines from Sioux City to the main shops.

It is on rare occasions that we experience any flues leaking in the treated water districts, and our failures indicate that we have had no boiler failures in the treated water territory, with the exception of a flue being pitted or flue breaking on account of poor weld.

In conclusion, I might state there is no question in regard to the saving of fuel in the treated water districts for the reason that it is understood where we have the leaky boilers we are bound to use more fuel, and we all realize that the scale on sheets and flues will have a tendency to use more fuel for the reason that it takes more heat to get through the flues in addition to the scale on flues and also on sheets. There is another item I might add in regard to the maintenance of boiler washing and boiler work and that is the hearty co-operation which is received with the master mechanics and general foremen in charge. My experience has been that whatever I brought to the attention of these men in charge, they always stated to me that I was responsible for the boiler work and whatever was necessary to be done, after going over the condition with them personally, was always taken care of. This is the main factor of reducing boiler failures. We all realize that the co-operation of all concerned is the only way we will get the required results.

(Continued on page 17)



In the annual report to Congress, of the Inter-State Commission, just issued, all phases of the work of the Commission and the railroads for the past year is dealt with. While many of the details and statistics contained in the report are of interest, the most interesting parts deal with railroad performance; railroad earnings; the valuation of the railroads and railroad rates of the past year. Extracts dealing with these subjects are given here:

Railroad Performance in 1923

Three noteworthy facts have characterized the transportation history of 1923:

1. The unprecedented volume of traffic handled.
2. The concurrent transformation of a car shortage condition to one of car surplusage.
3. An exceptionally equitable distribution of available equipment over territory in which the large traffic movements originate.

During the first 44 weeks of this year, January 1, to November 3, inclusive, 42,655,661 cars were reported loaded with revenue freight, an increase over the corresponding period in 1922 of 6,455,466 cars; in 1921 of 9,036,948; and in 1920, of 4,028,110. Not only was this unprecedented tonnage handled well, but the carriers reported a surplusage as of the week ended July 14, of 84,210 railroad owned freight cars in good repair, and 11,035 cars of private ownership.

Progress in Valuation

The outstanding development in the valuation work since the submission of our last report has been the progress in collating the data gathered by our field parties into the underlying accounting, engineering and land reports, upon which our tentative valuations are based.

Final reports were issued during the year in two important cases, Atlanta, Birmingham & Atlantic R. R. Company and San Pedro, Los Angeles & Salt Lake R. R. Company.

In these reports we determined principles involved in the fixing of final values. In finding a single-sum value we identified it as a value for rate-making purposes. We declared that we are not bound by any formula in the valuation of railroads, but that we are to determine such value by consideration of all the evidential facts and the exercise of sound judgment in each case. Reproduction new and reproduction less depreciation costs were regarded as indicative but not determinative of value.

Difficulties of Valuation

It was probably to be anticipated that as the complicated work of valuing such an extensive facility as the railroad plan of the United States, having so intimate a connection with our national life, approached an advanced stage of completion, there would arise questions as to whether the work had been done in conformity with the desires and intent of Congress.

Few public undertakings have presented more controversial questions than valuation of privately owned agencies of public service. Although the subject, as it relates both to common carriers and public utilities, has been one widely discussed and litigated for more than a third of a century, wide differences of opinion still prevail regarding many of the problems it presents.

No General Rate Investigation

In our last report we referred to the general 10 per cent reduction in freight rates and charges which became effective July 1, 1922, as a result of our decision in Reduced Rates, 1922, 676. The effect during the calendar year 1923, of the rate reductions then made will be to lessen the total freight transportation charges paid by the shipping public by more than \$500,000,000.

In our report in Reduced Rates, 1922, we referred to stabilization of rates as one of the most important needs of commerce. With this in mind, and having in mind also the desirability of giving the basis of rates established in July, 1922, a fair trial, and of avoiding the dislocation of business and commerce conditions often incident to investigations involving the possibility of important general changes in the rate level or in the relationship of rates, we have not made any further general investigation of rates during the past year. No general reductions over the country as a whole or throughout any of the major rate groups defined by us, have been made by the carriers.

But Many Rate Revisions

But the year has continued to be one of transition and readjustment of rates, largely by reductions. As indicated by specific figures in the chapters covering the work of the several sections of the Bureau, the number of freight rate changes made in 1923 has been even greater than the number made in 1922, which was, up to that time, the greatest in the history of American railroads.

Commends Regional Advisory Board

A new development now well under way is the organization by the car service division of regional advisory boards, with various committees for the purpose among others, of anticipating car requirements and overcoming car service and operating difficulties which can be worked out locally. Each board covers a convenient district and includes in its organization, representatives of agriculture and important lines of industry. The committees of these boards report to the board as a whole and the carriers co-operate with the boards. Both carriers and shippers are thus in a position to understand more clearly, each others' problems and through this meeting on common ground can harmonize their differences. As a result, better transportation service seems assured.

11 Months' Earnings Show 5.15 Per Cent

In the first eleven months this year, the Class 1 railroads earned a net operating income of \$906,061,900, equivalent to an annual rate of return of 5.15 per cent on their tentative valuation, according to reports to the Interstate Commerce Commission. This compares with \$696,312,350, or 4.04 per cent, for the same period in 1922.

The rate of return for the Class 1 carriers in the Eastern District was 5.49 per cent, or \$445,323,000, for the first eleven months this year, the Southern District 5.97 per cent, or \$118,285,200, and the Western District 4.56 per cent, or \$342,453,500.

The Interstate Commerce Commission does not tabulate rates of return on tentative valuations according to the sub-districts or regions, but compilations by the Bureau of Railway Economics show the annual rate of return for the carriers for the first eleven months in 1923 based on their property investment accounts to have been 4.51 per cent.

Earnings by regions for the first eleven months in 1923 with the percentage of return based on property investment in each region have been as follows:

New England Region, \$19,002,450; 2.18 per cent.
Great Lakes Region, \$180,170,560; 5.44 per cent.
Ohio-Indiana-Allegheny Region, \$202,318,500; 4.94 per cent.
Pocahontas Region, \$43,831,500; 5.72 per cent.

Southern Region, \$118,285,270; 5.05 per cent.
Northwestern Region, \$102,336,976; 3.40 per cent.
Central Western Region, \$172,496,000; 4.53 per cent.
Southwestern Region, \$67,620,500; 3.58 per cent.

Milwaukee Graduates

The C. M. & St. P. Railway has been training school for many men who have achieved prominence in railroad work on other lines; and these men without exception look back with much pleasure to their apprenticeship on the Milwaukee. Among the railroads which have chosen Presidents from among those of Milwaukee Gradu-

ates are the A. T. & S. F., which received two from us; the Soo Line also had two; the Erie has had one; the old Racine & Milwaukee, now our R. & S. W. Division gave the Northern Pacific a President; and the PduC Division furnished a President to the Eastern Minnesota; while two Presidents of the Canadian Pacific Railway were Milwaukee men. The Milwaukee has also furnished many General Managers,

General Superintendents, Traffic Officials, Division Superintendents and others of varying degrees to other railroads, and all of them have served with honor and credit to their Alma Mater.

The prize for absent-mindedness this month goes to the guy who poured cream on his head and scratched his berries.



The majority of personal injuries, we all know, are preventable. Up until the Safety First Movement started in 1912, in the ten years previous there had been a steady increase in the injuries and deaths of railway employees. Previous to the starting of this Safety Movement, it was a good deal like going into a barber shop or who will be next to be injured or killed.

Since this Safety Movement started there has been a steady decrease in the injuries and deaths on the railroads in proportion to the number of employees. This proves that a great deal is, and can be, accomplished in the prevention of accidents by educating the employees to the Safety First Movement.

Most of the accidents are due to these causes: Faulty or improper condition of track, right of way, equipment, machinery or tools, or the improper method of work or operation due to inexperience, ignorance or carelessness. To correct, we must strive to make safe the faulty condition of track and right of way, see that machinery, equipment and tools are in proper condition before used. Educate and train the new or inexperienced employee as to the method of their use and operation. Or, in other words, to know his job and to be unselfish in the performance of his duty to this employer and fellow employees.

There are a great many hazards connected with many departments of the railroad, a great many more in some than others, and, of course, require different training and study along different lines to fit the man for his particular work. A good Safety First employee is one who studies and knows his job and who is unselfish in the performance of his work. What I mean by unselfish, is, for example: A trainman or any other employee who would not hesitate to pick up or move any obstruction between or on the tracks, or correct any unsafe conditions when he could do so, which might cause injury to himself or some other employees if he left it there for the yard cleaner or section man, whose job it may be to keep the yard cleaned up.

I have known men to work along side of danger who could have corrected it in a few minutes themselves, but did not do so because they thought it was not their job. This employee was selfish and did not stop to think enough or to see the other side—the duty he owed to his family and employer to prevent injury to himself and others, when he himself, could prevent it. I want to cite a case which occurred when I was roadmaster in the Chicago Terminals.

The winter of the heavy snow, when walking over a switch lead known as the Posy Garden lead, a switchman stopped me and showed me where he had to stand and work cutting cars. The spot was covered with a sheet of ice caused by engines blowing off steam. He asked me to send a section man to cover it with sand. I told him it would probably be some time before I could get a man up there with sand and asked him why he did not take some ashes from his switch shanty and put over it and he remarked that that was not his job and if he was injured the Company would certainly pay him. I said to him, "No doubt the Company would have to pay you but if you lost an arm, leg or your life, no matter how much the Company paid, they could not give it back or prevent the suffering to you and your family".

There was an instant change in the stand this switchman had been taking. He was made to

see the other side and he stated that I was certainly right and that he would take the ashes and cover up this icy spot and that it would not be necessary for me to send anyone else to do it. There are many just such cases as this and it is up to us, who have put in most of our lives on the railroad, to be unselfish and assist new employees, or ones with less experience, to know their jobs and avoid any unnecessary danger.

The new employee we greet today may be the cause of our injury or death or his own injury or death tomorrow if we fail to properly instruct and coach him in his new work.

Conductors should be untiring in their efforts to instruct new brakemen in their work and should explain the dangers to themselves and others for any failure to do their work as it should be done. The same with engineers with new firemen. This would apply to employees in charge of other departments.

Enginemmen should be particular to live up to the speed restriction on their run—speed restrictions are put up for the safety of passengers and employees and property in their charge. Slow orders are not always put up to cover such track conditions as track out of level or line that would be noticeable riding over in an engine or train but are often put up to cover many other conditions such as defective or damaged rails or weak timbers in trestles which might give way under engine or train at high speed.

Trainmen should see that all main line switches used by them are left locked. If the lock is broken or missing, the dispatcher should be notified by wire and if facing point switch, it should be spiked until lock is replaced. These switch locks are provided for main line switches to assure safety to employees and trains. Employees who will go away without locking the main line switches or failing to report broken or missing locks, are certainly careless chance takers and a menace to fellow employees.

When it is necessary for you to go back flagging, go back immediately and go back far enough, especially where the view is obstructed. We never heard of any flagman being disciplined for getting left by his train. This, of course, applies to other departments. Keep in mind that it is the Company that is paying this man to flag.

Enginemmen should not fail to sound whistle approaching curves or other places where the view is obscure as provided by rule 1048. This may prevent serious injury to section men who may be working on the track or have the section car on the track.

We must do our full duty and don't pass the buck or depend entirely on the other fellow. Don't be a chance taker when you stake the safety of yourself and others on winning.

We all make mistakes but there should be no excuse to knowingly violate rules made for our safety. None of you can afford to lose an eye or limb, and we who cannot afford to lose, must not gamble with SAFETY FIRST.

I thank you.

W. A. Moberly, Roadmaster.

Gentlemen:—

My short talk this evening, which is centered upon the much discussed subject of Safety First, has been presented by my predecessors in a very enlightened manner.

The definition and solution of SAFETY FIRST as I see it, is covered by that one word which is "co-operation".

Co-operation, which is the underlying factor of every successful enterprise.

Co-operation, which is the result of combined human effort for production, efficiency and safety, can well be shown and at this time I cannot think of any better known example of efficient co-operation than the "Ford Plant" in Michigan.

As co-operation is the builder of successful business, the lack of co-operation is just as often the cause of failures.

We have been told that the association of collective action in our line of endeavor is more important than in any other line of industry as life and limb are ever at stake leaving widows, orphans and dismembered fellow employees and the public in its wake.

Each man must realize that individual effort must be exercised and not left to committees or delegations. This is the day of scientific perfection and carelessness and incompetence have no place.

If every man from Call Boy to President does his duty in his most efficient manner the result would be 100 per cent co-operation, which in turn would mean 100 per cent Safety First and this can be attained in only one manner, and that is by the individual and combined efforts of every employee and officer of this railroad, and this in turn will very likely bring joy and happiness into many homes that might otherwise be sorrowful and possibly desolate.

J. T. Kelley, Conductor,
C. M. & G. Division.

The Safety First movement was founded on a sound principle by the railroads and other industries and have put forth every effort to prevent injuries and save lives.

This idea has been hammered home to countless of industrial workers by various means, fewer accidents and a great reduction of number killed are on record to show that Safety is the only method.

During the year 1922—75,300 persons lost their lives in the United States, nearly one-fifth of 15,000 were killed by automobiles, taking a daily average of 206 persons lost their lives each 24 hours through some accident. Of these 38 were killed by automobiles, 35 in accidental falls, 19 were drowned and 16 were burned. One hardly knows whether the sum total or the details make a more ghastly reading. Certainly no such life toll is necessary. A large majority of the so-called accidental deaths ought to be labeled "Killed by Carelessness".

We pick up our newspapers and scarcely a day passes but what we read of some fatality or accident, at once we reflect it was carelessness that caused it, if we had been there it would never have happened. This is not the proper way of thinking. The secret of the whole thing is why so many people are killed or injured, and why so much indifference is shown. Nothing can bring home the word carelessness with so much force as when some one is seriously hurt or killed in his immediate family. It is then only that the full meaning is made clear to him.

Placards and pictures of almost every kind of accidents have been posted in public places, automobiles beating trains to crossing, stealing rides on engines or cars, crossing tracks with your mind on something else, crawling under crossing gates to pass over before train does. With all this publicity we still go on in our indifference and careless manner.

Sometime ago I noticed an article explaining

Safety First something like this: "Whatsoever a man soweth so shall he reap". This is as true as the day it was originated and is a proven fact. Think of these words a little while. Would it not be a good plan to act along these lines in Safety First? Often I see men brushing the shavings away from their work with their hands while the machine is in motion. Other men are wearing gloves while operating their machines. These men are sowing a bad habit and if they insist on doing this surely some day they will reap their reward.

About a year ago one of our employees was seriously injured when a wedge disengaged itself from under a press and struck him on the head. A mechanic will often drive a steel wedge with a sledge hammer. These same men have seen wedges come loose and fly a considerable distance, but still they will try this same stunt again. This is not only indifferent, it is stubborn.

Men will stumble over a piece of iron in the shop, but seldom one will lay it aside. Why do we go on with this air of indifference? Enginemen can do a lot, I believe, at busy crossings by blowing the crossing signal a second time before passing over so the pedestrian or auto driver will have a second chance.

While there has been a great deal done in the way of Safety First, we have not made any big records as yet. If every man would make a practice of calling someone's attention to one unsafe practice or condition a day, I believe we would meet with greater success than we have in the past. We can do no greater justice to ourselves or fellow workmen than to prevent an accident or save a life.

Safety First should always be our first consideration and in doing this we will co-operate with our railroad officials, who in turn will help make it a success.

Otto Gruenberg, Special Apprentice,
Southern Minnesota Division.

His Pursuit

The man who wanted to see everybody getting on entered his friend's office.

To one clerk he put this question: "What's your pursuit in life?"

"That," said the clerk, "depends upon whether I am coming or going. It's the 8:30 in the morning and the 5:20 train in the evening."

—Pearson's Weekly.

Some Portrait

The near-sighted man and his wife were inspecting the latest art exhibit with critical care.

"That's the ugliest portrait I've ever seen," he cried angrily, striving vainly for a better view of the abomination.

"Come away, you fool!" replied his wife. "You are looking at yourself in a mirror."

—Bison.

Co-operation

"Say, doctor," said the brawny scrubwoman, "yer gettin' a perty good thing out o' tending that rich Smith boy, ain't yer?"

"Well," said the doctor, secretly amused, "I get a pretty good fee, yes. Why?"

"Well, Doc, I 'opes yer won't forget that my Willie threw the brick that 'it 'im."—Exchange.

And No Miss Steak

It was a busy day in the butcher shop. The butcher yelled to the boy who was helping him: "Hurry up, John! Cut off Mrs. Murphy's leg, weigh Mrs. Jones' ribs, wrap up Mrs. Smith's liver and slice Mrs. Johnston's tongue."—The Train Dispatcher.

Causes of Boiler Pitting

C. H. Koyl

I know you will be interested in the progress which has been made this year in the study of the CAUSE OF PITTING and its prevention.

We are far enough along now to be able to state that there are, at least two entirely independent causes of pitting. There may be more, but there are at least two.

One of these is acid in the water; and pitting due to acid invariably commences at the hot end of the boiler and works forward. Such pitting is found where sulphuric acid from coal mines gets into adjoining streams, or where water from stagnant ponds containing decaying animal or vegetable matter, must be used. This kind of pitting is a purely chemical action with no mystery about it. All chemical action works more rapidly where the temperature is high, and therefore the first effects are seen at the hot end of the boiler, and first of all where the steel has been bent or cut and has lost its hard surface. When this action is prolonged, the pitting will be found working forward and may in time reach the front end of the boiler. The means of preventing this chemical action is by neutralizing the acid with lime and soda ash before it goes to the boiler.

The second cause of pitting is electric action. It can take place in any water which contains an electrolyte like sodium sulphate or sodium chloride to the amount of, say 75 grains per gallon. The electrolyte is not the cause of the pitting, but if it were not present those weak electric currents could not traverse the water. The electrolyte corresponds to the rails of a railroad; the rails are not the motive power, but if the rails were not there, the locomotive would not get far.

The search for the motive power of these currents, the cause of the difference of electric potential which drives them through the water, has taken many years. It was thought some years ago that the electric potential was due to inequalities in the structure of the steel, but it was found that in the hot end of the boiler the flues are surrounded by copper shims and that there is as much natural difference of potential between iron and copper as between the different parts of steel, but still there is no electric pitting in the hot end of the boiler, this theory fell to the ground as the main explanation.

Furthermore, this electric pitting is worse at the front end of the boiler and follows the course of the water toward the firebox. Therefore, whatever causes the pitting is in the water when it enters the boiler and gradually loses

its force as the water works toward the hot end. This led to a study of any cause of electrification of the water before it reached the inside of the boiler; and late tests have indicated that the difference of potential is produced by the friction of the water in the injector, branch pipe and check valve. By this friction the iron acquired a higher potential than the water, and as soon as the water is inside the boiler (where there is no more friction) the electric charge commenced to move from the iron to the water, just as the heat of the flues commenced to move from the flues to the water.

This movement of the electricity from flues to water carries away atoms of iron and dissolves them in the water. But water can hold in solution very little iron, and would soon become saturated were there not something to take it out continuously and leave the water free to dissolve more iron. This agent is believed to be oxygen and we are now studying means to get the oxygen out of the water and prove or disprove our theory. The simplest means of freeing the water of oxygen or any other gas is by heating the water to the boiling point by an open feed water heater before the water gets inside the boiler. This we are now testing out. Of course it will require a year or so to prove, but we believe that we are on the right track and that soon we shall be able to prevent electrolytic pitting in locomotive boilers.

A Notable Safety Record

The St. Paul Daily News of January 4th, carried the following editorial of interest to railroad folk generally and to Milwaukee personnel in particular:

"Four railroads of the country have perfect safety records for last year (1923).

They are the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul, the Atchison, Topeka & Santa Fe and the Chicago & Eastern Illinois.

The St. Paul road has operated without a passenger fatality for four years, and during that time has carried 3,500,000,000 passengers. And the Chicago & Northwestern, which has carried 33,913,566 passengers has run its trains for two years without a fatal accident.

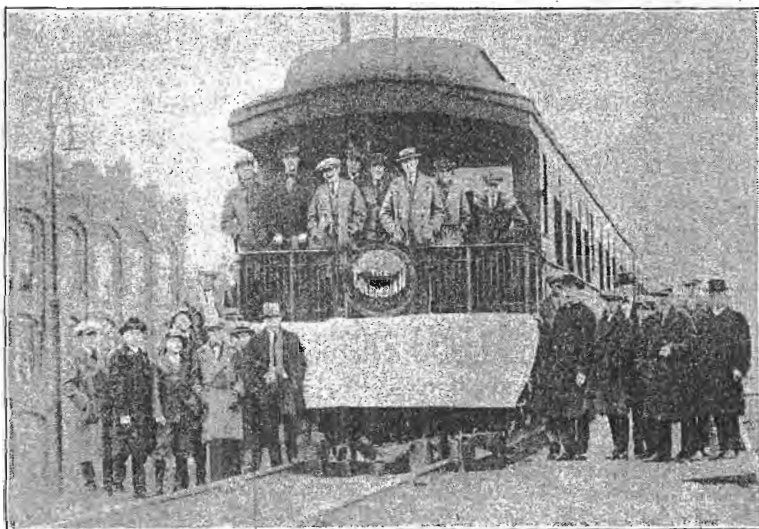
These are records to be proud of and are generally of more interest to the average citizen than the mass of printed figures on earnings."

He Knew

Minister: "Do you know where little boys go that smoke cigarettes?"

Boy: "Sure, down in Flanagan's alley."

—Selected.



Students of St. Thomas College, St. Paul, Special Christmas Train



To Receiving Clerks and Other Employees Who Receive Freight for Transportation

As receivers of freight for transportation you are in the most advanced trenches of the Claim Prevention Army. You are the first line of defense against freight loss and damage, and your Company relies upon you to see that shipments are started right on their journey. To accomplish this you must see:

1. That no freight be accepted unless it is in condition to withstand ordinary handling in transit.
2. That containers are secure, fit to protect the shipment, and meet the requirements of the Classification Rules covering.
3. That proper description, correct marks, and full number of articles offered for shipment appear on bill of lading and shipping order.
4. That bill of lading is properly and legibly made out and signed, and that the information on shipping order is identical with bill of lading.

It is extremely important that freight be properly crated, boxed, wrapped, or otherwise prepared for shipment, and second hand containers particularly should be examined carefully, as they sometimes bear old marks and are often unfit to safely carry the commodity to destination. It is not uncommon to see barrels constructed to carry 200 lbs. loaded with from two to four times their carrying capacity; crates with parts of contents protruding; new and second hand containers too light for their contents so that they fall apart under ordinary handling; and barrels and boxes with contents rattling, indicating improper packing. Any one of these conditions invariably result in claim being presented, and when they exist freight should not be accepted. Articles which are not worth freight charges, shipments of household goods, and freight destined to non-agency stations must not be accepted unless freight charges are fully prepaid.

When bill of lading and shipping order are presented, record must be made on the latter indicating each package received and that marks on packages agree with those on the shipping papers. If case numbers are shown, they should appear on bill of lading and shipping order. They serve as additional identification. Encourage the shipper to show his name and address on the freight, preceded by the word "From." Such freight speaks for itself if separated from waybill. The State in which destination is located and County, when there are two or more places of the same name in the one State, also the street address when freight is consigned to large cities, should invariably be shown. It saves delay in making delivery.

When satisfied that shipment can be accepted, you sign the Agent's name to bill of lading, by use of stamp or otherwise; this thereby becomes a contract between the Shipper and the Railroad. Under this contract the Railroad is required to transport and deliver the freight to consignee in the same apparent good condition as received, and if it becomes damaged or lost a claim results. Many of these claims can be prevented if you are particular to see that all freight you receipt for is plainly marked, securely packed, and accompanied by a legible bill of lading and shipping order. While you have the marks on the packages to guide you, the billing clerk must waybill shipment from information shown on shipping order, and if you bear in mind the fact that as soon as bill of lading is executed a continuous chain of clerical work is started, including rating, billing, revision, reports, issuance of freight bills, etc., right along the line to the delivery clerk, you will realize how essential it is that these documents be perfectly legible and absolutely accurate in every respect. If you use a stamp for signing bills of lading, keep it

More Thoughts For Warehouse Foremen

As a general proposition, freight should move out of the house as fast as it moves in.

Try to keep your men supplied with Classification and Supplements. Interested clerks ought to read a little of it every day.

Can you help in the work of developing a hook that can be used without damage to certain goods?

Supervise the use of hooks. Many complain about damage to baled goods, wrapped furniture, etc.

Supervision calls for watching door shoes on merchandise cars to be loaded.

Those of thievish inclination are likely to hang around outside of working hours.

Do you supervise the handling of shipping orders for freight held on floor over night?

"Over, on hand, refused freight," should be segregated—longing eyes watch the packages resting too long in one spot.

Checking the warehouse regularly prevents claims.

All clerks should initial their work.

Good scheme to delegate responsible employe to make exceptions and notations on freight bills and delivery receipts.

Some kind of check against errors is necessary in every operation.

in your possession at all times, so that no unauthorized person will have access to same. When placing receipt stamp on bill of lading, it should be done in a legible manner, showing Agent's name, also be sure to sign your name in space provided. Never accept a bill of lading or shipping order that shows an alteration, unless signed by the shipper, or authorized by your foreman.

While keeping the interest of your Company uppermost in mind, do not overlook the fact that our shippers are entitled to every consideration. Their co-operation is absolutely necessary if best results are to be obtained and this can only be secured through courteous dealings with them and their representatives. Our point of contact with the shipping public is largely through trucking concerns whose drivers are generally amenable to reason when properly approached. The impression left with these men is often far reaching as regards the routing of future shipments, therefore, it is of the utmost importance that our attitude be not misconstrued and any possible criticism avoided.

The efficient receiving clerk will keep posted in the requirements of his position and fortify himself with a working knowledge of the Consolidated Freight Classification, and Instructions Governing the Operation of Freight Stations.

Freight claims have been greatly reduced during the past year, and much of this reduction has been brought about by the alertness and vigilance of Receiving Clerks. We thank you for the co-operation which you have already given and ask that you exert renewed and even greater efforts in claim prevention work during the year 1924.

Defective Equipment, Leaky Roof Spells Freight Claims

The general condition of equipment throughout the country is such that a more careful inspection and selection of cars for different commodities is more necessary than ever, however, a rigid inspection should be made at all times to see that the car is free from any defect that will cause damage to its contents, and at all times the best available equipment should be used.

You can therefore see it is very essential that each and every car is inspected, and if any defects are found, arrangements should be made with the car inspector to make the necessary repairs before cars are permitted to go forward as per our Circular 2-19, dated November 17, 1919. Particular attention must be given to see that the door fastenings, door shoes, etc., are in the proper condition so as to prevent anyone from entering car without breaking seal.

The utmost care should be employed to see that the best available cars are used and those concerned should be held responsible if proper inspection is not made, and more so if proper record is not kept of such inspection. Failure to do so may penalize us as severely as though we had loaded defective equipment.

At the smaller station, the car either should not be used or else station forces should endeavor to make temporary repairs which will protect the freight against the elements and outside sources. Sometimes a few thicknesses of paper or a board here or there, or sometimes a gunny-sack, a few nails, hammer, cleat, etc., will put the equipment in temporary condition for protecting the freight.

Let us not forget that every pound of freight today is nearly double its worth of a few years ago, and the claim for this freight is correspondingly increased. Only a slight defect may be enough to take from us the gross earnings of a car for the entire trip. Such handling is not economical railroading.

When we talk about defective or leaky equipment it does not always mean that such equipment created

damage. Leaky equipment may mean a tremendous loss to carriers on bulk commodities, such as coal, iron ore, etc., which is generally loaded in open equipment. Our road hauls considerable coal and ore, and of course many claims result from the commodities leaking through side or hopper doors due to the same not being properly closed, and in some instances, due to unfair usage while in transit.

Particular attention must be given to see that the hopper doors are properly closed before car is loaded,

Thoughts For Delivery Clerks

Do not leave your section without arranging for a substitute; someone should keep an eye on freight.

also intermediate inspection made of car while in transit, and if any leakage is noticed, arrangements should be made promptly to have the same remedied in order to avoid further loss.

We have had several severe losses on defective tank cars. This equipment should also be carefully watched in transit and defects promptly remedied, or other provisions made for saving contents.

LOST FOREVER—Claim money on defective equipment.



Checking delivery as to bale and case numbers is good practice.

You are interested in seeing that car number and date stamps are applied so they can be read.

Freight bills should indicate the cashier has taken up the shipper's order bill of lading.

You are interested in seeing that truckers "set down" boxes or cartons of liquid or glass.

And, that trucker has help in "letting down" a barrel of molasses or other heavy article subject to damage.

The only time a receipt is worth anything is when

someone claims he failed to receive his goods, and then it is worthless unless it is a proper receipt and can be proved as one made at time of delivery.

A rubber stamp does not make a signature.

Keep your eye on the driveway side and on all who may happen on your beat.

If a package seems to be occupying one spot too long, learn why.

No one is entitled to notations after he has signed for freight and left the premises.

You can afford to be sure you are delivering to the right person.

The drayman who helps himself explains some of the lost packages.

Check numbers on return drums and similar articles.

Notes From the Home Guard Spur

Fireman Russell Marcus has taken a leave of absence and is punching tickets on the North Shore. It's reported that he's in training for the day when T. K. tries to crash the gate.

John Words Rossmueller, having been deducted from the Slumber Run, has resumed on the Sturtevant tie-up of the way freight. All members of the crew are present when meals are prepared—or they don't dare eat.

Since Martin Roth went on the night job the boys don't have as much trouble keeping the creases in their white pants. The company should be willing to repair that fellow's shoes.

Conductor Wobig, of the T. M. & M., mingled among our midst recently. Arthur likes to drop around occasionally as it was on the H. G. S. that Mr. Rossmueller taught him how to railroad.

Spike Pauley, of the Mad House, personally conducted his other shirt to the home laundry for Christmas. Spike is watching the perfect harmony of Hank Neadeau's movements, while switching, as he has hopes of busting into the Green Bay yard in the same capacity.

The Christmas tree has been removed from the lawn at the passenger station. Santa sort of passed us up—Hutch still wears his iron lid,

no cot for Palm, annuals have shrunk and T. K. remains with us.

Brakeman Red Bates, finding work somewhat seldom, is tossing the strictly fresh at the New Douglas.

Henry Tausch assigned the cold-grey-dawn run on the dink. At present he is sitting up nights with a case of blood poison, but is improving.

Charlie Somers, who formerly announced and herded on the dink, called on a few of them recently. He is at present a member of Harry Hill's settlement.

Joe O'Berto and Leonard Heinen each had a shot at the second trick telegraph job. Joe seemed to take to the social end a little stronger but Heinie sure is there when it comes to work.

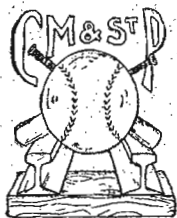
There is a suspicion afloat that some one at Sturtevant is reading Kinney's mail—they seem to know him rather better than a casual acquaintance would warrant.

Mr. Hennery Neadeau grieves. After a year of unremitting toil and earnest endeavor to please the various shippers—they slipped the smokes to Gib with instructions not to pull the cork until Christmas—and Hen was away the whole of the festive week.

The appointment of Mr. Edward Jersey Anderson to the post of Assistant to the Assistant Chief Dispatcher is most appropriate, as they displayed marked similarity of tastes while located at Troy Center. It will also prove of great benefit to the morals of the Throne Room—as the rest of the bunch will quit cussing after hearing the Swede perform. We congratulate Mr. Anderson and when he locates a place to live, where they will let him stay, we hope to presume on past friendship, and call.

Old Landmark on H. & D. Torn Down

The old water tank at Rennder, one of the old landmarks on the H. & D. division, has been torn down. This is probably one of the oldest tanks in the state and on the Milwaukee railroad. It was erected the year the road was built, which was in 1878. Mr. R. Glander with the assistance of I. Severson, J. B. Foreman raised it. The east tank was moved where the old tank stood and repaired, whereby the railroad will now have a tank for many years to come. By moving this tank it makes the station look better and also a better view from the station.



SPORTS

T. I. WALSH, Editor



C. M. & St. P. Ry. Co. Bowling League of Milwaukee

BY E. H. BRAUN

Standing of Teams

Team	Won	Lost	Average
1. Shop Accountants	30	15	853.11
2. Ticket Agents	28	17	843.29
3. Car Department	28	17	842.7
4. Store Department	26	19	830.40
5. Rates	22	23	830.15
6. Telegraphers	21	24	813.33
7. Signals	21	24	813.16
8. Muskego Yards	19	26	814.19
9. Terminals	17	28	756.11
10. Cashiers	13	32	745.19

High Single Game 1008—Shop Accountants

High Three Games 2699—Car Department

Individual Games

Schwab, 186.24; Johnson, 183.7; Nolte, 183.7; Derfus, 180.39; Cymanick, 177.18; Beitsinger, 177.15; Klug, 175.37; Sanhuber, 175.20; Horning, 175.4; Bartel, 173.26; Pfannerstill, 172.17; Voth, 172.13; Shannon, 172.10; Narr, 171.25; Langer, 171.20; Braun, 171.3; Hittel, 170.25; Knether, 170.6; Coerper, 170.4.

Honor Roll

Braun	265	Narr	213
Nolte	244	Reichart	210
Cymanick	242	Ruehl	210
Johnson	237	McMurtrie	209
Klug	232	Haslam	209
Horning	231	Fitzpatrick	209
Schwab	227	Grisius	206
Pfannerstill	226	Paulus	206
Shannon	226	Sanhuber	205
Schneider	224	Comdohr	205
Schmidt	224	Dooley	204
Hittel	223	Hoeft	202
Derfus	223	Draeger	202
Foley	223	Oman	201
Epp	219	Ambrose	200
Brillinger	214	Keuther	200
A. Hoerl	214	Shand	200

C. M. & St. P. Ry. Co. Bowling League Green Bay, Wisconsin

By the Secretary

Team Standings To Date

Team	Won	Lost	Average
Superior No. 6	27	15	.643
Superior No. 23	27	15	.643
Superior No. 3	26	16	.619
Superior No. 31	19	23	.452
Superior No. 2	15	27	.357
Superior No. 10	12	30	.286

Individual High Game—H. C. Ballard—270

Superior No. 31 after losing 12 straight games and ready to head in last place, came back with a bang, winning 7 out of their last 9 tries, nothing like staging a real come-back.

H. C. Ballard believes that if his team goes bad, it's up to him to win 'em single handed, 270 puts him right on top for individual high and 666 for 3 games.

Boys, just notice how that race is tightening up, even Superior No. 31 believes it's not too late to get in on the race and make it interesting, ask Superior No. 6.

We hope O. A. Keyes and Bob Held, cripples will soon get off the sick list and be able to knock 'em over again.

M. L. Hynes is now a regular substitute, looks as tho he will be a scratch man.

Madison Bowling League

Team Standings To Date

Team	Won	Lost	Pct.
Olympian Limited	28	17	.622
Pioneer Limited	28	17	.622
Omaha Limited	26	19	.577
Columbian Limited	21	24	.466
South West Limited	20	25	.444
Pacific Limited	12	33	.266

Rumblings From the Chicago League

Harry Earle says he does not like alleys seven and eight and to prove it, rolls the excellent series of 661 which, by the way, is high individual series to date.

Comptroller's team surprised everyone January 8th, first by winning two games from Car Accountants, second by rolling 2nd high team game of 977, and third by piling up a total of 2,763 which is 3rd high three game series. Its the dark horse that always upsets the dope.

A. F. E. still are holding the cellar position. What say, Macina, would dynamite help?

From averages the Chicago League compares favorably with Milwaukee's. Chicago having a slight shade the better of it in all events.

Who spoke to E. J. Knoll just as he started

to shoot for the 6-7-10, January 8th? For information ask their captain "Speed Ball".

Some of the boys at Fullerton have been thinking seriously of asking Tad, cartoonist of the Chicago Evening American, to visit their league. They are sure he could obtain some wonderful subjects for his cartoons. Ramsey with his "snake delivery", Breen with his "screw ball", Krumrei with his "Dance of the Strikes", Belzer with the "gutter ball", Knoll with his "quack, quack, quack walk", Earle with his "three alley delivery", Dale with his "Milwaukee front", Rice with a "hop skip and jump", Outfahr "sneaking up on them", Kriizek and Hettinger with their "bit 'em hard balls", oh yes and we do not want to forget Gannon with his "morgue ball". These are but a few, he surely would have an abundance of material.

Foreman and Olzewski are doubling in the National Tournament. They should hit well together as shown by previous demonstrations.

Car Accountants and Freight Auditors have picked their five best men and have entered two teams in the A.B.C. Tournament. More power to you, boys.

Congratulations are in order for Tom Morken, City Passenger Agent at Minneapolis, who in addition to rolling a perfect game (300 score) followed it up with a 702 series. He had better save some of these scores for the Employees Tournament as they might come in handy. Congratulations, Tom!

Correction as to the date of the Employees Tournament is in order. It commences April 12th and closes April 21st.

Not Guilty

First Steno. "The idea of you working steady eight hours a day! I would not think of such a thing!"

Second Steno. "Neither would I. It was the boss that thought of it."—Town Topics.

Our committee on Thanksgiving poultry should be congratulated on the splendid birds they provided. It surely was a delicious treat. There were a number of the pin knights surprised to learn that they broke in on the prize list, the Committee announcing that 32 prizes would be handed out. This was stretched to more than 50 individual prizes.

The individual high single game has changed several times since the season started. C. Schwab started with 219 as high single game, then E. Hoerl went 3 pins better and scored 222. Along came F. Draeger with 242, but Schwab bowling with the rates could not see 242 stand, so he rolled back into high honors with a score of 254 which remained high from October 22nd to December 3rd. I cannot help but announce that 265 leads now, but for what length of time—that is a question.

A Master Mind

Rastus: "Yo ain't got no brains".

Sambo: "Brains! Why, man, ah got brains what ain't nevah been used."

Did anyone hear from our Secretary and our Treasurer, while they were away from the U.S.A.? Oh! Yes, Harry did. He was surprised to learn through Gene that in place of having Bowling Alleys, Cubans are still keeping the lights burning in several hundred saloons, and we are told that Gene rolled some good games over the bars and had some perfect set-ups.

A little more effort on the part of O. Bartell would have given the Ticket Agents high single game on November 12th, 1923. Scores: Cymanick, 204; Paulus, 206; Ambrose, 200; Ruehl, 202; Bartel, 136.

Mr. A. Narr, one of our beloved and enthusiastic pin knights, passed away on December 18th, 1923, after an illness of short duration. It is with deepest regret that the league has lost one of their best companions, a fellow who possessed all the sportsmanship needed in the bowling game and one who helped make the league a success.

Muskego Yard's Bowling Team, of which A. Narr was a member, although not in among the leaders of the league, deserves credit for working hard to put his team on top.

The C. M. & St. P. Ry. Bowling League as one, and voicing the sentiment of the Milwaukee Road Bowlers of the system extend their

heartfelt sympathy to those of his family and in memory of A. Narr will carry his name on the League's Rooster.

Mike O'Neil of the Omaha team is going big this year, account of his rheumatism getting better. You'll remember that Mike was a patient of Dr. Coue last bowling season.

Eddie Spencer assistant machinist at the round house should bring his micrometer to the bowling alleys and measure the distance from the

foul line down to the pins. His average is slipping and he has tried every ball in the house but to no avail. Will some one suggest a remedy?

Why was our veteran bowler Jimmy Fox giving the boys a dancing exhibition on the alleys the other night? He must have made a difficult spare.

Cavanaugh, the Beaux Brummel of the freight office, made his highest score on the alleys last

week. He usually bowls the way he works.

Jimmy Coleman throws the shove ball. His ball finds the gutter at times. Jimmy likes the exercise, that's why he bowls.

Timothy, (I don't mean hay) but Crimmins, has the honor of making the highest score in the league so far this year.

Now that the dates of the annual tournament have been given out all we hear on the alleys is "Are you going to the tournament?"



The following named have been specially commended for meritorious acts performed while in the conduct of their regular duties:

W. V. Division Engineer Thomas Burek, while dispatching engine 2751 for train No. 2 at Wausau, December 24th, discovered a crack in side-rod knuckle pin eye, preventing a delay and possibly an accident.

R. & S. W. Division Conductor D. G. McCarty; Baggageman, Richard Rowland; and Fireman Chris Hansen discovered a broken rail west of Willow Crossing December 9th, and made prompt report of same to have action taken for its immediate repair.

Signal Maintainer O. W. McBride, Forreston Illinois, on December 29th, noticed a car rocking badly in Extra 8323 and notified the Dispatcher immediately. Train was stopped at Leaf River when a broken axle was found under the car specified. This action undoubtedly prevented a serious derailment.

Operator C. W. Klome, Kittredge, Ill., while on his way to work discovered a badly slewed truck on St. P. car 93120, in train No. 61, December 25th, as train was pulling through Lanark. Mr. Klome boarded the caboose and notified the conductor of the condition of the car. Train was stopped and car was set out.

R. & S. W. Division Engineer Frank Ewart discovered a broken rail one-half mile east of Porters, January 6th and immediately stopped his train. His watchfulness undoubtedly averted a serious derailment.

S. M. Division Engineer Robert Herrman, on January 5th, rendered valuable assistance to the train crew on No. 23, at Fountain, Minn., in getting coaches and train in shape to proceed after the draw-bar had come out of the head end of the smoker. Co-operation of this character spells success.

Switchlight Tender Ernst Dobrick, Watertown Jct., Wis., on December 8th, while train No. 66 was passing Watertown Junction, discovered a broken bottom rod dragging, and promptly notified the train crew, who brought train to a stop before further damage had occurred.

While Extra 8690, East, LaCrosse Division, was passing through Elm Grove, December 9th, Crossing Flagman Adam Rossbach noticed something drop. He at once made an inspection and found a brake rigging between the rails, hugging the rail; and immediately cleared the track. His prompt action no doubt prevented a possible derailment of following train.

La Crosse Division Conductor A. Otto, while on Extra East, Nov. 30th, east of Sparta discovered a broken rail, which if not found would undoubtedly have caused a derailment. Efforts of employees to safe-guard the company's property and interest are greatly appreciated.

Section Foreman John Edquist, Odessa, Minn., while walking over his section on the morning of January 6th, found a broken rail and flagged

Coast train No. 18, thereby averting a possible serious derailment. Help was obtained and the broken rail changed out allowing the train to proceed without delay.

R. & S. W. Conductor C. Conway and Engineer E. J. Higgins discovered a broken rail about three miles east of Roxbury, January 5th and promptly reported same, protecting it until help arrived and rail was changed out.

F. W. Anderson, signal maintainer, Warden, Wash., while returning from Lind in his Ford on Christmas night, noticed signals on his territory remaining at "stop" after a freight train had passed. He stopped and made sufficient investigation to determine that something was wrong with the track circuit. Upon arrival at Warden he reported to the dispatcher got his motor car and tools and started out. He found trouble was due to a broken rail, and as section men were not at home, he secured angle bars and made necessary repairs. No delays to traffic. Such attention to duty, good headwork and spirit of co-operation is worthy the highest commendation.

State Normal School Head Acknowledged Courtesy

In the following letter, President Black of The State Normal and Industrial School at Ellendale, North Dakota, makes acknowledgement to Agent Crandall of Ellendale for his courtesy in getting Milwaukee train held at a Soo Line crossing, for a body of students returning after Holiday Vacation.

Mr. E. F. Crandall, Agent,
Chicago, Milwaukee & St. Paul Ry. Co.,
Ellendale, North Dakota

Dear Sir:
I take this means of expressing to you for my own part and in behalf of the students of the school who were accommodated, our hearty thanks for the kindness shown in holding your freight train at Monango Crossing so as to bring down passengers from the Soo Train on Wednesday afternoon, January 2.

We thank you for your courtesy and kindness in the matter and through you the Railroad Company, as we know this waiting to accommodate us in this way was done at considerable loss of time and expense to the Company. There are always complaints and criticisms whenever occasion arises, and we want you and the Company to understand that we appreciate and are grateful for favors like this one, and we are glad to show our appreciation.

Sincerely and in behalf of
the students who were accommodated,
R. M. BLACK, President.

Westinghouse Engineers Like The Pioneer Service

On January 8th a party of Westinghouse Electrical Engineers made a trip to St. Paul and return on The Pioneer and their letter herewith is testimonial to their enjoyment of the superior service on our famous train:

January 14, 1924

Mr. B. J. Schilling,
Chicago, Milwaukee & St. Paul R. R.,
620 Marquette Building,
140 South Dearborn Street,
Chicago, Illinois.

Dear Sir:

A number of the members of the Westinghouse Electric Merchandising Department who traveled to St. Paul and returned this week on your Pioneer Limited, join me in thanking you for your courtesy and the good service we obtained from the railroad. Everything went thru smoothly, the meals were excellent. Please express our thanks also to Mr. Bowman at St. Paul, and to Mr. Martin Cramer at Milwaukee who met us at the station and arranged for prompt service on our baggage and our tickets to other points.

The service rendered by you has been a pleasure to all concerned.

Yours very truly,
(Signed) F. L. Carl,
Illuminating Engineer

FLC:GR

Appointments

Effective January 15th:

Mr. M. J. Flanagan is appointed superintendent of the Iowa Division, with headquarters at Marion; vice Mr. C. H. Marshall, deceased.

Mr. E. W. Lollis is appointed superintendent of the Hastings & Dakota Division, with headquarters at Montevideo, Minn.; vice Mr. M. J. Flanagan, transferred.

Mr. O. M. Stevens is appointed superintendent of the Illinois Division with headquarters at Savanna, vice Mr. E. W. Lollis, transferred.

Effective December 15th:

Mr. R. C. Hayward is appointed assistant superintendent of police, headquarters at Seattle.

The office of chief special agent at Milwaukee is abolished and Mr. W. A. Scholl is assigned to other duties.

District special agents will assume the title of captain of police.

Puget Sound Pioneers Club

Mr. L. S. Cunningham, secretary and treasurer of the Puget Sound Pioneers Club desires to remind the members that dues for 1924 are now payable, and asks that members forward the amount to him as promptly as possible.

The club is anxious to hold its full membership and for that reason, members in arrears are given 90 days from January 1st, to remit. Failing to do so, their names will have to be dropped from the list.

This early notice is given in order that the entertainment committee for the Spokane meeting may have definite figures on the amount of money available for the program. It was decided at the last meeting to cut down the expense of the meetings as much as possible, and consequently the annual banquet will be eliminated and some other form of amusement substituted.

Make your plans to attend the Spokane meeting, and boost for the Club.

Made His Own Niche

A city man called upon another, and after a glance around the establishment, inquired:

"How's your new office boy getting along?"

"Fine!" was the reply. "He's got things so mixed up that I can't get along without him."

—London Weekly Telegraph.

AT HOME

HAZEL M. MERRILL, Editor



Patty, Infant Daughter of R. M. Division Engineer Flynn



Margaret, Daughter of Agent Fred Allemann, Tacoma

Fashions

What tricks the old Weather Man has played on us this year. When we went to press for the last issue, we really felt that we should give you some real winter styles, but from all indications, the weather was spring; now that we might be turning our thoughts to early spring apparel, it is twenty below zero. However, the ladies of today do not, by any means, dress according to the thermometer, but according to the dictates of Dame Fashion.

This is a good time to invest in a good-looking over-blouse or two to wear with the winter suit. They will brighten up the costume and make it seem like new, and may also be utilized with the new spring suit.

Right, now, flannel checks, or more properly, checked flannels, are the last word for the business girl, made with long slender lines and long tight sleeves. One good-looking dress has the appearance of a one-piece model from the back, and from the front of a two-piece model in over-blouse style; this, of course, is a trick in cutting. One of the newest and smartest of wool fabrics is charmeen; and these little one-piece dresses are very practical when made of this material. It has not such a decided twill as some of the serges and poretts and is very soft and pretty.

With these dresses, collars and cuffs should be worn. In fact, pretty neckwear should be worn this season. We are all pleased about that, too, because, while they do take time and much care, collars and cuffs, jabots, and all fancy neckwear are surely a feminine accessory which makes us all appear at our best. There are jaunty, busi-



Barbara Jean, Little Daughter of Operator A. E. Jerde, Montevideo, Minn.



Mary Helen and Madalyne, Daughters of Baggageman S. A. Tisher, Seattle

ness-like sets for plain dresses; sheer sets of organdie and lace for velvet and silk afternoon frocks, while many of the sets can be worn with anything and enable one to make several costumes of one dress. The new bib collars certainly dress-up an otherwise plain dress in fine style. They are made of lace, and also of white pique bound with striped linen of blue, rose, green, etc., and are also effective in ecru linen edged with Irish. A set of deep flaring collar and cuffs of white organdie, sort of "Puritanish" in design, are very effective on a black satin frock. You may now haul out those lovely Irish Crochet and Tatting Jabots and fusses which you have had carefully stored away for about twelve years.

The long slender lines in dresses continue in high favor, and so many of the frocks are beltless that waistlines are forgotten; when there is a belt, however, it is still very low. It is, however, rumored that with the return of the waistline they will be high. Skirts are about the same length and width; possibly a little shorter for street and afternoon wear; some plaited, many slender and overlapping, many flounced. Sleeves are both short and long and close-fitting. Some



Robert Edward, Little Son of Agent G. C. Fauss



Melba, Daughter of Agent Fred Allemann, Tacoma, Wash.

of the new dresses have a "V" opening in the front at the throat. The new cape dress, made of satin-back crepe is quite appropriate for an informal dinner or bridge party. Hats for early spring, are small, with crowns of straw and small upturned brims of velvet, felt, or satin; turbans are very smart for this sort of mid-season, early spring wear.

Care Of the Sick Room

An untidy sick-room is an abomination and a great deterrent to the recovery of the patient. The most scrupulous cleanliness must be observed in the quietest and most unobtrusive way. There must be few articles in the room in order that the eye and the mind of the patient may not be filled with the confusion of many things. All the little knick-knacks usual in the bedroom should be removed and clean white covers put on bureau or table. Do not leave medicine bottles or glasses about for the patient to see. The bed must be kept absolutely clean, with fresh sheets and slips every day. Fold the clean top sheet down over the edge of the blankets far enough so that it may not annoy the sick one. Keep an extra pillow or two at hand so that the patient may be eased with change of position and the rest of a supporting pillow at back or side.

Place a dampened cloth over the floor brush or broom to clean the floor, and go about this work as quietly as possible, with bed-room slippers or tennis shoes, to prevent making a noise. Dampen the dust cloth and dust with utmost

care. These cloths should be washed out after using.

Too much tender thought cannot be given the sick-room tray. All its appointments should be fresh and clean, the food served daintily and of course cooked with the greatest care to make it appetizing. Even if the only nourishment permitted is a bit of broth, the broth must be perfectly free from grease and delicately seasoned. If toast is permitted, cut the bread thin, remove the crusts and toast to a delicate golden brown. This should be wrapped in a clean napkin to keep it hot. Toasted crackers should be watched carefully to see that they do not burn in ever so slight a degree.

In the case of a protracted illness, a patient is likely to become utterly weary of the pictures on the walls and even of the wall paper itself. Change the pictures about a little, and remove them altogether for a while. This helps somewhat. Moving the bed to a different angle gives a different aspect to the wall paper and is restful to the eyes and the nerves. Always shield the patient from the glaring light and place a screen between the bed and the fresh air inlet; and remember this, fresh air is a good nurse and works many cures.

Household Suggestions

To remove smell of paint, place few slices of onion in a pail of water and let it stand in the room for a few hours.

A teaspoonful of sugar added to the water in which green peas are cooked will add to their flavor.

To clean black silk, brush thoroughly and wipe with cloth; then lay flat on ironing board and sponge right side of material with hot coffee which has been drained through muslin; allow silk to partially dry and then iron on wrong side. This will remove all of the grease and restore the brilliancy of the silk.

Old torn silk stockings make good stove holders. Take the legs and foot part for the center and use them for outside, and you have a nice soft holder with no expense.

To make new cover for ironing board, measure goods to fit board; then instead of using hooks or rings for lacing it together, use narrow tape in loops. Do not cut at end of loop; continue to sew one or two rows of stitching all around the edge of cover. There is no risk as to marking or rusting and cover can be laundered very nicely.

If your cake happens to burn a little, instead of using knife to scrape it off, take a grater and rub it lightly, and it will come off easily and without breaking up the cake.

Quite the newest thing for a little tot is the creeper which opens down the front. It will be found much easier to put on.

Put a low rod across one end of your little five or six-year old daughter's closet and see how much pleasure she will take in keeping her fresh little dresses in neat rows.

Good Housekeeping calls our attention to the revival of needlepoint, sometimes called tapestry; and new designs in cross-stitchery, etc. Also a unique St. Patrick's Party "Ireland Forever."

Now is the time to be reading over illustrated books on garden planning, especially those which give planting plans. Without plans there is waste in gardening as in building, dressmaking, etc.

Clothes That Passed In The Night

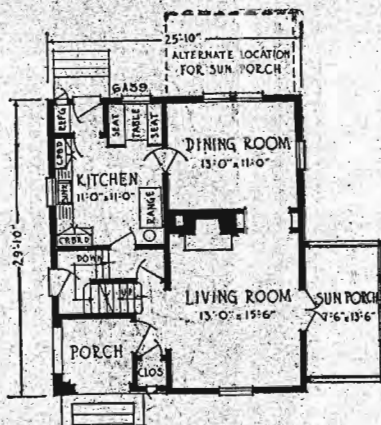
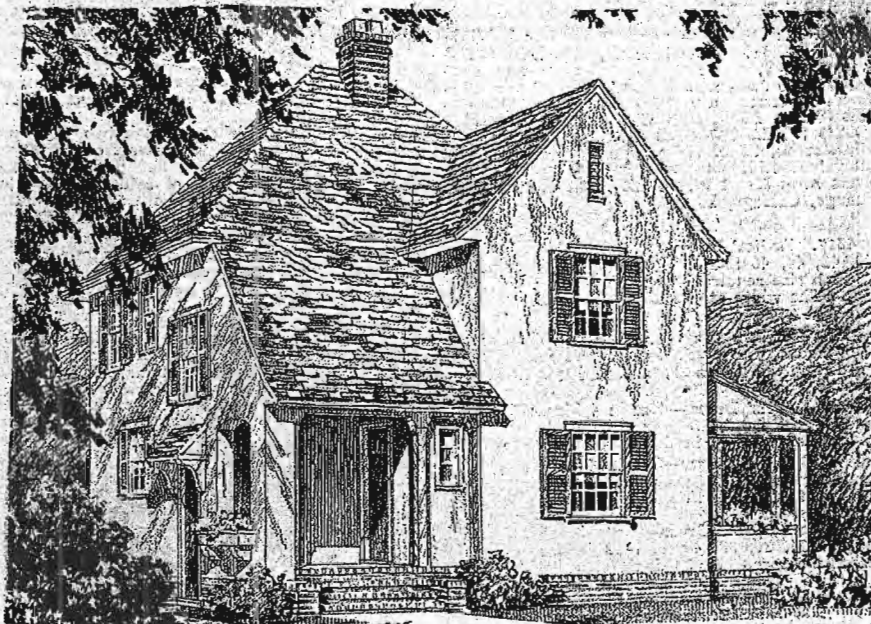
Passenger (after the first night on board ship)

"I say, where have my clothes gone?"

Steward—"Where did you put them?"

Passenger—"In that little cupboard there, with the glass door to it."

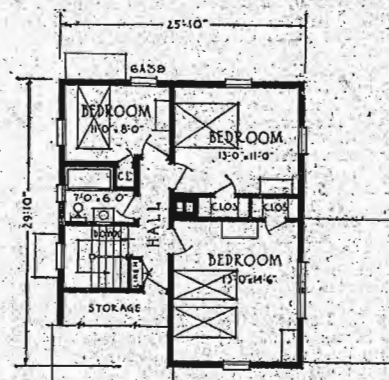
Steward—"Bless me, sir, that ain't no cupboard. That's a porthole."—*Reynolds Newspaper (London).*



FIRST FLOOR

A Pleasant Home for Town or Country

"A dignified, restful house of surprising convenience and no extravagance," is the way the designers of the accompanying plans characterize this house. The total width over all, including the sun porch at the side would require a lot of forty feet or more wide, to allow for walk around the house, etc. If the alternate location placing the sun porch at the back is used, a somewhat narrower lot would be available. The house is two stories, with a loft overhead, making for cool bedrooms and good height ceilings upstairs. The construction may be wood frame or stucco, this plan lending itself equally well to either. It would also look well worked out in brick. The foundation is masonry with brick base course. The basement extends under the entire house and is provided with laundry, heater room and vegetable and fruit storage. There is one central brick chimney with flues accommodating the heater, living room fireplace and kitchen range. Terra cotta chimney pots top these flues. The living room is reached from the entrance porch through a small hallway containing a hat and coat closet, and opposite the hall opening is direct entrance to the sun porch through French doors. The fireplace is so placed as to make a very cozy nook at the end of the living room. The dining room opens out of the living room and is lighted from two sides. The kitchen, reached directly from the dining room is planned



SECOND FLOOR
CEILING HEIGHT 8'-2"

and equipped for easy working conditions. There is a breakfast nook with table and benches underneath a window. Cupboards and cases take the place of a pantry. In the rear entry is place for ice-box, etc. Basement stairs also descend from this entry.

The stairs ascend from the main hall, with a landing half way up, lighted by a window. This is a particularly pleasing effect, seen from the living room.

There are three bedrooms of good size, all with two exposures, and closets.

The bath room and linen closet open from the upstairs hall, and there is also an ample storage space opening from this hall.

The decorative features of the exterior which give it an especially home-like aspect are the outside shutters, the well placed windows, the long sweep of the main roof to cover the entrance porch, and the window-shaped opening opposite the front door with its pretty flower box upheld on sturdy brackets. The windows have the small paned Colonial style sash and the front door is two-paneled with a six paned sash above.

Detailed information concerning this and other small house plans may be had upon application to Weyerhaeuser Forest Products, St. Paul, Minn. A book of sixty-three plans, with explanatory notes and timely suggestions to the house-builder is published by this firm and may be had from them for the nominal price of one dollar.

FASHION BOOK NOTE

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER, 1924 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE and COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

The Patterns

4617. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 40 inch size requires 4 1/4 yards of 40 inch material. The width at the foot with plaits extended is about 2 3/4 yards. Price 10c.

4619. Child's Play Suit.—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 1 1/2 yard for the Overalls, and 1 1/8 yard for the Blouse. Price 10c.

4598. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4 yards of one material 40 inches wide. Price 10c.

4635. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/2 yards of 32 inch material. Price 10c.

4615. Ladies' Dress.—Cut in 5 Sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires 6 yards of one material 40 inches wide. The width of the dress at the foot is 1 1/2 yard. Price 10c.

4640. Ladies' Apron.—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 2 1/2 yards of 32 inch material. Price 10c.

4641. Ladies' One Piece Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material. The width at the foot is 2 1/4 yards. Price 10c.

4633. Girls' Blouse and Bloomers.—Cut in 5 Sizes: 4, 6, 8, 10 and 12 years. A 10 year size requires 3 1/4 yards of 36 inch material. Price 10c.

4648. Misses' Dress.—Cut in 3 Sizes: 16, 18, and 20 years. A 16 year size requires 3 1/2 yards of 40 inch material. The width at the foot is 1 1/4 yards. Price 10c.

4645. Ladies' House Dress.—Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 4 1/4 yards of 36 inch material. The width of the dress at the foot is 2 yards. Price 10c.

4596. Child's "Party" Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires 2 3/4 yards of 40 inch material. Price 10c.

4636. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 1 3/4 yards of 54 inch material. Price 10c.

Good Things To Eat

Janesville Charlotte Russe. Make a soft custard of one cup of milk and yolks of four eggs and one-quarter of a pound of sugar (half a cup). Cook in double boiler, using great care not to allow the mixture to curdle. One envelope and one teaspoonful of Knox Gelatine. Cover well with warm water. Let dissolve and add to custard after removed from stove. Let this cool. Whip one quart of cream and add to the cooled custard. Add also one tablespoon of vanilla and two of wine, if available. If not, use orange juice. Keep stirring until thoroughly blended, then add the beaten whites of four eggs.

Split one dozen and a half of lady fingers and line bottom of mould. Add the Charlotte Russe and the other half of the lady fingers on top. Chill and serve. This is an ideal desert after a heavy dinner, or is an excellent substitute for ice cream and cake for an evening company after other refreshments have been served.

Cheese Souffle. One-half loaf of bread cut in slices and buttered well. Cut in squares with shears. Line the bottom of baking dish with the bread squares. Slice American cheese thin and spread over top; add salt and paprika. Another layer of bread and cheese and seasoning. Have layer of bread on top. Beat two eggs thoroughly, mix with one quart of milk and pour into the baking dish at the edges. Bake twenty minutes in a moderate oven. Fine for Sunday night supper; or for a small evening card party.

Corn Flake Kisses. Two cups corn flakes (not rolled). Whites of two eggs, beaten stiff; one cup of shredded coconut; one teaspoonful almond extract; small cup of powdered sugar. Beat the eggs, add the sugar, corn flakes, coconut and almond extract in order given. Bake like a meringue.

Delicious Small Cakes. Break two eggs into a cup and fill the cup with sweet cream. One cup of sugar; one cup of flour; one teaspoon of baking powder; pinch of salt. Flavor with grated lemon rind. Bake about twenty minutes in earthenware custard cups. Serve with whipped cream or hot chocolate sauce.

Tomato Fritters. Cook together one can of tomatoes, one minced onion, 3 tablespoons of sugar, salt and pepper to taste. After boiling 15 minutes, remove from fire and strain. Add three tablespoons of melted butter and one-quarter cup of flour which have been sautéed together and boil three minutes. Remove from fire and add two well beaten eggs. Pour into a shallow baking dish, and when cold cut into fritters, dip in frying egg and then in crumbs and fry in frying basket in deep fat. A good entree.

Pound Cake. The good old-fashioned pound cake is back into its own again; and at luncheons, teas, etc., you find delicately sifted mor-

sels of this goody served with the lighter varieties of afternoon sweets; and be sure the pound cake does not go a-begging.

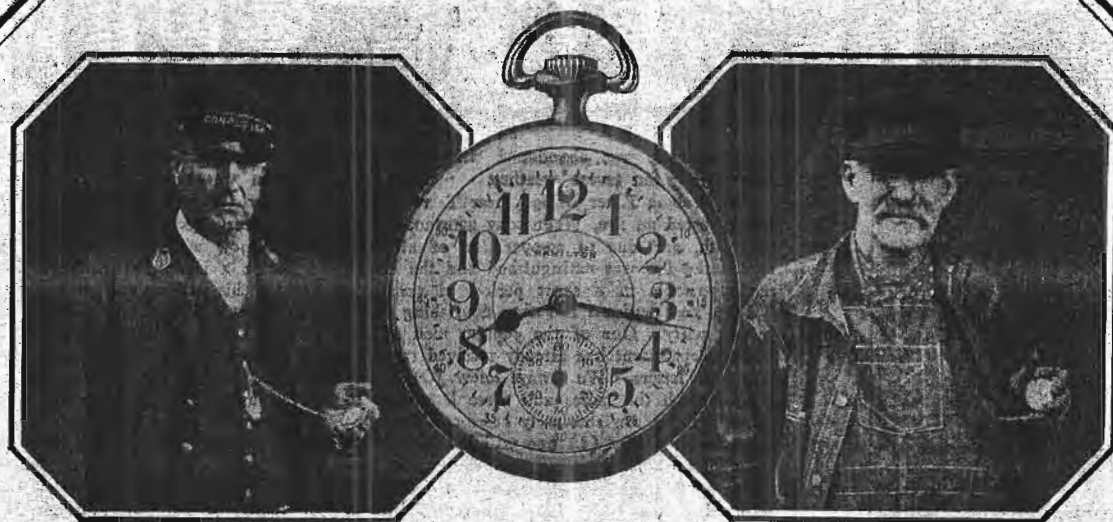
Cream one pound of butter; add one pound of sugar and beat until very light. Beat the yolks of ten eggs until lemon-colored and thick and add to the mixture. Sift together twice, four cups of pastry flour, one-half teaspoon of salt and one-half grated nutmeg and add gradually. Beat the ten egg-whites until stiff and dry and fold in carefully. Line your cake pan with buttered paper and fill two-thirds full. Bake in moderate oven an hour to an hour and a half. Half a pound of raisins, a quarter of a pound of citron sliced very thin and quarter of a pound of English currants, all well mixed and floured may be added if liked.

Seaside Joys

"Did you have a good time at your summer cottage this season?"

"No, but dozens of our friends did."—*Detroit Free Press.*





This is the Watch for You— If You Need Accurate Time

PRACTICALLY every railroad man must have a watch that can be depended upon—a watch that will keep accurate time.

That is why you'll find Hamiltons in the hands of Conductor Christner and Engineer Brown of the B. & O., Chicago-New York Limited. And that is also why you'll find Hamilton Watches predominating wherever accuracy and dependability are everyday necessities.

The Hamilton is a watch that owes its enviable reputation to faithful performance. It is a watch that will, with proper care, give you accurate service for a score of years or more. In other words, the Hamilton gives most accuracy and service per dollar of investment.

The favorite Hamilton among railroad men is the No. 992; this model is doing duty in engine cabs and coaches, signal towers and dispatchers' offices, from coast to coast. The Hamilton No. 992 betters the most rigid time inspection requirements and will serve you, as it serves thousands of other railroad men, day after day and year after year.

For other than time inspection service, we recommend the Hamilton No. 974 movement, which gives you the famous Hamilton workmanship in a watch of lower grade and lower price.

Your jeweler will be glad to show you the "992" and the "974." The next time you pass his shop drop in and ask to see them.

We will gladly send a copy of the Hamilton "Timekeeper"—our booklet about Hamiltons—to any railroad man requesting it.

HAMILTON WATCH COMPANY
LANCASTER, PENNA., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

ON THE STEEL TRAIN



Roadmaster Joe Gilkinson, Terre Haute Division. "He Walks the Ties and Counts 'Em Every Day".

From the Banks of the Wabash

Robert Bair

F. J. Cavanaugh from Mr. Barry's office, spent January 3rd on the Terre Haute division.

D. C. Gilmore, engine crew caller at Hulman Street, will leave soon for Albuquerque, New Mexico, where he expects to stay for a year in hopes of recuperating his health. Our best wishes go with "DOCK".

Death recently claimed Omar Ross, hostler at our Latta engine house. We extend our sympathy to the bereaved family.

We are glad to report an improved condition of Joe Dede, of the local freight office, who has been off duty on account of illness for some weeks past.

Alice Church of the Master Mechanic's office, and Maria Stwalley, of the Accounting Department, delegates of the Industrial Girl's Club, of the Y. W. C. A., attended a meeting held at Ft. Wayne, Indiana, January 26th and 27th.

Dan Miller, operator of the Hulman Street Yard office, is reported very ill with blood poisoning at St. Anthony's hospital.

Mr. and Mrs. John Reilly are the proud parents of a new baby boy, John Jr., born January 5th. Congratulations.

Inspector B. W. Bush at Preston was found dead along the road, January 13th about thirty minutes after leaving work. He was riding a bicycle on his way home and the exact cause of his death is not known, but it is assumed that he was struck by a passing automobile. Mr. Bush leaves a widow and nine children. We extend our sympathy to the grief stricken family.

Jimmie McClain, chief clerk to Yard Master T. Boleman, has been negotiating with several automobile agents lately, it is understood, and rumor has it that he is soon to drive a Nash and then decide. Jimmie is looking at the roadster style.

Mr. and Mrs. T. I. Colwell and son Robert, are home after a short visit with Mrs. Colwell's parents at Hillsboro, Indiana.

The northwest divisions of the Milwaukee may find some solace in the fact that the Terre Haute division was not eliminated from the severe cold weather experienced elsewhere. Winter with its icy fangs sent the thermometer down to 24 degrees below in Terre Haute and reports from the north line state that it reached 30 below in places. Water service men have been busy keeping water stations in operation and

out-door work was abandoned wherever possible during the severe weather.

The Wabash River Bridge, near Terre Haute, was reported on fire, Wednesday afternoon January 9th, and due to co-operation of all concerned the fire was extinguished and the bridge made passable in a short period of time.

Leap Year business is rather flourishing for a certain party. One of the popular men of the Stores Department has already received two (2) leap year letters. We always knew JOHN was popular with the ladies and these letters go to prove that we are absolutely correct. We wonder who the lucky (?) one will be.

Cupid must be hovering near the master mechanic's office for we understand Miss Pfeiffer received a New Year's letter from the squire at Brazil, Indiana, sending her his picture, price of his marriage fee, etc. Don't forget, Catherine, this is Leap Year and this dope might be valuable.

We are sorry to learn that Miss Mary Benning sprained her ankle, but the question with the gang is, "Where was Joe McMahon at the time?" Would suggest, Joseph, that in the future you use all known Safety First methods to prevent a recurrence.

East Wind

"Runnin' Wild"

Alice Monaghan, formerly of the Assistant Superintendent's office at Bensenville, comes to the Railway Exchange as Mr. Fowler's stenographer. Aside from being an unusually competent amanuensis, Miss Monaghan is considerable of an artist on the ice. Alice usually spends a portion of her vacation during the winter in the Frozen North, from which territory she has recently returned after a short stay.

The hurricane deck of Chicago's busses seemed to hold an ineffable lure for Rudolph Binder's delicately balanced appreciation of the beauties of Mother Nature but when an errant messenger of Jack Frost nipped his ear and turned it a painful white, he decided the view was better and the air far more invigorating from a warm seat downstairs. From the most recent inspection, it would appear as though a special pair of ear muffs (maybe boxing gloves) will now be necessary to protect the cauliflower King Zero presented to him. Henry, the official stamp lick of the Accounting Department, was initiated into the same lodge as Rudie, with a degree of honorary member, on the same day, he having frozen both of his ears.

Psyche Cummings is now filing kitchen recipes instead of accounting department reports, and Miss Blanche Vaughn comes to us from the Portland Cement Company as her successor. Miss Vaughn is a sister of the old Cub's well-known pitcher, and we understand that she also is a good friend of Addison Sheffield.

Mr. Silvernail of the Engineering Department, we understand, is contemplating the opening up of a barber college this spring, in opposition to the Mohler Institute. With the finesse of touch acquired through his weekly trimming of the hedge surrounding his home he expects to graduate first class barbers.

Wallie Swanson, nonpareil key-puncher of Mr. Bradshaw's office, in giving the citizens of Midway territory a demonstration in skating as it should be done, felt a breeze that the instruction book couldn't account for and upon investigation found that the fabric of his—er, er, trousers had parted company. His gang rushed to the rescue and patched him up between

the south bank and the check room and the situation was saved.

Henry (Harry) H. Byram has stepped in as Mr. Greer's secretary, succeeding Wally Dietz who is now with the President. We intended to secure a complete autobiography of Harry's life for this publication, but at the time our correspondent called Harry was in no mood for such frivolity, a Randolph Street scalper having nicked him \$6.60 per copy for a pair of "Follies" tickets the evening previous.

Through a slight error of a cub reporter, last month's issue contained the information that Florence Anderson had purchased a gentleman's gold watch chain for someone's Christmas gift. It now develops that the article was in reality a pair of goloshes for some girl friend. An entry mark has been placed against the young news-hound's record and he has been otherwise severely dealt with for submitting this erroneous item.

Jim Stafford is engaged at present in collecting baby photographs of the various employees of the Traffic, Operating and Mechanical Departments, taken when said employees were from six months to two years of age. When his canvass has been completed, he intends to have them published in an early edition of the magazine, subject to censorship and the approval of Will Hayes.

Werner Fisher states that most of the Elgin girls are interested in winter "sports". According to the heavy run on the Loan Association's fund this period, there is no question about it whatsoever.

Bob McSweeney is making daily appearances in Judge Sullivan's court. This time, however, jury duty requires his presence.

Bessie's hubby must be looking after her quite closely—we don't seem to be able to get any news on her.

Here's one that echoed forth through the corridors of the Railway Exchange when the hour hand was approaching the mystic hour of high noon, that time of the day when one's thoughts turn restaurant-ward:

First Fair Damsel: "Oh, Clarice, I haven't the slightest idea where to go for lunch today—can you think of anything new?"

Second Fair Damsel: "Oh, Marcella, I know just the thing. I've been dying right along to try that new Chinese dish. Let's go over to the Canton Tea Gardens and get a double order of Mah Jongg."

And that's that.

R. & SW. Division

Lillian L.

We are not going to last much longer unless someone gets busy and sends us some notes.

Conductor and Mrs. W. B. Thompson spent the holidays at Lorain, Ohio.

Mr. A. B. Batty dropped in just to say "howdy" on his way to attend the Rhodes banquet at Rockford.

A Safety First Meeting was held at Rockford December 27th, which was well attended—even the ladies in the Rockford freight office graced the meeting with their presence.

Heine Funk was on the sick list just after New Years—a cold he said, but as he went to St. Paul for Christmas and then again New Years, we are a little skeptical as to the cause of his illness.

Brakeman J. D. Artlip has always been known to step high, wide and fancy, but he tried to put on something a little extra the morning

of January 1st, tripped and sprained his ankle. A nice way to start the new year, I'll say.

Baggage man Fred Fairchild is grandpa again, which accounts for the broad smile he is wearing.

Lost: Bottle of red ink. Finder please return to Trainmen's Timekeeper, Beloit, and receive reward.

Operator Frew Losey now located on third track at Freeport permanently. Frank likes everything around Freeport but the January climate.

The Armour plant at Freeport burned Jan. 5th, but with no damage to the Company property nearby—Archie Schultz and crew doing good work by pulling out the Armour meat car away from the blaze, where car could be saved with little damage.

The Milwaukee bowling team at Freeport surprised the natives of that town by winning two out of three games from the crack Freeport team.

Local Item: If you want to know anything about bananas, drop in the Freeport office and ask for Joe.

Roscoe Askey, Freeport, got a thrill the other day in the form of a letter from Hazel. Remember, girls, it's leap year and Roscoe is still eligible.

Temperature records were broken on the R. & SW. Division first part of January—a range of from 25 below to 42 above being recorded in the course of four days.

Musselshell Minutes

H. K.

Here's to those broken New Year's resolutions—May they rest in—pieces.

Ira Rogers, alias "Shorty" spent Christmas vacation in Spokane with friends. Yes, that's what I said.

Mr. and Mrs. T. E. Corbett announce the arrival of a new baby daughter at their home last month. We haven't heard the young lady's name, but we hope it will be some good old Irish standby.

And, Mr. and Mrs. C. M. Drawbaugh are receiving congratulations on the arrival of a bouncing big boy at their house—Allow us to introduce him to the Musselshell folks as Master Donald Wayne.

Gladys and Myrtle Daly visited in Miles City with their sister Mrs. Art Meneagh during the holidays. The girls seem to like the coast city and didn't mention a permanent return to the sage brush country. We wouldn't mind taking a peek at the "Heart of the Charmed Land" sometime in the near future.

Assistant Timekeeper Richey spent Christmas vacation in the east.

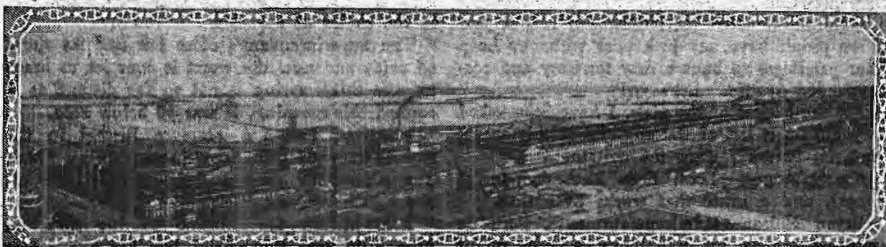
Mr. and Mrs. Edward Murray visited in Chicago during the holidays.

Mable Coltran is the new stenographer in the car department, taking Mary's place. The latter succeeded Roy Rank as chief clerk. Roy is now switchman on the Southern Pacific in Los Angeles.

Cupid reports another victim—Belle Ray and Mark Johnson are the happy couple—Congratulations and best wishes from the entire division. A girl whose initials are E. P. told me that Mark had passed around the cigars, but forgot the candy. I ought to charge her for this ad—but maybe she'll pay me in chocolates some time soon.

Bert Zable spent Christmas vacation with home folks in the east. Jerry Clifford, former locomotive engineer on this road, has been operated on recently at the Miles City hospital. He is reported to be doing nicely at present.

Edw. J. McAvoy visited our office during his recent business trip to old Milestown. He is a confirmed "Booster" for the rainy city, says there isn't another like it, for a fine place to live. Mac surprised his friends last August by taking unto himself a bride and this was our



QUALITY

*The whole world loves
QUALITY—honors QUALITY
in the office of the executives,
in the shack of the yard watchman
The ambitious car worker
plying his tireless energy and
skill to the production of better
cars, is invested with greater
ability and greater effort through
the vision of QUALITY*

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638 Federal Street
CHICAGO

very first opportunity to ask whether she was a blond or brunette—the latter. Girls, Mac said if we didn't have any luck here with our Leap Year privileges to hunt a new territory and recommended Seattle. Let's go!

For the benefit of the girls, I have been asked to publish this list of the eligibles in this arena. Hats in, before I draw the curtain.

Shorty Rogers—Local Babe Ruth, wonderful dancier, and a smile that works over time.

Bryan Nelson—Handsomeness, Ford de coupe—but girls, his chin looks as if he might be boss in his family.

Clarence Hanover—"The light that lies in woman's eyes has been his heart's undoing." That's his past. But he has a winning smile.

Johnny Wendell—Tall and graceful—and his slogan is—"If you've sunshine in your soul, you don't need moonshine in your stomach." And, remember, he's a talented pianist.

Johnny Alderman—(Hard analysis, this), he plays a wicked Sax—rather frail type, fascinating, flirtatious, but you—you—you tell him, blue hair and red eyes, popular in roundup, nice Irish smile, but we can't spend any time on Bill—isn't he spoken for?

Bert Zable—Tall and of striking appearance, blue hair and red eyes, popular in roundup, nice disposition.

John Rada—Real cave-man type, tall and handsome—but rather bashful and shy.

Willie Dougherty—The real poet type, studious and an interesting talker—rather thin and frail physically.

Barton Brown—The Sheik! (Now, girls, don't all speak at once, remember I saw him first).

Ted Bowen—A man after your own heart—smiling and diligent, happy-go-lucky.

Des Moines Division Items

Frenchy

D. F. and P. A. C. E. Hilliker spent the holiday season visiting in Toronto, Canada.

Miss Bernice Russell, formerly of the Superintendent's office in Des Moines, now of the District Accountant's office, Cedar Rapids, spent the Christmas season visiting her people in Des Moines. She reports everything booming in the Cedar Rapids office.

W. J. Dargan of Chicago visited the Des Moines office during the holidays.

W. D. Chase's brother John, formerly passenger brakeman on the Des Moines Division, died January 13th at Elgin, Ill. Mr. Chase has the sympathy of all of his friends on the division.

Roadmaster Louis Anderson was called to Tacoma, Washington, by the death of his mother which occurred January 12th. We extend our sympathy to Mr. Anderson in his bereavement.

Conductor W. W. Kelly is laid up with an injured knee, but we hope he will be able to be on duty again before long.

Madison Division Notes

Our final drive for membership in the Pension Ass'n resulted in securing applications from 630 employees which represents 77 per cent of the Division employees. We would like to know what is going on in other Divisions.

Station force at Milton Junction have moved into their new depot. Their new home is very complete and is more comfortable than the old coach. Agent Gallagher should have arranged a pour of hot coffee and doughnuts at the Grand opening.

Engineer Wm. Wilkinson and wife are visiting in Texas.

J. D. McShane and wife have secured transportation to Los Angeles. We would all like to do the same thing to dodge the snow and cold for once.

Cap Payne after spending the holidays at his suburban home at Brookfield returned to work full of pep and dash.

Fireman John McGilligan's smile is bigger than ever since giving Helen the Diamond.

"Red," the girls say you have wonderful taste in the choice of sparklers.

The Superintendent's office has had its share of colds and now the worst is over let us brace up and think spring is not so far distant as it seemed this morning, it was 30 below zero.

Winifred Fox and Florence Bischel in the superintendent's office have been learning "Mah Jongg." Now they say they understand all about "Chow" and "Pong."

Eric Miller, Government weather man on "the hill" says the official low for our recent cold weather was a—25. If we should take all the temperatures that we have heard reported by different members of the superintendent's office force and arrive at a "mean" average we are sure that Mr. Miller's report is too high. "Cap" reported a 40 degree below on the end of his nose and Chapman thinks he had "Cap" bested by 4 degrees on the port side of his (Chapman's) face.

Carl Brum, headlight inspector, visited Madison on Jan. 8th. Carl was very much pleased with everything in general. "Glad we pleased you Carl. Didn't think it could be done."

Wm. J. Kline, C. C. to D. M. M. is the proud Daddy of a baby girl born January 1st. Mother and daughter doing nicely.

Spry to announce the sudden death of Fireman Thos. "Soldier" Kelley who has a service date with this company of Sept. 1877. Sympathy to the bereaved family.

Division Storekeeper W. F. Freebern just found out that he can use his annual pass as much as he wants—so is going into Milwaukee for material on an average of every three days—fine work "Walt"—Keep it up. Locomotive department with you 100 per cent.

During the cold spell Mr. Kenney, D. M. M. was out helping to keep the turntable moving. The thermometer was 30 degrees below and Bill was so busy that he didn't even have time to pull his cap over his ears. Can't quite understand what kind of blood some of the men in this great world have—I for one darn near froze.

Roundhouse Foreman A. H. Johnson, wife and family, spent the holidays at Tomahawk with his parents. Glad he got back without being snowed in.

Why don't you send the division correspondent some news—make our column interesting. Give us a little help.

Northern Montana Division

A. B. T.

Guess it's too late to wish you a snappy New Year, but here's hoping that you all have gotten over your New Year's morning headaches.

W. C. Brooks, wishes to thank Mr. E. S. Robinson for the return of the Agate which was lost by him at Miles City, August 10th, 1923.

R. P. Pirie, Jr., is the name of the new 10 pound baby boy born to Conductor Pirie and wife December 24th, 1923.

Earl Hymel, Switchman at Lewistown, was operated on recently for appendicitis at St. Joseph's Hospital. This is the second of the yard force at Lewistown to undergo this operation as N. L. Kenneth was out of service a short time ago for the same reason.

Fireman H. C. Hanson and his wife left recently for Tacoma, Washington, where Mr. Hanson will work as relief man on the railway mail service between Tacoma and Portland.

Fireman W. C. Brooks has left us for the winter, having gone to Mexico.

Engineer Fred Burgoyne spent the Holidays at Oregon City with his family.

Division Accountant O. S. Porter and family spent the holidays at Fort Dodge, Iowa.

P. T. Cross, fireman, has returned from Spokane, being called there on account of the death of his father.

Robert Randall and wife, with his sister Mrs.

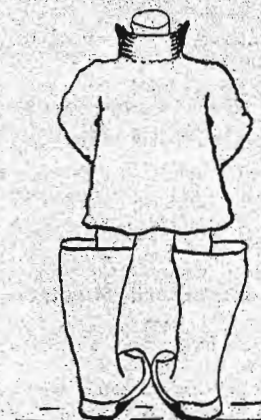
Anna B. Taylor were called to their home at Waubay, So. Dakota, to attend funeral of their father.

Bernard Retallick, employed at roundhouse at Miles City, has been transferred to Lewistown shops.

George Coonrod, Jr., spent the holidays with his grand parents at Miles City.

Ruth Surreys, Stenographer at Lewistown freight station, spent Christmas with relatives at Melstone.

The superintendent's office force will be very grateful to anyone who will forward them a copy of some new song hit to take the place of poor old "Barney Google" and the 1923 lament over the banana shortage, both of which are worn threadbare from being whistled to death. We might add, in passing, that songs without any tune would be appreciated most, as, in that case, the maggies in the office would have to learn the words, which, we don't believe would become so monotonous as the tunes (?)



Four feet of snow
At least it was deep
So Maxie decided
To protect his feet.
Would rubbers do it
O my no
Four buckle overshoes
Were all the go.
Six inches wide
One foot high
Four neat buckles
Adorn each side.
Snow's all gone
Six dollars too
Sure beats h—
What Max will do.

So. Minn., East

J. McCarthy

Guess the single men got scared after last month's write up and are not taking any chances by staying in Austin. Chief Dispatcher Sorensen and Train Rule Examiner J. M. Oxley left January 13th on an extended trip through the south and west. They will stop at El Paso, New Mexico, Salt Lake City, Denver, San Francisco and Portland. Accountant R. R. Galligan and Engineer J. L. McCarthy left on January 9th for Florida where they expect to spend a month.

John Schultz says that he wishes Leap Year came more often. He received two boxes of home made candy the first week in January. Some of the office girls wish it did too for John was very generous with the sweets.

Superintendent Meyer made a business trip to Chicago the fore part of January.

Baggage man J. D. Williams and wife spent a few days in Chicago visiting their son.

Ray Hoffman of the S. M. West called and made the acquaintance of the office force. He was on his way to Caledonia where he spent a few days with home folks.

We are glad to report Mrs. F. F. Luskow, wife of Roadmaster Luskow, on the road to recovery after her recent operation in Rochester.

Paul Beckel of the store department reports spending a very pleasant Christmas vacation at Winona, Minn.. He was gone for almost a week and we believe he made up for lonesome December bachelor days.

Jack Gadwa received a safety razor for Christmas but no instructions with it.

H. E. Rice of Minneapolis has taken charge of the S. H. Store Department during Mr. Glenn's absence. Wm. Glenn, D. S. K. is convalescing and hopes to be back soon.

The following indicates that the railroads are not a back number:

"No busses on any of the highways leading into Albert Lea, and three days have passed since the storm began. Wouldn't the people 'holler' their heads off if the railroads had a delay in service like this? Soften up, you hard hearted sinner, and pat the railroads on the back. If you don't now, you will later on."—Albert Lea, Tribune.

Fireman John Iverson recently spent a few days in Mankato visiting a friend.

Vern Evenson of the Perishable Freight Department almost made a trip to Isinours but on account of the snow storm and late trains, he waited at the depot in Austin until 3:00 A. M. to see her.

We have taken George Johnson's name from the bachelor's list as he has requested transportation for himself "and wife".

A little son came to brighten the home of Conductor Edward Jahren on December 19th.

Herbert Norgorden of the Master Mechanic's Office is invited to attend the next Safety First Meeting at which time such matters as "getting off a train in motion" will be discussed. It's strange that the school teacher didn't tell you that, Herb.

F. M. Valentine is acting Chief Dispatcher in the absence of Dispatcher Sorenson.

Wisconsin Valley Division Notes

Lillian

Miss Mildred Conklin entertained at a seven o'clock dinner and miscellaneous shower at her home, January 8th, honoring Miss Katherine Gorman, stenographer to chief clerk, whose marriage takes place next month. Covers for twenty were placed at small tables, decorated with rose nut cups and a rose center piece. The evening was spent in playing bridge; prizes were awarded to Mrs. Lillian Atkinson, Mrs. P. H. Nee, and Marjorie Jones.

Mrs. P. Hollinshead, wife of Passenger Conductor P. Hollinshead passed away at her home in New Lisbon on January 6th. Her death was unexpected, having come on suddenly while resting in a chair. Division employees extend sympathy to Mr. Hollinshead and family. A number of employees attended the funeral.

Mr. Jay Campbell, Engineer, is back on duty after a few months leave of absence.

Steve Schultz has also returned to be on hand for the rush season. May we hope for a few outside news notes from now on?

The following item was omitted, through error, from our December notes. However, it will still be of interest to a great number of employees as well as others.—On November 20th, Miss Mary Steinmetz, daughter of brakeman Geo. Steinmetz, was married to Mr. Carl R. Fick, Jr., shop accountant at Tomah Shops. We wish them a long and happy wedded life.

Mrs. E. Callahan is visiting with her daughter in Chicago. Ed has been going around the office feeling rather gloomy, but we try to cheer him up with the assurance that she may soon return.

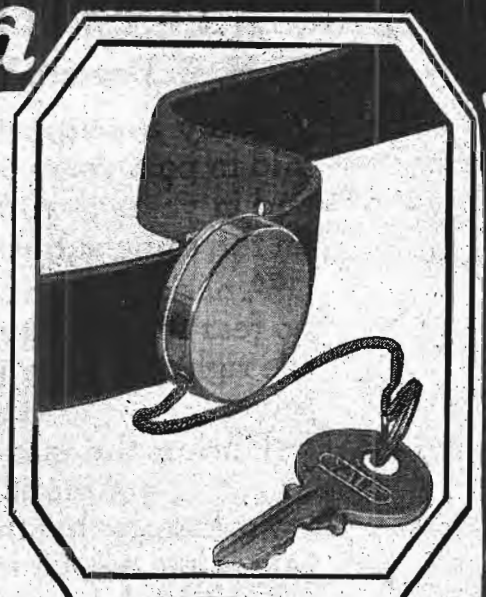
Mr. Raymond Sullivan, son of Mr. and Mrs. John Sullivan, who is attending the Georgetown University at Washington, D. C., was home visiting his parent during the holidays.

Kenneth and LeRoy Rodehaver, sons of Engineer J. C. Rodehaver spent the holidays in Wausau.

Santa Claus brought Eric a nice pair of skis

Every Railroad Man needs a

JIFFY KEE-REEL



Fastens Securely to your Belt

The sturdy metal loop on the back of JIFFY KEE-REEL holds it securely. Just run the belt through this loop and buckle it in the usual place. Can't work loose—can't come off. All JIFFY KEE-REELS are made with this loop unless otherwise specified. If you wish, however, yours can be had with either a heavy catch pin or safety pin firmly fastened to the back of the reel, or with a screw fastener to put through a hole in your belt. Be sure to specify the type of fastener you prefer.

Strongly Made Lasts a Lifetime

JIFFY KEE-REEL is made to stand rough treatment and hard wear. The body is of heavy gauge brass, heavily nickel plated. The spring is of special steel which has been given rigid tests. The chain is of special steel, 24 inches in length, and the case is only 5/16 inch thick—so you will never feel it on your belt.

Price complete with chain \$1.50 and key ring.

The safe, sure, "ever-ready" way to carry your switch key. Right at your finger tips—ready when you want it, but never in the way.

Saves Time and Trouble

You don't have to wonder where your key is—you can produce it in two seconds when you wear a Jiffy. It's always in the same place and always handy. Just slips on your belt—there isn't a chance of losing it—and you can't forget it.

Invented by a Conductor

JIFFY KEE-REEL was invented by F. W. Corey of Moberg, S. D., a conductor on the C. M. & St. P. He realized the need among railroad men for a safe, handy, reliable means of carrying a switch key, where it would be ready for any emergency, and JIFFY KEE-REEL is the result of his labors.

Works Like a Tape Measure

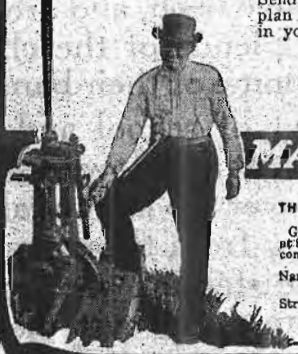
JIFFY KEE-REEL looks and works much like an ordinary spring tape measure. Your switch key fastens to the end of a long, flexible chain which reels up on a strong spring reel when not in use, and the key hangs close to your body, out of the way, but always handy. You'll appreciate your JIFFY especially in cold weather, for it isn't necessary to remove your gloves to find your key. When you want to throw a switch it is out in a JIFFY—ample chain length to reach the lock—and when the lock is open just let loose, and ZIP!—it flies back to its place at your belt.

SPECIAL OFFER TO RAILROAD MEN

Here is your opportunity to pick up some easy money on the side. We need a live representative in every locality to take orders for JIFFY KEE-REELS on a liberal commission basis. Every railroad man needs one of these handy accessories and you don't have to be a salesman to sell them—they sell themselves. Every one of your acquaintances on the road is a live prospect for a JIFFY KEE-REEL.

Send in your order today for your Jiffy and we will outline our plan and reserve a territory for you. Do it NOW. Be the first in your community to get in on the big profits.

The GREENDUCK CO., Dept. 6,
Van Buren and Hoyne Ave., Chicago, Ill.



MAIL THIS COUPON—TO-DAY

THE GREENDUCK CO., Dept. 6., Van Buren and Hoyne Ave., Chicago

Gentlemen: Enclosed find \$_____ for _____ JIFFY KEE-REELS at \$1.50 each. I am interested in your agents plan and would like to receive complete details regarding it.

Name _____ City _____

Street _____ State _____

for Christmas. Eric was very proud and brought them down to the office on display for a few days.

Since the heavy snow fall of the past two weeks, and business picking up, quite a number of familiar faces are seen returning to the

Wisconsin Valley to assist during the rush. Prospects are fine for a good winter and we hope it will be one of the best we have had for some time.

H. O. Wheelock, Division Accountant has put up his "PUDDLE JUMPER" for the winter.

A LESSON FROM YOUNG AMERICA

By H. C. Bryant, Washington Mutual Sav. Bank, Seattle

Many a volume has been written and much has been said in past years on the ever important subject of Thrift, and in years to come a great deal more of good literature on the same subject will be forthcoming.

A nation of thrifty individuals is a nation that need have no fear for the future, as thrifty people, for the most part, are right thinking people and well able to care for themselves.

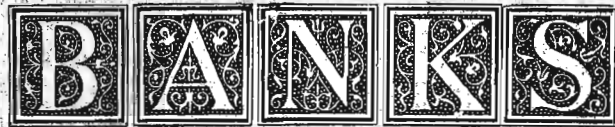
During the last three or four years a new chapter in Thrift and Americanism has been written into our country's history by the American bankers in many of the States of the Union. They have gone into the public schools and encouraged young America to start right by learning the lesson of thrift early in life. Our modern school savings systems have been the result of all this pioneering work, and what a success this movement has been! Children, who heretofore thought of pennies and nickels in terms of lollypops and licorice, now look forward to bank day, when they can deposit in a real banking institution their weekly savings. This habit formed will be one that the child will carry out into the world with him as a tremendous power for good, and one that cannot be overestimated.

Bankers all over the United States, who are familiar with the history of the school savings systems, tell us that the wonderful results obtained are by no means confined to the children in school. This movement is gaining headway like the proverbial snowball rolling down-hill—the farther it goes, the bigger it becomes, and many, many new savings accounts have been, and are being opened by parents, relatives and friends of the children who hear them proudly boast at home of their banking connections.

Although we are out of school and possibly haven't learned the lesson of Thrift and how to save, as well as we might have done, it is never too late to take a new lease on life and learn something from these youngsters who are starting right. The satisfaction we would derive from starting a savings account, and systematically making it grow, would make us more independent, more happy, and much better citizens than ever before.



SAFETY
FIRST



Below is a list of good Banks. We suggest that if you are near to them that you call, and take up the matter of starting a Savings Account, **Today**, not tomorrow. Don't keep your money in a sock or mattress; put it where it is safe in a Bank, to earn its keep, and grow. It's a delightful feeling to have a Savings Account protected and earning for you in a good Bank. **Start Now.** You can open a Savings account in any of the following Banks for \$1.00, and when you have opened it add a little to it each pay day. If your Bank is not listed, ask them why.

ILLINOIS

CHICAGO

Central Trust Co. of Illinois
Continental & Commercial Banks
Fullerton State Bank
1400-1402 Fullerton Avenue
Illinois Merchants Trust Company

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

SANBORN

Sanborn State Bank

DUBUQUE

Union Trust & Savings Bank
"The Bank that boosts Dubuque"
4% Interest paid on Savings Accounts

PERRY

Peoples Trust & Savings Bank
"Perry's Foremost Financial Institution"

SIOUX CITY

Iowa State Savings Bank
"A Friend to the Laboring Man"

MINNESOTA

MINNEAPOLIS

First National Bank
Merchants & Manufacturers State Bank
Minnesota Loan & Trust Company
Northwestern National Bank

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

THREE FORKS

The Labor National Bank of Montana
Owned and operated by members of Organized Labor.

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

Commercial Trust & Savings Bank
"The Bank for your Savngs"

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

National Bank of Commerce
Peoples Savings Bank
"In their own Building"
2nd Ave at Pike St.
4% Interest on Savings Deposits
The Seattle National Bank
Home of the Ten Percent Club—
It will help you get ahead in life.
This strong National Bank has resources of over
twenty-five million.
Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

Spokane & Eastern Trust Company
The Brotherhood's Co-operative National Bank
of Spokane.
"Labor's first Bank in the Pacific Northwest"

WISCONSIN

JANESVILLE

First National Bank
Established 1855
Capital Surplus and Undivided Profits over \$500,000.00
We Solicit Your Account and pledge you Security
and Service.
We pay 3% interest on Savings Deposits.

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

The State Bank
"See us before you open your Savings Account"

WAUSAU

First National Bank

Another Year of Progress

The Merchants Banks are entering on another year of progress; These institutions have had a steady growth during the past—a growth made certain by the maintenance at all times of sound banking principles.

START SAVING NOW?

The Merchants National Bank

Robert at Fourth

Merchants Trust & Savings Bank

Fourth near Robert

Farmers & Merchants State Bank

East Seventh and Minnehaha

Grand Avenue State Bank

Grand at Victoria

SAINT PAUL

The initiation fees for July are long passed due and a pound of interest added to the principal.

The new express office erected just south of the passenger station is an added attraction and gives a very good impression to strangers coming into Wausau, making both railroad and express business appear more prosperous.

We are all looking forward to Billy's donation sometime next month. We know it will be worth while and Katherine assures us that Billy is always there—Lapalenas and Rhyners assortment will go pretty good about the 16th.

"Old Line" Line 'O Type

Hazel E. Whitty

E. J. Riley who was injured at Brandon recently is doing nicely.

Several changes have been made—Conductor O'Rourke has taken Nos. 468 and 9 displacing Conductor Taylor who in turn took Nos. 67 and 66. Conductor Pierce is on the Horicon to Milwaukee switch run and A. Englis on the Horicon night switch.

A. F. Carlson has been stepping pretty high lately and has a couple added springs to his walk. The reason for all this is the arrival of a fine boy at his home recently. The young gentleman has been named Kenneth Wilbur.

Henry Miller, better known as Windmill, has the agency at Granville now. A. S. Wilson, the grand old man, has gone to Lannon to try his luck on the branch line.

John Sawyer of Horicon plans on taking a trick at Horicon soon if he keeps on improving as he has been for the past year.

A little dimple, golden curls, little rose-bud mouth, baby blue eyes, all these and many other charming attributes belong to the little girl who arrived at the home of Engineer Kammermeyer recently.

Mr. Quandt of Iron Ridge had a party recently and lots of people came but they met with very bad luck. While they were enjoying Mr. Quandt's hospitality inside, thieves looted the automobiles of all the robes and blankets. Some of them were buffalo robes and very valuable. County officials are working on the case.

Amos Koch, Conductor on 33 and 6 has been the recipient of many keys lately and not switch keys either. It seems that Amos had hard luck at Oshkosh one morning and for fear I could not do the matter justice I have asked him to tell us all about it. In his own words the story goes:

"Last Sunday I was Conductor on 33. Had to stay in Oshkosh over night you see. I took a walk and went to a show. Had no more money so to bed I did go. I wound the alarm and locked the door, From force of habit, nothing more. The clock soon woke me from my sweet repose,

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SEATTLE, WASHINGTON

Railway Development in 1923--A Review

BY W. D. BEARCE, RAILWAY ENGINEERING DEPT., GENERAL ELECTRIC COMPANY

The most effective aid to the rehabilitation of the electric railway system of the country during 1923 has been the remarkable progress in light weight car design. Assistance has also been obtained in many cases by the use of automatic railway substations. During the past year the light weight car idea has spread rapidly from the initial or standard safety car type to double truck cars for various kinds of service. Some of these light weight installations such as the Cincinnati, Lawrenceburg & Aurora Street Railway, the Kentucky Traction and Terminal Co. and others have been in service for a sufficient length of time to secure authentic operating data, which is most convincing. On the Cincinnati, Lawrenceburg & Aurora, for instance, savings over a period of 5½ years aggregate more than \$220,000. The Kentucky Traction & Terminal Co. is a somewhat more extensive system but has been in service a shorter length of time. Operating data indicates, however, that the saving per car mile on this road will be even greater than on the Cincinnati line.

The most important order for electric railway equipment during the year was sold to the Philadelphia Rapid Transit Co. consisting of motors, control and air brakes for 520—two motor cars. The GE-275—60 h.p. motor is used and type K control with line breakers. The air brake equipment includes CP-127 compressors and type ML governors. A repeat order for this same type of motor was received from the Chicago Surface Lines for 400 units, making a total of 766 GE-275 motors operating in Chicago.

The popularity of the GE-265—35 h.p. motor is evidenced by a total sales of 2600 motors, including 1000 motors in Detroit; 600 in Providence and 400 in Brooklyn.

Many orders have also been placed by electric railways for type PC control. Notable installations include the Boston Elevated Railroad; Chicago Elevated Railway; Paris-Orleans Railway (France); New South Wales Government Railway (Australia); New York Central Railroad and many others, a large part of these being repeat orders.

Trackless Trolley:

Under certain conditions trackless trolley bus seems to be the best solution for local transportation problems. An example of this equipment is the installation of five buses by the New York State Railways at Rochester, supplementing the trolley service. Nine buses have also been purchased by the Philadelphia Rapid Transit Co. for augmenting service on the city lines.

Turnstiles:

The design of the turnstile and fare box has been perfected and a total of nearly 1000 units are now in operation on the Interborough Rapid Transit and the New York Ferry lines.

Steam Road Electrification:

The most important electrification order received by the General Electric Company during the year covers switching locomotives, substations and distribution for the Paulista Railway in Brazil, supplementing equipment already in service. This order is regarded as an endorsement of the initial equipment which has now been operating for about two years. The new order will take care of the extension of the present lines for a distance of 35 miles over

similar grades, but with single instead of double track lines. The switching locomotives will weigh about 62 tons each and will be equipped with 4—GE-255-1500/3000 volt motors and type M control. Switching operations now being handled by steam engines will be taken over by the electric at Jundiáhy and Campinas.

Another convert to the 3000 volt direct system is the Moroccan Railways, which have placed orders for the electrification for about 75 miles of road with the General Electric Company's associates in France, the C. P. T. H. Co. This company has in turn ordered control for the automatic substations from the General Electric Company.

Shipment has been made recently of substation and car equipment to the Java State Railways on the island of Java in the Netherlands East Indies. These lines are being electrified around the City of Batavia using 1500 volts direct current.

Progress on other electrifications includes initial operation of 3000 volt equipment on the Spanish Northern Railway in Spain; six locomotives having been made ready for service during the latter part of the year. Two substations are also ready for supplying 3000 volts direct current for the operation of this line. Shipment is expected before the end of the year of the ten 150 ton 3000 volt locomotives now being tested at the Erie Works for the Mexican Railway Co., Ltd. Substation equipment in under test and is expected to be ready for operation by the time the first locomotives are delivered.

In connection with the extensive electrification program being put through by the Japanese Imperial Government Railways, the two General Electric locomotives weighing 66 tons each have been placed in service and there construction and operating characteristics have been commented upon very highly by the railroad officials.

Rapid progress is also being made in the manufacture of equipment for the Paris-Orleans Railways in France. The 120 ton 1500 volt high speed passenger locomotive is being tested at the Erie Works and gives indication of exceeding without any difficulty all of the requirements for which it was designed. Speeds of more than 81 miles an hour, for which the locomotive was guaranteed, have been made and its riding qualities at high speeds surpass any electric locomotive ever built. Work is also being completed on the construction of a large number of motors and control equipments for multiple unit service and an order for 40 motors to be used on the freight locomotives, which are being built in France.

An important development of interest to engineers connected with heavy steam road electrification was made during the year in connection with high speed current collection. A public demonstration of this new type of overhead was made recently on the test tracks at Erie. The outstanding characteristics were the ability of this overhead to collect without sparking as high as 4000 to 5000 amperes on a single pantograph.

Automatic Railway Substations

The automatic railway substation has continued to be popular with electric railways both in this country and abroad. During the past year there has been a growing tendency among progressive railway companies to make their

systems completely automatic by installing automatic control for all substation units. This practice was started a number of years ago by the Des Moines City Railway and the Interurban Railway of Des Moines, and was followed by the re-equipment of the Chicago, North Shore and Milwaukee lines.

An interesting feature in connection with the last named installation is the use of houseless building construction for substations located in residential districts.

Some how developments in automatic substation control have been necessary to fulfill the requirements of the Moroccan Railways. The electrification of these lines is being undertaken by the French associates of the International General Electric Co. and orders have been placed on Schenectady Works for one single unit and two 2-unit automatic control equipments. Each of these units will be a 1000 kw. synchronous motor generator set delivering 3000 volts direct current to the trolley. While some modifications will, of course, be necessary to control 3000 volt units, no difficulties are anticipated in adapting the standard equipment to this service. This is the second steam road electrification to employ 3000 volts direct current with automatic substations; the first being the South African Railways for which equipment is being supplied jointly by the General Electric Co. and the British Thomson-Houston Co.

Another feature which has gained rapidly in popularity during the year is the automatic reclosing feeder equipment using the well known General Electric high speed circuit breaker. These equipments are now either in service or being installed for the United Railways of St. Louis, Detroit United Railways, Denver Tramways Co., the Public Service Railway Co. of New Jersey and other roads. To date a total of 100 reclosing feeders have been sold.

See article by C. E. Baker, G. E. Review—October 1922.

In the steam road field the General Electric Co. has made additional sales during the past year of automatic substation equipment including the Moroccan Railways mentioned above and a second unit of the 2000 kw capacity which will be installed at 110th Street substation of the New York Central Railroad Co. Incidentally when this station is in operation it will be the largest automatically controlled substation yet placed in service, having a total of 4000 kw. The Victorian Railways, which has installed automatic control for substations feeding the Melbourne Suburban lines, have five of these stations, three being equipped with two 1000 kw. 1500 volt units and the other two with one 1000 kw. unit each. An indication of the extent of the General Electric automatic railway installations is the following

Total number of railway companies using General Electric Automatic Substations	70
Total number of General Electric units in operation or under construction	225
Total kw. represented	171,975
Number of railway companies having installed capacity of General Electric automatic sub-stations exceeding 4000 kw.	13

I hopped right out and put on my clothes.
Then I tried the door but the key would not
turn.
What I said then and there I hope you won't
learn.

I twisted and turned, and swore and sweat
The time was passing, it made me wet.
It was a matter of do or die, I had to get out.
So I kicked the door and began to shout.
At last a man came and I was in luck
He opened the door and out I did duck.
If you have to laugh and can't stop the tickle,
Please remember I was in a H— of a pickle."

Mr. Koch tells me that he has so many keys
now that he feels that this could never happen
again.

Ed. Monogue discovered a brake beam drag-
ging on car SLSF 47647 in No. 60's train at
Waupun recently.

Bob Gadow has suffered an operation at the
Milwaukee Hospital since the boys saw him
last. However, he is now at home and doing
as well as can be expected. Boys, don't forget
him. You know his failing and take an extra
deck up sometime and let Bob win a few games
because he has been sick.

There are too many pessimists on the division.
They are always grouching about something and
you can't please them. Read the verses below
and try to believe that there are some things
that could happen to you that are worse than
those that have already happened:

"His horse dropped dead and his mule went lame
And he lost three cows in a poker game.
Then a cyclone came on a summer day
And carried the home where he lived away.
The tax collector came around
And charged him up with a hole in the ground.
Then the village marshall hove in view
And made him settle his street tax too.
Did he grieve when his old friends failed to call,
When the cyclone came and swallowed all?
Did he moan or sigh, did he weep or cry?
Did he curse the hurricane sweeping by?
No, No, not he, but he climbed on a hill
Where standing room was left him still
And taking his hat from his bald old head
With poise sublime, he gently said;
'The last six months have been bad, you bet,
But, thank God, I ain't had the small-pox yet.'"

The cold weather has been almost enough to
make our minds stop working but as most of
us are just as happy whether in our right mind
or not I submit this little rhyme, written when
it was 20 below and all the men working to
keep warm if nothing else:

This weather reminds me of the days when
good old George,
Was camping with his army at a place called
Valley Forge.

His men were hungry, cold and sick, their gar-
ments but a rag.

But for him they stepped out bravely and rallied
round our flag.

The railroad man and soldier, their life is much
the same.

They are oft brought in on stretchers, dying,
sick or lame.

Regardless of the weather, they go out on their
run.

It may be when its bitter cold or neath the blaz-
ing sun.

The welfare of the people depends on trans-
portation.

Our railroad men take care of that, for them
there's no vacation.

They do not want your sympathy for the hard-
ships they endure,

To know they are giving service makes them
happy I am sure.

They are brave as any soldier, every day they
risk their lives,

They prove it smiling gaily when parting with
their wives.

The women all seem to love them, for they've
ever a smile for the fair,

And the children all adore them, as they sel-
dom show worry or care.

On December 24, 1923, the freight and pas-
senger station employees of Beaver Dam held
their second annual Christmas frolic.

Hank, says his gift, being a muzzle, is very
handy, especially for folk that bite.

Duck, will make engagements to play for
social affairs if you will let him know several
months in advance.

Wanted:—One hand organ to Mak-a-da-mon.
Please notify Fiebe.

Harold thinks they ought to stop 101 at North
Milwaukee and he wants to know why he can't
check a bird in a cage the same as baggage.

Agnes wonders why we have so many auto
accidents, must be account of driving krazy cars.
She thinks coupes are much nicer.

Olga just simply adores a dancing man. She
says they are so exquisite.

I. & D. "Prairie Waves"

Joyce

Happy New Year Everybody. Watch your
step and don't break that good resolution.

DISCONTINUED—Ad. that machinist George
Deming, Mason City roundhouse, requested put
in these items in the November issue. We un-
derstand it has been impossible to relieve the
congestion in the Mason City Yards since the
November issue came out, on account of the num-
ber of girls trying to get to the roundhouse to
interview Mr. Deming.

Wonder what the farmers do in California in
the winter.

Understand two clerks in the master me-
chanic's office have taken up a side line of sell-
ing paper. If you wish any just call at their
office or stop them on the street. They always
have a sample with them.

Marion McGuire, clerk at Mason City spent
the week end in Minneapolis. And as usual
she had a very good time.

The chief timekeeper in the master mechanic's
office is falling and falling hard—they say it
is over her next door neighbor.

There is something besides railroad business
that keeps one of our trainmasters awake nights.
RATS.

GIRLS—If you value your life, keep away
from Marquette.

Ben Hopkins, agent at Wesley could not run
fast enough to keep out of the other fellow's
way. And by the looks of Ben and his car,
someone must have done a pretty good job.

We found out why the chief timekeeper,
master mechanic's office, Mason City, made two
trips through the electric locomotive. She ad-
vised it wasn't white coal she was looking for
but was doing her bit to help the "Milwaukee"
as she understood they wanted a crowd to
go through it.

Don't you wish everybody was as good na-
tured as the chief dispatchers are? Say, don't
forget the whole office force.

If you see a steady line of heavyweights on the
scenic highway (and it is scenic) don't think
there is a sale or a bargain at the top. It is
only the reducers out for exercise and the next
stop will be at the scales. Get your pennies
ready.

Train baggageman E. Sparks had the mis-
fortune to injure his knee when he fell over
engine box brass at Sanborn. We hope he is
feeling somewhat better at this writing.

If you can't come down quickly—Fall down.
Ask Ray Seeney.

We noticed in the H. & D. items last month
an article on the departure of their chief car-
penter known as "Vic". Now we don't know the
Vic they lost but will admit he might be a fine
fellow, but if he beats the "Vic" they got he
will have to go some.

Some are shut-out, some carried-out, and some
knocked-out, but we were burned out since
rendering last news from the I. & D. How-
ever, while a badly delapidated building con-

fronted us one morning; we are now well on
the way to complete recovery. The upper story
of the office building at Mason City was badly
damaged as well as Mr. Cody's office. The
yard office and master mechanic's office were
carried out, although the fire didn't quite reach
them.

Leap Year Gleanings—Shortage of machin-
ists at Marquette and Mason City roundhouses.

Somebody told us that Jess Matthewman, night
roundhouse foreman, Mason City, has been mak-
ing inquiries of Geo. Deming as to just how
much it costs to run an "Ad" in these columns.
He says she must be a brunette.

It is about time the Terre Haute returned what
she borrowed last summer. But then she started
the New Year right by returning H. G. Crow,
assistant engineer to the I. & D.

Frank Wenig, engineer at Spencer, spoke at
an American Legion meeting at Mason City.
Say Girls, "Isn't it fun to watch the trains
come in?"

When No. 3 left a chaffing passenger at
the small station of Hutchins they gave her one
sad look for they never expected to see her
again. But there she was the next morning. She
survived the cold, but how "nobody knows."

Matrimonial bureau now in full swing. Send
all applications to Joyce and Rejoyce, care of
Employees' Magazine. Reports fine business for
the year 1923.

Kirby Griffith, machinist apprentice at Mason
City roundhouse, will be leaving in a short
time for Minneapolis where he will finish his
apprenticeship.

J. G. Love and H. B. Larson, conductors on
the I. & D. division, have been reported on our
sick list for some time past. We hope to see
them with us in a short time.

These items would not be complete without
a few lines about the steno in the chief carpen-
ter's office, Mason City. All we can say is that
you must get a look at her on Sunday—she's all
dressed up on such days. What we mean by be-
ing dressed up, is a diamond ring and everything.

C. Peters, machinist at Mason City, shoveled
his way back from Chicago during the recent
snow storm, when he drove his new car home.
He is thinking somewhat of applying for a
job on the roads.

They have a wonderful radio at Murdo. At
least they seem to get wonderful results on
listening in on the Marquette news.

Elsie Hodges, clerk in the superintendent's
office at Mason City, spent her vacation clearing
Minnesota roads.

Sheik S. A. Secory is once more showing
what's what in styles for men. This time it's a
pair of dainty galoshes.

Speaking of galoshes, we understand Abe is
also the proud possessor of a pair, but he only
wears his on state occasions.

A little home cooking is relished by the best
of clerks and so Margaret McCormick, chief
timekeeper, spent Christmas at home, Hopkin's
Minn.

Who said it didn't pay to get burnt out—
Mahogany furniture and all that goes with it.
P. S.—We didn't all burn out though, antique
furniture is still popular in some offices.

Chief Carpenter Smoot is certainly very much
concerned over the welfare of the Superintend-
ent's office as he has even gone so far as to make
each and everyone turn to the right to really be
on the level.

He has also built a new "chute the chutes"
for the amusement of the clerks in the master
mechanic's office. Can also be used as a dumb-
waiter. Kind of mixing the "kitchen mechan-
ics" in with the rest of it.

Ruth Scott, bill and voucher clerk, spent the
holidays and also her month's wages at Fargo,
N. D.

Going, Going, Gone is Pearl Philipson, steno
in the superintendent's office. And the worst
of it is you can't go to see her as they don't

grant passes to South America. We all wish her the best of success in her new work. Henceforth and forever, Mrs. Soma.

Just a reminder to the community of Marquette that when they sent out their invitations to the dedication of the new school, they forgot Joyce and Rejoyce. And they take such an active part in such activities. Just go ahead and dedicate the old thing and see if we care. Just for that we won't honor you with our "presents" at this great event.

We can't close without a word for Conductor Bryan. And this is all. We are glad to see him hustling passengers on their way these cold mornings.

Kansas City Terminal S. M. C.

We have been having regular winter weather and when the thermometer gets to 15 below zero in Missouri the weather is the chief topic of conversation.

Attention Mr. Elmer Rudolph. This to remind you that 1924 is leap year and to beware of telephone calls especially those coming from long distance.

Mr. Coffman, assistant roundhouse foreman spent Christmas with his family in Springfield, reporting a very pleasant time.

We understand that a great deal of Caller Beisecker's time is spent in Independence, Missouri and when not there the phone is pretty busy. When is the big event coming off, Eddie?

We know that leap year usually reverses things but when we heard that Engineer Harry Lucas took a girl for an auto ride and had to walk home it was certainly a surprise. It seems Mr. Lucas got out to buy some refreshments and when he returned both car and girl were gone. However, the car showed up next day only a little the worse for wear. (Next time I'll bet he takes the key with him.)

John Platt agrees with us that Broadway Yard should be mentioned in the items but when asked for news he said he knew a lot but just couldn't think of it. Hope springs eternal in the human breast, maybe next time he will have some items.

Charlie Wright is the Radio Bug of the local office. Yes he is making another one and expects to hear from his old home town, Pittsburgh, Pa., in the near future.

Edna Craig, better known as Heavy is spending a two months' leave of absence in Florida and Cuba. She certainly knew when to go south with the mercury around zero here.

Yes, Geo Madrell has bid in another job. He is not at Coburg.

Harlan Hofferty on the car record desk is sporting a new diamond ring. No he says he is not going to give it away, it's just a nice thing to have handy in case he meets the right girl. Maybe having the ring will help some Harlie.

According to Denny Keyes, buckwheat cakes every morning will make a man out of you.

Denny ought to know as he buys it by the two pound sack.

Motoring On the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Word came from Medicine Hat, or wherever it is that the weather comes from, shortly after Christmas time that a cold wave was headed our way so we rushed around and shut all the doors and windows, start up a fire in the baker heaters and plan on having buckwheat cakes and sausage for breakfast—when Goodness heavens—a message arrives from the operator at Ringling that the official thermometer is permanently out of order from frost bites or something—a cold wave! it was a regular typhoon—I won't say how cold it did get however, as that would not be good advertising for our sunny climate.

Superintendent J. P. Phelan who has been more or less on the sick list for a month or so, is able to get around again and has made several trips over the division.

Word comes that Mr. Otto Burkel for many years agent at Bozenan, has been made supervisory agent at Missoula, Montana. Everyone regrets losing Mr. Burkel but all are indeed glad to learn of his promotion and wish him all success in his new home.

Engineer Wm. Thompson has gone to Chicago for a few weeks visit with his mother and father who reside there.

Engineer Echard and Mrs. Echard who have been visiting in Iowa for a few weeks are back on the job at Lombard. Engineer D. O. Elliott who had the helper job there while Mr. Echard was absent is back on the west end again.

Mrs. Bennett, wife of Fireman Bennett is very ill in the St. James hospital at Butte, but is improving, from an operation for gall-stones, and her friends all hope for her speedy recovery.

Bill Fink writes from Sierra Madre, California to rush his rain coat as he has placed his overcoat in mothballs for the warm season and needs something else, what kind of a country is that anyway.

Fireman Roberts and wife and Fireman Wagner and wife have moved over to the branch for a short time until business picks up on the main line.

Mrs. Brentnall, wife of Engineer Brentnall has returned from California, where she went to take her mother, also the mother of Conductor Earl Wilson. The latter lady has been quite ill and they hope the change will help her.

The small family of Fireman Wade have been on the sick list with chicken pox and measles, but are up and about again.

Brakeman Warren Dixon, who has been working out in Portland for a few months, made a flying trip home for the holidays and has returned to the coast again.

Mrs. Williams has been on the sick list for the past month also, she is some better at this

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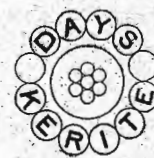
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Baldwin Locomotives To Speed Traffic Movement

Over four thousand new locomotives will be placed in service by the railroads this year, to speed up the movement of freight and passengers, and to take care of the estimated 7% increase in traffic requirements. Many of these new locomotives are Baldwins, and these Works are doing all in their power to cooperate with the railways in keeping pace with the growth of traffic.

The wide experience gained by these Works in building more than 56,500 locomotives, is always at the command of the railways of the country.

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writing, but expects to have to leave for the coast soon in the hopes that a change of altitude will help her.

Engineer Everett who has been off sick for several months is back again at work on the east end and all are glad to see him looking himself again.

Among the events of the holiday season was the wedding at Bozeman, Montana of Mrs. Clara Smith, mother of Fireman Lowery of the Nor. Mont. Division and Lon Leach, a Rocky Mountain division employe. Mrs. Leach has many friends here and Mr. Leach is well known also and all wish them a long and happy life.

The sad news reaches us of the illness and death, due to scarlet fever, of the small son of Operator Spencer at Sinclair, the first of January. The little fellow was only five years old and was ill only a short while. Our deepest sympathy is offered to Mr. Spencer and his family.

Notice to the public. We the undersigned, refuse to in any way be responsible for the actions of our heretofore esteemed foreman, James O'Dore. We will not pay any debts and any trouble he may get into will have to get help from the outside, no bail furnished and no more attention paid to tales of domestic troubles, as on December 22 he left our bed and board without our permission, sanction or advice and took unto himself a wife! (signed) O'Dore's Signal Crew.

The above complaint was caused by Mr. James O'Dore and Miss Kate Marrow, who were married December 22nd at Whitehall, Montana. They are both well known and popular Milwaukee folks. Mr. O'Dore is foreman of the signal crew on the division and Miss Marrow, daughter of the section foreman at Piedmont. The very best wishes of the division go to them and may their days be long and happy.

Iowa Division Ruby Eckman

John German, a laborer on the Persia section, dropped dead January 12th. In company with some other laborers he had gone on the way freight to help unload a car of ties between stations and dropped dead in the car while doing the work. Burial was made at Persia where Mr. German and his family had lived for a long time.

Tests are being made on time freight runs 62 and 70 as to the advisability of running the freight power through Atkin's terminal making the run from Perry to Savanna.

Passenger brakeman Ray Mark, who has been holding a run on four and three for some time with conductor Dow, has taken the baggage job on 33 and 36 on the run with conductor Millard. Ross Fowler has been holding the job which Mark left.

Engineer Henry Hansjosten, who went to Florida the fore part of December expecting to work this winter on the Florida East Coast Railway, returned to Perry after an absence of a month and resumed work on the Iowa division. Henry said he would rather be working in Perry in the cold than down in Florida where it was so warm.

Conductors J. R. Brooks and Wm. Agnew, who have been breaking in the chain gang out of Perry for several months, have both gone back to Council Bluffs to work on the way freight with conductor A. J. Gregg. Both men live at Council Bluffs and the run is convenient for them during the cold weather.

Engineer J. J. Brown and Mrs. M. K. Pardon of Perry were united in marriage at the home of Rev. Armstrong on December 27th. Engineer Brown is one of the old passenger engineers on the Iowa division. They will make their home in Perry.

Engineer E. C. White and wife attended the golden wedding anniversary of Earl's uncle and aunt in Marion on Christmas day. Earl's father

and mother, also another uncle and aunt, have held similar celebrations during recent months.

The death of Mulai Ahmed Raisuli, the Morrocan bandit chief, which occurred about Christmas called to the mind of engineer Jack Kuykendall an interesting experience. Jack was in the navy and was assigned to the U. S. S. Castine, the ship which Theodore Roosevelt sent to Tangiers to get Raisuli unless he released Ian Perdicaris, a New Jersey millionaire, who was travelling in that country and who was being held for a \$40,000 ransom by the bandit gang. Jack says the sight of the band of two hundred and fifty men dressed in the costumes of the apostles and riding camels as they came down to the shore with the American citizen is one which he will never forget.

J. J. Lane, a lineman from Milwaukee, has bid in the second job at Perry which was left open when Walter Boyer went to Elgin to work.

Betty L. Cate, daughter of conductor A. B. Cate of Perry and Robert Kelsey of Boone, were married December 24th at Des Moines. They will make their home in Des Moines.

C. W. Robbins, father of C. E. Robbins, Perry switchman, died at his home in Dawson the latter part of December.

Enid Conklin, daughter of Clyde Conklin, operator at Ferguson, caused considerable excitement about Christmas time when she started for Lincoln, Nebraska, to visit relatives, and changed her plans and stopped off in Omaha for a visit. The little lady is only 12 years old and when she didn't arrive at Lincoln on the schedule time there was considerable worry occasioned. The fact of the child's failure to arrive was broadcasted from the Woodmen of the World station in Omaha. The child was found during the evening at the home of relatives.

W. C. Bied, General Manager of the C. & A., passed through Perry in his business car enroute to Chamberlain, S. D., December 23rd and while the train was in Perry had a chance to visit with some of his old friends who were advised that he would be in Perry a short time. Mr. Bied was formerly an Iowa division brakeman and was a close friend of conductor A. J. Fuller and J. A. Holmes.

Perry friends learned with regret of the death of Engineer Davy Gordon which occurred in Texas the latter part of December.

Slack Peterson, for many years employed by the Milwaukee at Council Bluffs, died there the middle of December from injuries sustained when he was knocked down by an auto. He was the father of conductor A. E. Peterson of the west division.

Operator Swearingen who has been on leave of absence for four months has returned from the west and has gone to work at Paralta.

H. & D. "JD"

Jap Wikk, of Bird Island, and a friend of his, received a royal treat down at Minn. Falls last Sunday. Lets call again Jap and get better acquainted. Them's sure nice folks.

David Thill is back on passenger again, with a Sunday lay-over at Minneapolis. While here Dave will stay with his son Ed. up on 5th street.

J. L. DuHoux, better known as just plain "Slim" returned to Butte, Montana after spending a month with the folks at Renville. Slim has been away from this division since about 1911 but we'll bet he would like to be back again.

One of the star conductors on the east end reports a Chevrolet truck down the line that usually parks on the depot platform and made the suggestion that this small thing be parked elsewhere as one of our crack passenger trains going by there might suck it into the drivers. We would suggest putting a stake into the spokes like they do other baggage trucks.

C. H. Purdy and family spent X-mas visiting

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WISCONSIN

the folks in Merrietta, Ohio. T. E. Thompson of Castlerock took CHP's place at Renville.

Old man Tickner (not so old) is back on the yellow cars again. Tick seems to be afraid of the brownies in cold weather. Anyway, no matter how you figure it, you'll find him near the steam heat every winter.

Mr. Gilhoj, personal and confidential friend of Geo. Hakes of Milan, spent a week with the folks on the farm. Gil says he put in most of the time shoveling hay.

Mike Gregory made a trip on 15-16 the other day. Had a hard time keeping him from picking up at Summit and picking up the coal cars at Bird Island.

E. E. Swan, formerly of Stewart, sends his greetings to the bunch from Wilmore, Ky. We all hope that he will soon be back on the job at Stewart. He has been kind of under the weather for the past six or eight months but the rest he is having will bring him back and have him working on all six in another month or two.

The scribe had a X-mas card from E. T. McCormack. His friends will be glad to hear that he is now working on the Omaha out in Nebraska.

It was so cold at Monty, Jan. 3rd that the yard engineer had to push 92' out of there. Ed's going to ask for a double-header on his rattle-snake special fore long.

Pierce Turman will be the big cheese on 292-291 by the time this gets into print.

We are just about sure we are to have a swimming pool back of the office building next summer. You ask what makes us think so—Well haven't you seen the "Chutes" on the back of the buildings?

Stop! Look! And you will have to look twice to be sure, for it really is "Abe" Moriarity. Goodness sakes, Abe, your friends will all pass you by now with the "Trade Mark" missing. Yes sir, Abe has shaved his well trained Cootie. Garage and it took him five months to grow it.

J. J. Down, engineer, has decided to take a trip south. What's the attraction in the south, Jim? Have you been talking with John Tobin?

Well Dott, I'll tell you. You just come down the line some day and if you don't rejoice, Joyce will.

Conundrum:—Burned out, moved in anyplace with anybody—Are you welcome?

A. Casey, Roundhouse Foreman, has been on the sick list for the past two weeks. We are all glad to see you back at work Gus.

F. M. Smith, Train Dispatcher, has some new teeth. Bet everybody along the line will get eaten up now.

Just because you hear some of the superintendents clerks calling stations from their coach office, don't think they are going anyplace because they aren't. Yesterday they got a passenger to Austin. And if the chief clerk hadn't come to the poor fellow's rescue, they would probably have sent the passenger to Cherokee.

Freight Auditor's Office

Rein and Rott

The following overheard at Grauel's Coffee Shop:

"Any pie today, Mr. Snowden?"

"Yes, let me have a piece of soft pie."

That is a new kind on us, but Bob Snowden can give you the recipe for it.

"Home, Sweet Home", the old, sweet song still clings to those who sojourn, and our freight auditor, J. C. Vinson was no exception. The holiday season found our auditor in his old surroundings (San Francisco, California), from where he wired his employees a Merry Christmas and a Happy and Prosperous New Year.

Gladys Goodman of the Interline Forwarded Balance Bureau has taken the matrimonial plunge. She is now Mrs. George Jacobs and is residing at Grand Rapids, Mich. Our sincere wishes for her future happiness and success are extended to her from all her St. Paul friends.

Marguerite Short of the Tracing Bureau, on December 31st, surprised us all with the announcement that she was leaving us to enter upon more important duties January 15th. As a slight token, her friends presented her with a beautiful floor lamp.

New Year's resolutions—Why you ought to hear them. They sure are good. If you would like to know some of them, see C. Vendegna, B. Snowden, R. Olsson, Dick Ewalt, E. Haidys, A. Peterson, J. Y. Ericson and George Walschen.

Mona Perault, fearing Christmas would be too cold in Chicago, went to Cairo to spend that day with a very dear friend of hers (No, not her sweetheart) her mother.

The old homestead looked good to Nina Fisher to see the old year out and the new one in, so she sojourned to Mayville, Wis.

The Computing Bureau has left their old quarters and are now located in the new building.

Have you noticed Mary Ericano with her big snile lately? Diamond! 'Nuff sed!

Rumors are adrift that Haidys and Mayday are going to quit railroading and start a bank.

Minneapolis Shop Happenings

James Nellins

We hasten to make amends for our error in reporting the death of welder Stanley Jones as shown in the January issue, as Mr. Jones is well and very much so.

It was our misunderstanding that this misinformation was furnished the magazine and I am glad to make this explanation. Mr. Jones appears to be good for many years to come, appears to be good for many years to come. It was his father who passed away.

All Minnesota has been boasting of the fine weather we have been having but a change arrived from the north pole on January 5th, and with it came some very cold weather. Every-

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Let us furnish an estimate before you place your next order for castings.

The Falk Corporation

Milwaukee

Wisconsin

A Health Hint

*Maintain Health and
you maintain all.*

One way to do it is to dissolve a cake of Fleischmann's Yeast in a glass of hot water (not scalding) on arising. This cleanses the system of poisonous waste—rids you of constipation.

At night, too, just before retiring take another cake in the same manner. It makes you fit and keeps you fit.

Get it from your grocer

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- ☐ I am interested in an agency proposition.
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City.....State.....

Occupation.....

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where was cold and everybody was cold. It was simply stinging on the ears and nose. A change for the better is now on.

Death has claimed a few of our shop men recently and the chilly hand seemed to be particular to reach after some of the finest fellows about the place. On December 16th, machinist apprentice Clifford Hanson died, a most agreeable and quiet young fellow, one of those lads who seem to make friends with all his associates and they all miss him about the place.

On December 27th, John McLean, flue cutter in the boiler shop, passed away and the shops lost as faithful and loyal an employee as ever entered the shops. He has been through every stage of the game on jobs in both round house and shops as well as in the yards and filled the bill in them all. His fellow shop men miss him and extend sympathy to his widow and family.

December 29th, word reached here that boiler-maker Anthony Cooney had died after a few days illness of pneumonia, and another pleasant and conscientious man gone. He was the friend of all his shop mates and this was shown by the large body that turned out to attend his funeral in spite of the very cold weather.

Many of the old timers were recalling old days when word was received here on December 22nd that John Dick, in charge of round house at Hastings, Minn., had passed away at his home in the town mentioned. Mr. Dick was a veteran employee having had experience as shop mechanic and foreman of round houses and had a wide acquaintance among the locomotive department employees of the northern district.

For many years in the early eighties he was roundhouse foreman at Milbank but didn't like such a job when there was no roundhouse there excepting the sky and after returning to these shops he went to Hastings and remained there up to the time of his death.

Christmas and New Year's greetings from our chiefs at Milwaukee and Chicago very thankfully received and pleasantly acknowledged, hoping for a year of good business and prosperity for all.

General Storekeeper Curtis was a business caller here on December 19th, being accompanied by Mr. Walschlager, transacting business with Mr. Kelly, Lamberg, Turney and Palmer.

Santa Claus was good to Russel Oberg, time keeper for the round house, in bringing him a fine baby girl and judging from the extra smiles Russel is sending out, he must have received just what he wished for. Congratulations to daddy and mother and long life to the little miss.

Miss Jane Williams, clerk in the office of the store department, has taken a leave of absence and is spending the winter in California, all her friends here wishing her bon-voyage and a safe return.

Friend Horace W. Griggs of Milwaukee shops, was a business caller here on January 10th, looking exceedingly well and stepping lively, so very lively he did not tarry more than to extend a hand shake. Glad to see you looking so well, good friend.

The new slogan "United Effort and Service Brings Success" is a fine one and will do the business it is intended for and will do much more than merely bring success in a financial way. It will make and maintain friends so let this be a New Year's resolution that will not be forgotten for a while, at least, and see if it is, not more pleasant to pull together than to pull apart.

Chicago Terminals

Guy E. Sampson

Back on the job after our vacation and while we enjoyed it very much we surely have a warm spot in our heart for the guy that wrote "No place like HOME".

Since our last issue of the magazine, death

has entered our ranks and taken Mr. George Hale, almost without any warning, whatever. On Friday Mr. Hale was taken ill while attending to the duties of running a transfer crew and he was taken to his home where medical aid was summoned but he passed away the following day. Mr. Hale was a Chicago terminal yard master for many years but resigned from that position several months ago to take an easier position on a transfer.

Another faithful employee, Mrs. Esther Earl, wife of engineer Jesse Earl, was called to the Great Beyond after a few days illness. Mrs. Earl had been one of the Galewood switchboard operators for years and her pleasant "Hello" will be missed by all employees who were so accustomed to hear it. The sympathy of all employees is extended to the relatives of our co-workers who have passed away.

Switchman Clarence Waldron and Miss Estlier Volberding, both of Bensenville, were quietly married December 2nd and departed for Minneapolis where they visited the groom's parents. All join in wishing them a clear track ahead as they travel life's road together.

Oh yes, we noticed Miss Rose Krammer, main spring of the Manheim Repair Track office force, wearing a large stone on a certain finger of her left hand. We noticed all this as she, accompanied by her mother, boarded No. 25 enroute to Kansas City to spend the holidays. And we hear that a certain yard clerk was noticed boarding an eastern train with a ticket in his hat reading Buffalo. This young man was reported to be in a very happy mood and he was whistling that old tune "Ring Around A Rosy".

Mr. Joe Charleston of Mr. Whiting's office, we are informed, recently went and took unto himself a wife. We don't blame Joe in the least for choosing a pretty young wife but some of his friends should give the correspondent the friendly tip so we could properly announce the event. Any way, Mr. and Mrs. Joe, we are going to add our congratulations also.

Harriet Elder is mourning the loss of her Boston bull dog, also one imported gold fish. It is believed that the dog swallowed the gold fish and being used to eating herring died from an over dose of rich food.

Uncle Ed Fuller, one of the Terminal's oldest engineers, is down east visiting friends and doing some hunting. Great sport in his old home town.

Yardman Wm. Green, who is fast recovering from the accident which nearly cost him his life last fall, is again at home; also Vernon Weidenbacher, who recently underwent a serious operation, is back home and slowly gaining strength. All glad to see both of the boys recovering nicely.

Engineer Samuel Pulford, Jr., and wife, are the proud parents of a son born December 15th.

The mechanical supervisors in the Chicago Terminal put their usual cares aside on the evening of December 19th and with their wives put in a most enjoyable evening. General Foreman Hale from Glenwood was the chief of the occasion and arranged a party which all present voted a big success. An auto party was arranged from Western Avenue passenger station to the Apollo Theatre where the play "The Passing Show" was enjoyed by all. After the show an after-theater party was given at the Terrace Gardens, where besides an abundance of good food, dancing was also on the program. The following supervisors, and their wives, enjoyed the evening: C. L. Emerson, H. McChesney, L. King, H. R. Abraham, E. Hiscox, J. Friedman, G. Treadwell, W. Taylor, J. Hale, F. Hagan, F. Luebke, R. Bures, R. Urie, M. C. Fox, Geo. Martin and friend, J. Bodenberger, R. J. Weber, H. Stewart, and F. Gage.

Florence Donohue received a beautiful diamond for Christmas.

S.M. West Notes

Ray H. Hoffmann

Pat, "Sweede" Clarity, machinist from Austin, has been relieving at the Madison Round House for the past few weeks.

Elmer Nashum, Stationary Fireman at the Madison Round House had the misfortune of fracturing his big toe, we are pleased to state however that he is back to work again.

Wessington Springs, So. Dakota, station has a record for the past year to be proud of. A total of 1838 cars were loaded of which 810 were stock, 477 grain, 360 merchandise, 42 poultry, 92 hay and the balance miscellaneous.

On December 9th a baby girl arrived at the home of Mr. and Mrs. Merle Fredericks. Merle is Section Foreman at Erwin, So. Dakota.

Le Roy Severson, Fireman, out of Madison, went to Austin on December 21st. to take the engineer's examination.

Ed. Thomas, round house helper at Madison, visited friends at Hampton, Iowa during December.

Louis Dankert, section laborer at Flandreau, and wife, have left on a trip to Chicago and points in Indiana.

Lawrence Palmer, of the Madison Freight Office, visited friends at Winnebago recently.

Agent Harvey Gregerson, of Madison went to Albert Lea during the later part of December to attend the funeral of his uncle.

Local storekeeper W. Goudy of Madison spent a few days at Minneapolis during the early part of January.

Car foreman F. M. Washburn of Madison spent the holidays with his parents at Austin.

We understand engineer John T. Kaisersatt of Madison had quite an exciting trip on January 7th. How about it John?

Aberdeen Division

RGH

Leap year reminds us of that old proverb, "opportunities overlooked are opportunities lost". Let's get busy, girls. Here is a list of the few "singlers" that are left. Take your pick. Frank Parsch, Chas. Capon, Joe Johann, Wells Gerr, Fred Dreiller, Mark Mentzer, Max Hansen, Leo Lutgen, John Faeth, Stanley Burnette, Frank Faeth, Felix Hansen and Wilbur Schwartz.

Superintendent J. E. Hills spent Tuesday at Minneapolis arranging for an ice supply for next summer.

Joe Johann, of the ticket office spent, spent a few days in Minneapolis giving the natives there a treat. Joe reports a good time had by all in spite of the fact that he missed out on a free ride. For further particulars we refer you to Joe.

Wanted—A reliable man with Ford or Dodge car who will be ready at all times to pull in Studebakers. Steady employment assured. Apply to W. O. Hiddleston, R. C. Dodds or Claude Williams.

Joe Kain, former stenographer to Superintendent Hills, has accepted a position as personal stenographer to General Superintendent O. N. Harstad of the Southern District. Congratulations, Joe.

We are pleased to note that Lee Spratlin was again able to furnish a special train of yellow cars for Uncle Bim.

Lily F. Paton, better known as Pat, of the Store Department and Arthur F. Maschke, also of the Store department at Aberdeen, were united in marriage at Red Wing, Minn., Dec. 6th, 1923. They are now residing at 1123 3rd Ave., S. W., and are at home to their friends. A party of fellow employees surprised them at their home on January 5th and presented them with some silverware. The presentation speech was made by Mrs. Oleva Ross.

It is claimed that due to the Japanese earthquake, Aberdeen has been moved about 800 miles further south, in so far as weather conditions are concerned. However, the thermometer did not so indicate the first week in January when

it registered from 35 to 40 below. However, the boss has his straw hat lying on his desk, all in readiness for this promised summer weather.

Mark Mentzer, the Superintendent's Office "Shiek" say he prefers looking over bills and vouchers than that of looking over skim milk and would be cream.

Brakeman Carl L. Norvell sustained quite painful injuries on the 9th of January when he fell from a swiftly moving train. However, he is reported as doing nicely now and we hope to see him back on the job in the very near future.

Interchange Clerk Powell is on his way to California to join Mrs. Powell, where they will spend the remainder of the winter.

Operator C. N. Williams tells us that his Studebaker will run without gas, needs no starter and will not skid in slippery weather. Give us the details, Claude. We would all like to know just how you do it.

Word from Miss Doris Healy of Captain Burke's office says that she is enjoying her trip east very much. Hurry back, Doris. The "gang" seems to miss you.

Iowa Eastern Division and Calmar Line

J. T. Raymond

Engineer David Gordon passed away December 16th at the home of his daughter at Victoria, Texas, after a brief illness, being stricken with pneumonia the day after his arrival there.

Mr. Gordon was born in Cullabackey County, Antrim, Ireland, March 3rd, 1850. He left his native land in 1871, arriving at Eldridge, Iowa, July 5th that year and at once entered the service of the Davenport and Northwestern Railroad, now a part of the Milwaukee System, being promoted to engineer in March, 1880, remaining in active service until the time of his death. His son Gerald and wife arrived at Victoria the day before his death, having started to his bedside as soon as notified of his illness. Mr. Gordon was a member of El Kahir Temple of the Mystic Shrine and Brotherhood of Locomotive Engineers.

This kindhearted sociable man is greatly missed by his comrades on this division.

Surviving are two sons, Gerald and Frankland, of Marion and one daughter Mrs. Mayetta Jecker, of Victoria, Texas. The funeral was held at the Masonic Temple at Marion and was largely attended. The remains were laid away at Marion.

Our sympathy is extended to the bereaved family.

Mr. and Mrs. J. L. Franz of Chicago came to Marion to attend Mr. Marshall's funeral. Mr. Franz was chief clerk to Mr. Marshall for a number of years.

Mr. and Mrs. William Holdorf and family went to Milwaukee to spend New Year's day with relatives.

Signal Maintainer S. C. Lawson suffered a broken rib the night of January 10th. He had been called to look after a signal. He left his car near Atkins and went to call section foreman to look after a broken rail, on returning to the car he stumbled over an obstruction.

Martin J. Flanigan, Superintendent of the H. & D. Division, has been transferred to Marion as Superintendent of the Iowa Division. Mr. Flanigan began his railway career on this division at an early age, serving as telegraph operator at Louisa and Oxford Junction, Train Dispatcher at Marion and Perry, later being transferred as Chief Dispatcher at Aberdeen then as Superintendent Dubuque Division and H. & D. Division. Though having been gone from this division for some time there are many of the older men left who were associated with him formerly that are very much pleased to note his continued advancements as a recognition of his faithful and efficient service and to have him return to the Iowa Division.

Mr. and Mrs. Henry White of Marion re-

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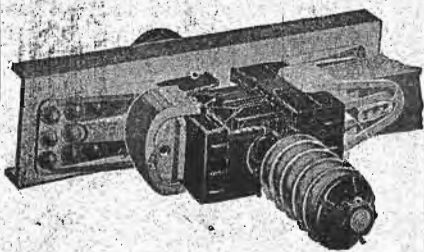
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We are all Employees

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.

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cently celebrated their fiftieth wedding anniversary, entertaining a number of relatives and friends. Mr. White is employed in the B. & B. department and is a member of the Milwaukee Veterans Association.

Agent L. M. Halstead of Preston has resumed work after nearly a month's absence, which was spent at Long Beach, California. Mrs. Halstead accompanied him. A. C. Stage acted as agent during Mr. Halstead's absence.

Operator L. B. Swearingen has been appointed to second trick position at Paralta for four months.

F. E. Sorg, Hopkinton four months and M. A. Rittmeyer, Delaware four months, on account of Operator A. H. Claussen and Agents Morton and Lynch taking extended leave of absence seeking a warmer climate.

One of the numerous instances that indicated the kindly considerate nature of our late beloved Superintendent Marshall, we recall one concerning a clerk in the Superintendent's office some 30 years ago. His father and been a dining car conductor but was then deceased, leaving nothing for the widow and young son to get along on. The boy was sent to business college, completed his course and was given employment by Mr. Marshall in his office. Shortly after entering this service a carbuncle developed on the inside of his right wrist, stiffening the fingers. The mother inquired of the son if Mr. Marshall ever said anything to him, his reply was "Mr. Marshall never says very much, mother, but I can feel his sympathy".

On January 12th Agent John Maloney Sabula slipped and fell on the ice at his home injuring his back and is off duty on this account. We all hope for his speedy recovery.

Dubuque Division

J. J. Rellihan

Our forecast for a mild winter was shot full of holes New Year's day, and we have had from zero to 34 below ever since. Of course a sufficiency of snow is also with us.

On account of the increased business this winter an operator was put on at Cattese, also a third trick operator at Clayton.

Agent W. H. Wyse of Waukon Junction is staying home nights, and getting very little sleep, all on account of a new radio being installed in his home last month.

Chief Dispatcher Crawford and Train Master Schmitz are visiting all the agents and operators giving them the annual examination on Standard Rules.

Conductor R. H. Kearney is running No. 30 and 9, during the absence of Conductor Fred Libby, who is reported to be sick. Mr. Libby's many friends hope for his speedy recovery and that he will soon be back on his run.

Train Dispatcher Ed Olson took a run down to Des Moines Division and spent Christmas with home folks.

A. F. Mullane is again in charge of the station at Mabel, regular agent Geo. Childe having to again give up work on account of his health. Gelen Lowe is in charge of North Buena Vista during Mr. Mullane's absence.

Johnny Hanley's wife has gone to California to spend the winter and while she is gone "Spike" is on the LaCrosse lay over way freight, as he has more acquaintances there than in Dubuque.

Agent Ed Bock of New Albin is taking his annual mid winter vacation and is visiting in Chicago.

On account of the roads being almost impassable, caused by heavy snow drifts, our passenger trains are loaded to the limit, and the agents no doubt will all come to Mr. McEwen's rescue and show a substantial increase in ticket sales for the month of January.

Operator Harry Britton of Bellevue was among those on the sick list last month. While he was off "Scoop" Gerling filled in on second trick at Bellevue.

Conductor Kearney is putting in his spare time learning to tune a radio, which was installed in his home in Dubuque last month.

Roadmaster G. Swanson spent Christmas with his family at Joliet.

Dicky Ross makes a nifty looking passenger conductor. Just at the present time he is on the Waukon Line working in Conductor Bassett's place.

Brakeman Joe Johnson is at home at Lansing nursing a sore finger, on account of getting it pinched while switching at Bellevue.

Bridge Foreman Frank Meyers has taken a leave of absence and has bought out a meat market at Harpers Ferry. He is doing a nice business and no doubt will make good in his new occupation.

Superintendent Thurber has just cause for feeling good over the efficiency showing of the division, being at the top of the list for two consecutive months. This shows team work and there is not an employe on the division who will not try and keep this division in first place.

Sioux City & Dakota Division

H. B. Olsen

The Safety First Meeting held at Sioux City on December 19th, was especially well attended by the usual enthusiastic bunch who made the following resolution:

At a Safety First meeting held by the employees of the C. M. & St. P. R. R., December 19th, a resolution was adopted congratulating you on your efforts to reduce accidents and in order to encourage you in this wonderful step, as this subject is very near our hearts, every member of this Safety First Committee pledges his unanimous support. We are all delighted in sending our applications as a member of your Club" (Signed by all present). The Sioux City Journal carries a "Safety First" column and is boosting that movement.

Do you know, the C. M. & St. P. R. R. has the distinction of operating four years without a passenger fatality and has totaled 3,500 million passenger miles, the average trip per passenger being 103 miles.

Conductor "Buck" Jenkins, one of our most congenial passenger conductors, is always ready to do a good turn. On December 11th, train No. 35, Sioux City to Sioux Falls, "Buck" discovered a small baby in the arms of its mother had been crying since leaving Sioux City. Everything was done to quiet the little fellow but to no avail. Upon arrival at Hawarden, Conductor Jenkins learned that the mother, out of funds, was unable to provide food for the baby so he hastily ran over town and secured a bottle of milk which, given the baby, quieted its crying immediately. The mother, overjoyed by this kind act, told Conductor Jenkins she would never forget his kindness.

Geo, the Superintendent's office looks rather deserted after moving four employees, namely Miss Anna Petry, Cliffe Wolken, A. H. Asthoff and Art Piper to Cedar Rapids, this on account of the consolidation of the accounting system on several of the divisions. Sure had a fine party at Mullin's before they left and everybody had a wonderful time.

Miss Lou Waugh and Olga Lindblom, stenographer and office accountant, have turned flappers, displaying two beautiful bobbed heads, a brunette and blonde, respectively. (Look out for Hulse).

Miss Nelson has accepted the position of 'steno' in the Superintendent's office made vacant by the resignation of Mrs. Viola Jensen. We hated to see you go "Jens", but offer a hearty welcome to Miss Nelson.

Miss Gertrude Mahaney has accepted a position as train-master's clerk. Here's success to you, Gertrude.

Operator H. F. Wood at Vermillion has been granted an indefinite leave of absence owing to the condition of his arm. He will leave for Los Angeles soon where he will join his family.

Art Broome has installed an A-1 radio and has invited the girls to "come on over" and listen in. Thanks, Art, we will be there.

Oh girls! this is Leap Year and the Sioux City freight office is full of old bachelors, too—here's hoping this year will diminish the number.

B. J. Mitchell of the Sioux City freight office has been confined to his home with a severe attack of rheumatism—hope to see you back on the job soon, "Mitch".

Bobbed hair is still an epidemic at the freight office, Sioux City, while at Sioux Falls Miss Ethel Jacobs, assistant cashier, is the only young lady to have hers bobbed.

Relief Agent G. Harley Nance has taken over Fairview station for months and says he is quiet at home there, having been regular agent at that point some years ago.

Agent H. A. Shoemaker, Elk Point, is going to broadcast a concert on his new piccolo. Any one receiving this concert by radio will please refrain from sending post cards.

Mr. Tom Grande, section foreman at Canton, who has been laid up with paralysis for the past four months, is somewhat on the mend. Mr. Grande wishes to thank each and every employee who contributed in the donation given him recently, as this was very appreciative.

On December 27th another of our veteran employees departed from this life, Mr. John D. Russell, who had been in the employ of this Company for the past forty-two years in various positions in Sioux Falls. "John" was known and loved by all, he was always a hard worker, careful and industrious at all times. He knew the S. C. & D. from the very first and when Sioux Falls was but a village. Besides his widow, he leaves a daughter, Miss Winfred, and a son, Robert, to mourn his loss. A large delegation of employees attended the funeral and contributed beautiful flowers, of which John Russell was a lover.

The next Safety First meeting which will be held at Sioux Falls will be one of the most largely attended in the history of the Safety First movement on this division. Mr. E. F. Rummel, Superintendent, has arranged for a banquet in connection with the meeting and every one is simply excited and awaiting the date to be mentioned.

On December 10th Mr. C. E. Hanner, warehouse man at Akron, was married to Miss Laura Snyder of Akron. The ceremony took place at Sioux City. A short honeymoon took them to Stratford, Iowa. Upon returning to Akron a delegation of the "small fry", which took the usual supply of candy and cigars to subdue their demonstration, gave them the "once over". We beg to extend congratulations.

Dubuque Shops "Jingles" Oisie

Oscar Ohde, our Safety Committeeman, is right on the job all the time, and believes the "root" of the matter the proper place to detect the crime.

Mary Czizek entertained the Dubuque Shops "gang o' girls" at her home last Thursday. It was a Chinese Chow Chong Dinner, with Mah Jong to fill in—(we had a Chingalinga time) which, means some noise and din.

Sparkle, sparkle how they glisten—diamond rings, and will you listen; Nettie got one from her beau and little Georgia did also.

Through this column we send greetings to the accounting gang who moved to Cedar Rapids; we hope they like the town real well and don't form any bad habits. Please take care of the water bottle—some day we'll want it back, our money in it is invested; so of said bottle we always keep track.

The C. M. & St. P. Shop Minstrel Show

Will play at the Majestic next week (Will give a full account next month—When at the show I've taken a peek.)

It is claimed they are better than ever—

That they have a wonderful troupe—

With Lew Schwartz (colored) as manager

They are some classy group.

Under the slash of the barber—zip goes the nice long locks—just a few more added to the "Bobby" flocks.

Miss Mildred Flanigan has transferred from the Car Department office at Dubuque Shops to the Accounting Department at Cedar Rapids. We missed you, "Pete", for you left in a rush—we hope on Cedar Rapids you still have that awful crush.

Miss Margaret Birner of the Store Department office is on an enforced leave of absence due to illness. Peggy, please hurry up and get well—haven't had an argument now for quite a spell.

We are sorry to report that Mr. J. E. Dexter, District Storkeeper, has been unable to come down to the office for about a month, not seeming to have regained his strength from his recent serious illness.

Special Apprentice C. A. B. is looking sad and very teary; he don't care whether school keeps or not—for he quarreled with his dearie.

During that recent cold snap Operator Webb was hopin' for some hot wires to thaw out the lines.

Ed. W. threatens to get a haircut as soon as he gets his raise—we hope he gets it (the h.c.).

Iowa and Minnesota Division D. M. W.

Engineer L. C. Johnson and wife leave the middle of January for California where they expect to spend the balance of our winter visiting friends and relatives, returning about May 1st.

Engineer James Cane left the first of the year for California where he expects to stay until about the first of May.

B. & B. Foreman Jake Rush also enjoying the sunny, balmy air of California.

Jim Jakubec, clerk in Chief Carpenter Kurzeja's office, enjoyed a hunting trip, hunting wolves in Wisconsin the latter part of December. Jim says the only thing he got was "back".

Our passenger depot at Kasota burned to the ground December 29th. Our force is enjoying two car bodies that were used at Kenyon while the depot at that point was being built.

Conductor George Campbell made a trip up on No. 3 the other day. George is looking fine, says he feels better.

Engineer George Jensen has been a very sick Swede the past three weeks, but is on the gain again. Expects to be back on the job again in about two weeks.

D. M. Wheeler was on the sick list for a week with pleurisy. This possibly is not a very interesting item but it helps fill up space.

La Crosse Division C. W. Velsor

There were 770 La Crosse Division employees who have taken out pensions up to January 1st, in the new Milwaukee Pension Association. With a like number on other divisions this new association of employees is an assured success.

All arrangements to move Accounting Department from our Portage office to the Milwaukee Shops are postponed indefinitely. Rowley Rolleston is so happy about it that he bought a new sedan.

Miss Majorie Pope, our popular superintendent's stenographer, underwent a serious operation recently and is doing nicely.

Special commendation was given Conductor W. B. Clemens, one of our watchful west end conductors, for discovering a broken rail just a few feet west of the tunnel on the single track between Tunnel City and Raymore on December 22nd. This perhaps prevented a most serious derailment because an east bound train would have run directly into the side of the tunnel.

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.

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It is our sad duty to mention the death of our esteemed friends Conductor Jerry Lynam, who passed away at the Lutheran Hospital on December 25th, his 54th birthday. Mr. Lynam was born on December 25th, 1869, and entered the service of the railroad as a brakeman and was promoted to a freight conductor January 31st, 1893 and again promoted to a passenger conductor on May 17, 1914. Funeral was held December 29th at St. James Church, interment at Oak Grove Cemetery at La Crosse.

Agent W. N. Upham, of West Salem had the misfortune of breaking his arm and hurt about the head and body while loading butter in a large refrigerator. Operator Tofsen is acting as relief agent for Mr. Upham.

Switchman Coughlin and Operator Nelson of the La Crosse Terminal have put their cars away for the winter. Understand the spong squad of the prohibition department confiscated all the alcohol in La Crosse.

Leverman Barney Larson of Grand Crossing says that he will be ready to meet Dempsey soon.

Many of the regular passengers of Conductor Forkenbridge's famous Watertown train were somewhat disappointed when the weather man ran the mercury down a few notches below zero and froze up the water at the Watertown City where Forkey lives. Train and passengers had to come to Milwaukee on McQueeney's train. Forkey was so embarrassed that he laid off for a few weeks.

Passenger engines of the La Crosse and River Divisions are now running through from Milwaukee to Minneapolis. This performance is now 100 per cent which is the accomplishment of the two efficient motive power departments.

Miss Nellie Ryan is the young lady who makes it necessary for the men in the Car Department office of La Crosse to come to work in their Sunday clothes. Miss Glenn has accepted a position with the American Tobacco Co. at Viroqua.

We were all pleased to see the picture of Conductor Roscoe Ayres win the \$10.00 prize in the last issue of the Employees Magazine and by the story he tells we are sure that there is no chance to even get a cigar out of it because he said that this has been his only hope in the 14 years of railroad service that he might at sometime get a few easy dollars in order that he might start a bank account.

Understand that Jim Taylor recently had some trouble with his engine going west on No. 15 and just before he was called on the carpet in the La Crosse roundhouse office Jim was seen putting on a pair of four buckle over-shoes just out side the door.

Engineer Tom Cleary, who for more than thirty years has run an engine pulling the fast passenger trains over the division, has now given up the road for a yard engine at Portage.

Station Master W. B. Hinrichs of Milwaukee passed away after an illness for the past two years at his home on January 9th and was buried at his old home in Madison on January 11th. Mr. Hinrichs was formerly trainmaster on the La Crosse division and later Superintendent of the Milwaukee Terminal and was widely known by all veteran employees on the Milwaukee system.

Illinois Division

M. J. S.

C. F. Urbutt had the misfortune to fall and sprain his left ankle while at a derailment at Kirkland. J. H. Valentine is acting as trainmaster with W. J. Hatchkiss acting as chief dispatcher.

Do we miss the "Bunch" that went to Cedar Rapids? I'll say we do! We were trying to figure out who we missed most and guess it is Tony and his Monroe Calculator. Anyway, he made the most noise.

We understand that Harry Byram is working for Mr. Greer now. Our best wishes, Harry,

and don't forget the "Old Gang" at Savanna.

Maggie Jiggs (you know her—in the Superintendent's Office) said she was glad it was Leap Year. Now, I wonder why?

Sincere sympathy is extended to Miss Louise Freeman, freight office clerk, in the loss of her mother the latter part of December.

Conductors A. E. Rupp and M. C. Simons and families are spending the winter in Florida. Brakeman W. H. Christensen also accompanied Conductor Simons.

Engineer S. W. Alden and family of Savanna attended the Alden Kindred of America Annual New England Dinner in observance of Forefather's Day, held at the Palmer House, December 18th. This was the 303rd Anniversary of the landing of the Pilgrims.

A little peanut sat on the track

It's heart was all a-flutter.

Along came Number Twenty—

Toot—Toot—Peanut Butter.

Wm. Griffith, machinist helper at Savanna Roundhouse, has started on an extended visit to California.

Mr. and Mrs. H. C. Hoffman left for a few months visit in Florida. They intend spending part of their time in Cuba before they return to Savanna.

John Schunder, machinist at Savanna Roundhouse, is off on account of sickness.

Walter Getz, timekeeper in the D.M.M. office now knows what a poor sailor feels like on "a night like this." No, don't misunderstand me—it was only a real grown-up cigar that he was learning to smoke. Walter made a New Year's resolution, "Never Again!"

Clarabel made the astonishing announcement the other day that there was two distinct flashes of lightning through the Master Mechanic's Office; she saw them—first it came in one window and then another. Margaret investigated and found that it was only a short circuit in one of the lights, which would flash on and off occasionally. Well, Ben Franklin did discover a connection between lightning and electricity, didn't he?

It was a cold January afternoon; a loud groan issued from one of the engines as the brakes were applied, and Ilene looked up with a heart full of sympathy shining from her eyes, and exclaimed, "Oh, those poor cows!"

Personal to Santa:

"Dear Santa:—We received the pencil sharpener on December 16th and although we do not wish to appear ungrateful, we do wish you would send us a book of instructions; the thing just won't work for us!"

D.M.M. and R. H. Office Girls."

Wanted—A lad to take care of Bill Sheetz's overcoat while he attends basket ball games. During the excitement of the games he usually drops it down under the seats, and it is rather strenuous exercise for him to crawl under those seats after it when the game is over.

Mr. and Mrs. Wallace Shipton (Engineer Iowa Division and wife) left January 3rd for a visit in California.

A lovely dinner of wild ducks was enjoyed at the home of Miss Clarabel Fruthey recently; Earl Daley, Iowa Division Engineer donated four ducks to "the good cause."

Question asked at said dinner: "What part of the wild duck do you like best?"

Answer: "Oh, the white meat, of course." (Ilene and Clarabel want everyone to know they didn't say this.)

A farewell dinner to Superintendent E. W. Lollis was given by the staff officers, committeemen and old employees of the Illinois Division at the Masonic Hall, Saturday evening at 7:00 P. M., January 12th; sixty-five being present. The hall and tables were decorated and the banquet served by Mr. Lewis Gydeson was up to the usual standard. P. L. Mullen acted as toastmaster and talks were given by several of the men. Immediately after the dinner, Mr. Lollis was presented with a beautiful leather

traveling bag as a gift from the employees present. In accepting this gift Mr. Lollis set forth the principles of the work carried on during the four years that he was Superintendent of the Illinois Division, and as a parting word to all the men present, hoped that they would continue to give his successor the support that they had given him, and to remember that the key-note to the successful carrying out of a man's duty to the Company, fellow-employees, and himself, was "Service". Everyone regrets seeing Mr. Lollis leave the division and he leaves with the best wishes of all employees for his future success.

Rail Rumbblings From St. Paul

By Allen

The new line to the Ford plant is now open and business has already started to move over the new rails and increasing rapidly. Mr. M. P. Graven, Agent St. Paul, is now also Agent Fordson, Minn.

Work is going on all winter at St. Paul's new union station. A mighty fine station it will be. One portion of the building has in-lays on its walls showing the progress of the railroads from the early stages up to the present time. All told the building will be a pleasant surprise when opened to the traveling public.

H. K. Voss, abstract clerk, has resigned to accept a position with the city of St. Paul and is succeeded by Arthur Peterson.

Francis Garvey is now on the bill desk, Harry Goers on the tracing desk, Joe Kulichuck on the O. S. D. desk. Tom Carney now has a real "Short" clerk for the over and short department.

Larry Francis of the freight house sure suffered some real troubles recently as during the past thirty days death claimed his wife, a child, and a sister besides two children now in the hospital.

Thomas Sheehan, our veteran police officer, is still confined to his home.

Mildred Nyberg reports the loss of her wrist watch. We suggest that she look for same on the back porch. The loss comes right on the eve of her departure for California where she will spend the remainder of the winter.

We will look for you on the silver screen, Mildred, and don't forget the box of California walnuts. Thank you.

C. H. Cutts, myself, and a few other old timers, will spend the balance of the winter on the banks of the Mississippi. That is, if the boss does not feel otherwise.

Mary Tozien of the ticket office is attending night school and she says that she is getting along nicely according to other members of the ticket office but Mae is from Missouri and wants to see her report card.

More ticket office news: Ray Pfeiffer and George Larson stepped off into the sea of matrimony and we wish to take this opportunity to thank them for the cigars.

Lee says that he received it at a basketball game but we didn't know eye scratching was a part of the game. Oh well, we are learning.

And, by the way, we just learned that Mr. Olson of the ticket office married sometime during October. Thank you, too, Mr. Olson.

A new candy store just opened across from the commercial office and that store should do a good business with nut goodies, Oh Henry bars and the like. Yes, May just loves candy.

Harry Lutz, operator, claims that with his new radio crystal set he can hear the lions roaring in Africa. Page Daniel, boys, page Daniel. Favorite sayings around the freight office:

Can you guess whose these are:

"How's the bus, Agnes?"

"Number, please, dial."

"May I use the adding machine?"

"Snap out of it."

"How are things snapping today?"

"It sure will be a hard winter."

Signing off 'till next month.

"MCB Gossip"

"Lee"

The arrival of Charles Edward Brautigam is an event of such importance that it deserves first place in the notes this month. He certainly has a good start toward making a wonderful record, for he weighed ten pounds, looks like his dad, and is "as good as gold". Mr. and Mrs. Brautigam certainly have our heartiest congratulations.

Edna Bremser has taken a leave of absence in which to regain her health and if the wishes of her friends have any power to aid her, she will be in perfect health in a very short time. Ruth Reider is the little lady taking her place and as we like her very much, we hope she will like us.

Alfred Koch had quite a tussel with rheumatism and came back looking thinner than ever, but we were glad to see him in our midst again.

Julia Barrows has an attack of the grippe and at the present time is a very sick girl, but with her determination and our good wishes, we are quite sure she will soon be with us again.

Jack Frost and his spell of twenty below zero weather caught three victims in the office. Margaret Moore and Rose Schultz had their faces frozen, while Norman Fuller's ears received the same treatment. They have all recovered and now I know how to take care of frost bites.

With the advent of cold and the resultant absences the daily exercises with the windows wide open have started again, and once more we are able to get fresh air into the office without an argument with those who sit near the windows.

Mrs. Wible passed into the valley of Eternal Peace and Mr. Wible has our sincere sympathy.

Glady's Petran Leavenworth found keeping house and working too, was too great a strain for even her cheerful disposition and now is an honest-to-goodness housekeeper. We were certainly sorry to see her go, for her eternal good nature is the best "blues-chaser" we know. Fredrick Andrews was promoted and is taking her place and has our congratulations.

Our new boys are Henry Finger, Arnold Bluhm, and Milton Repp, and we hope they will like us well enough to stay.

Frank Skola had his twenty-second birthday and received a wonderful card from P. R. He refuses to give us any further information regarding Pauline, except that her name is Pauline, so we had to let it go at that, but this certainly is a surprise.

Mrs. Gregory was very ill with rheumatism and we are very glad to see her back again.

Norma Lutzenberger paid a visit to Columbus and had the experience of being an hour and one-half late coming into Milwaukee.

Belle Bezout went to Chicago and came back with a bad cold. Better stay away from that Windy City, Belle.

Mr. Stroman doesn't know who sent him that unusual calendar but extends his thanks. However, he has his suspicions as to the artist who designed it.

"Badland Echoes"

"Bill Mike"

Christmas has gone and New Year's here. Glad Bells have rung in another year. The Season's Greetings to you all.

Made that resolve to hit the ball?

J. W. Allen and wife went east.

To share the parents' Christmas feast.

Ed. Crampton laid off a night or two.

You're mistaken, 'twas oyster stew.

Miller Hansen and wife are sick.

"Smith" O'Connell is off his trick.

Engineer Taylor's gone on east.

"Rog" has gone for a week at least.

Big "Cub" Catey's down the line.

Bet he filled up on something fine.

Paul Marion and wife were at Milcs

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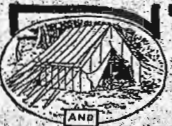
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Looking over the Christmas Styles,
Our Eddie sure can hit those pins,
Knocks them down by nines and tens,
Takes the prizes right off the bat,
Cook is second and close at that.
Wood spent Christmas on the north side
Hear they have got that old dog tied.
Shirley Brown took a trip to Miles,
Still feeling good and face all smiles,
Must have found the things he likes,
Claims he has made some lucky strikes.
Carl Staben has gone east by rail
To eat at home and drink wassail.
Kinney went west to see his gal
'Spect he'll bring back a lifetime pal.
Andy's lonesome, so much so,
Don't know which way or where to go,
Schoolma'am's going caused it all,
Face all gloomy and like a pall.
The wind blew chill that winter day
Snow had piled up along the way,
But Olga bravely waded thru
And set to work without ado.
She'd brought her lunch and drink as well
The pangs of hunger to dispel.
She poured the drink into a jug
To heat it up, and, feeling smug
Until the drink was hot,—well say
The drink got hot and the jug burst
So she had naught to quench her thirst.
Strong stuff—you say, and also hot.
Tell you the brand? I'll say we'll not.
Hoover has gone east to Des Moines
He went to spend last summer's coin.
Says he'll be back again next spring
May have something under his wing.
"Billy" Wray is married we hear,
She's M. L. Johnson's "wifey dear".
We all join in and wish them well,
And other things I'll never tell.
Theo. Johnson, the Lucky guy
Won a silver set, don't deny
He's looking for a likely mate
To share with him this vast estate.
Carlton Irish too is quite sick,
Got the measles and got 'em quick,
Caught them up at Baker, I guess.
What detained you? Come on, confess.
Olga says that Mike Wood can't bear
To hear "snuss" mentioned anywhere.
Don't know what the matter may be,
I simply tell what's told to me.
The Pattens are gone east somewhere
Spending Christmas at home back there.
Mrs. Lowry has also gone
Home while the cold season is on.
The night yardmaster job is pulled
Here at Marmarth it is annulled.
Can't say what Bob intends to do,
Hope he will soon get back, don't you?
I've heard a tale of Santa Claus,
And it is true I know, because,
Some children told me so, and that
He's big, and red, and round, and fat.
I wonder where he got the toys
And things he gave the girls and boys
Of this here town, and where he lives,
In fact, we're all inquisitive.
At a party not long ago
In rooms bedecked with mistletoe,
Men and ladies were gathered there
And had a real old party rare.
Allen, Preston, and Math and West,
Each one dressed in his Sunday best,
Were there—but one of them slipped out,
Donned a mustache, turned about
And come back in, and stood quite still
Under the mistletoe, and will
You believe the truth as 'tis told,
That he stood like a knight of old
While the ladies kissed him for fair,
Perhaps he still is standing there
Under the mistletoe. What say?
His name? Ah, that,—perhaps some day
You'll catch as I did, on the sly.
'Till then await that—by and by.
Chris Anderson and Bill Cahill,

The both of them are very ill.
"Dad" Goodwin, former caller here,
Has passed beyond this earthly sphere.
Two weeks ago, Mrs. K. Bliss
Went up to Miles to see her sis,
I guess they had a dandy chat
About old times and such as that.
Saw something queer the other day,
Saw two big things come down our way,
Thought at first Eddie'd got twin beds,
And all felt sure that Ed had wed.
But sad to tell 'twas a mistake,
And such a one we all may make.
'Twas Walsh dressed in riding togs
He'd picked from some Jew catalogues.
Now, Ed's got overalls so big
They'd safely be a dandy rig
For Martin, and should they exchange
I'd say that both were using brains,
Now, I will tell you "Peg's" his name,
And yet I think it is a shame
For man to ask a maid to dine,
And even though she does decline,
Proceed to order for her feed,
A tee-bone steak, well done indeed,
And then to go and leave her there
To pay for it. Is that man square?
Say, I could tell a heap of news,
But I'm afraid that I'll abuse
The privilege; and that the "Ed"
Would fire the thing back at my head,
And say, "Go start one of your own
And leave the rest of us alone."
Sometime, perhaps, instead of news
I'll sing you the song called "Bad Land Blues."
With that I think that I will quit
Because that'll be the end of it.

Splinters From The Wooden Shoe

Bronzie

Conductor J. C. Le Mieux had to give up his run on the Oconto Line on account of having a light stroke. He is still laid up but we hope to see him back on the job again.

Conductor Fred Arnett is still laid up due to the auto accident at Iron Mountain last fall.

Brakeman John Otto is still laying off for Christmas and it is now January 15th. What is the matter Otto?

Brakeman Eddie Cochran, better known as Barney, has taken the East end local for the balance of the winter.

It has been reported that the Miller brothers had to look for a new home as their car has been taken out of the ring.

Conductor D. W. Cane has gone to California for the winter and Conductor Bon expects to follow him soon.

Conductors Melville and Kempley were on passenger during the holidays. Conductors Graham and Bennett also came out on the main line during the holidays.

It is reported that Operator Delanty, first trick, Hilbert, sold 90 turkeys for Christmas.

We understand that Conductor John Allen is improving very nicely and we hope to see him back on the job again soon.

Conductor A. J. Howlett, wife and daughter Betty, spent New Years in Milwaukee.

Brakeman Payant spent the holidays at his home in Milwaukee.

Agent H. B. Held, wife and daughter Gladys spent New Years visiting relatives at Chilton, Wis.

Logs are beginning to move into Marinette. Everybody expects a good season.

Assistant Trainmaster J. F. Sullivan is back on the job after having a vacation.

Agent Buswell is now working at Green Bay as train dispatcher, while Dispatcher Kurth is on the sick list. Dispatcher Kurth is now in Rochester where he underwent a serious operation, but reports are that he is getting along nicely and we hope to see him back soon.

The Superior Division temperature extended quite a ways South and we understand they were not very well pleased with it. Well that is what

we have to have to make the logs move. Business has increased out of Ontonagon to such an extent that we are doubling the crews and now have arrangement to keep the restaurant open all night.

Engineer McCormick is prepared for all kinds of cold weather, now wearing a new leather vest.

Idaho Division R. C. P.

The Elk River-Bovill turn around local has been pulled for a while and Conductor Mike has gone to Missoula to rest up a while.

The Coeur D'Alene local is again tying up at Spokane. Conductor Jim Murphy and Engineer Herb Haas are handling the run.

We understand there is a new Club being organized at Malden, with Fred Washburn as Chief Organizer. We'd like a little dope on this Fred.

Conductor Hunter, on P. O. R. passenger run has been laying off a couple trips. His many friends traveling up and down this line were evidently disappointed to see Conductor McAuley in his place. This hurt Mac so that to pacify them he declares himself to be Hunter, having gained a little in weight after having had a few days' rest.

Agent J. H. Vassey, Manito, recently made a trip to Chicago, Kansas City and Denver. The pump at Manito refused to pump while John was absent but now she hums along every minute of the day. Understand it is idle all night though.

Slim Clizer laid off 65 and 66 a couple of trips to doctor up a cold, and along comes Conductor Lombard who liked Slim's run so well that he bumped Slim off of it. Don't know where Slim is now. He has failed to pay us a visit for many days.

It was thought we could dispense with the St. Maries-Emerald Creek log turn-around but could not. Too much business for the locals without it.

Operator Frank Matz bid in and was assigned to position of operator at Coeur D'Alene. I hope he doesn't tell anybody there that he is a friend of mine.

We hear that 2nd Trick Wire Chief Roland Tapley, Malden, is Mayor of that city.

Division Accountant J. C. Clark and party spent a day at Warden recently hunting Jack rabbits. They bagged 67 jacks which was not bad for a party of three.

Our P. O. R. Line correspondent isn't over his New Years celebration yet, so no items from this line. I plugged in there today to get a little dope but heard Pat Murnane, Blueside, trying to pick a fight with somebody so I pulled out again in dee-disgust.

Car Foreman Weber and Inspector Crider are making trips to the city to visit the dentist. Notice good shows and wrestling matches advertised on these dates.

Storekeeper Askew is showing Mr. Johnson, our new storekeeper, the fine points of Othello store department, Mr. Askew being transferred to Deer Lodge.

Found one of the banana trees slightly frosted the other morning, looks bad for the banana belt. Wonder if any frost at Lewistown, eh, A. R. K.

Wrecking Foreman Misenberg feels like a young colt during the cold spell.

Cashier Cole is the proud father of Boy No. 1 since Dec. 23rd, Jack says score now, Girls—3 Boys one, game not to be contested, let the girls win.

Conductor Collinge's car pulled out of west ring. Understand Alex is in the plumbing business, better send for Brakeman Pritchard.

Conductor Johnson is educating Conductor Legions on the book work, better let him work Othello Yard office so he will put out 100 per cent reports.

If you wish to know anything about Radio, write Operator Morrow as he is secretary of Othello Radio Club.

Think R. C. P. is due for a little "bawl" out as he failed to scoop the story of Brakeman Lawrence's trip with the Ford when he was left at Manito on train 18.

On account reduction of crews, Brakeman Tschirley is Conductor Duell's assistant on the Warden line.

Conductor Harold Lincham put in a bid for the flanger on the St. Maries line, braking on the local while waiting for the assignment.

Engineer Crown is now handling a motor between Cle Elum and Othello.

Milwaukee Shops H. W. G.

In the resignation of Secretary E. W. Adams, we miss a familiar face of 27 years service. Another familiar face of not quite so much service is at the Milwaukee end of the road, Mr. T. W. Burtness, from the President's office, Chicago. Welcome to our city, Mr. Burtness.

Mr. A. W. Tylor, Clerk for Mr. Reinhardt, was called to eastern Panna, December 17th, on account of the death of his step-mother.

Foundry Superintendent H. E. Brownell and wife left for California, December 17th. Mr. Brownell's health is not so very good, and it is hoped that the trip will do him much good and that he will soon be with us again.

The "Pioneer Limited" hold up at the south city limits the 19th is getting rather close. Any clue yet?

The 20th Century Limited engine 3316 in the collision the 9th of December brings to mind the wreck of our old Pioneer Limited back in the 80's near Pewaukee, when engine 616 hauled the train. Superstitious persons will recall that the engineer mentioned the figures adding up 13, so do the figures of 3316.

Who says we have no fine winter scenes in southern Wisconsin? Look at the Watertown Bridge, on the January cover. We even nearly had an old fashioned Christmas, certainly an old fashioned cold around the 4th and 7th.

The 8 o'clock whistle stuck open Tuesday morning, the 2nd, reminding us of the New Year.

Mr. F. S. Brand of the Accounting Department, is still in the hospital, and not getting along as well as we had hoped; had two operations we are told.

Car Machinist Chris Holzinger has been on the sick list for sometime, and but slowly recovering.

General Foreman Reichert found a big bunch of flowers on his desk the other morning, congratulations for his recent promotion.

In the death of Station Master W. B. Hinrichs the 9th of January, the Milwaukee Road lost another faithful old timer. Mr. Hinrichs had been under the weather for sometime, but many did not realize that he was so soon to be taken away. We knew him way back when he was train master of the Lax Division. A special train took the remains and friends to Madison, Wis.

The "Loyalty" item, page 10 of the January magazine, is well taken, and the same thing probably can be said about some employees using profanity in the depot while trains are waiting to start, all in the hearing of passengers. Fortunately we have but little of this, but one or two recent incidents made a rather unfavorable impression.

That Grant Park Christmas tree from Houghton, Michigan on two flat cars, reminds us of the whale from the east in the early 80's which also required two flat cars, and when the coupler pin broke, "the whale pulled the other car along".

"H. W. G. was in Minneapolis the 10th. Our friend Nellins seems to be keeping up well and we hope it will continue with him for a long, long time.

Mr. Veteran Robinson's 16 tons of blue berries and pigeons breaking the limbs down, may sound a little colored, but old timers of that day will recall that such was a fact.

President Byram's first page in the magazine merits a careful reading by everyone, a classic by itself.

The accountants are moving in from the districts, the staff meeting room has been arranged for one portion of them.

All employees, young and old, will sympathize with Veteran Jno. M. Horan in the death of his grand-daughter, Catherine Horan, January 9th. She had passed through a siege of sickness for a year, ever since her mother and father died in January, 1923. Two grand daughters and two grand sons remain, which with Mr. Horan's son William in the black-

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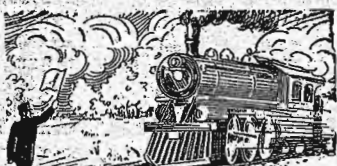
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The head of a large firm, while passing through the packing room, observed a boy sitting on a case of goods and whistling cheerily.

The chief stopped and looked at him frowningly.

"How much do you get a week?" he demanded.

"Ten dollars," came the brief retort.

"Then here's a week's money; now clear out."

The boy pocketed the money gleefully and departed.

"How long has he been in our employ?" the chief inquired of the shipping clerk, who was perched nearby on his tall stool.

"Never, so far as I can remember," was the unexpected reply. "He just brought me a package from another firm."—*Disston Crucible.*

Beware of the person who agrees with you. He is a hypocrite.

smith shop are the only near relatives left here, a daughter being in Seattle. Nineteen of the family are out in Calvary cemetery, as Veteran John M. Horan mentions. Mr. Horan was at the bed side for three weeks. He received a most beautiful letter from Mr. Silcox, and messages from his host of friends.

Tacoma Shop Notes "Andy"

Happy New Year Folks.

Anton Johnson, former stenographer to Mr. A. J. Kroha, has been transferred to Othello, Wash., as storekeeper. Our best wishes are with you, "Tony."

Death has again visited the home of Harvey Snyder, chief clerk to division master mechanic, this time taking his wife, who passed away at the Mountain View Sanitarium December 21st, after an illness covering a period of several months. Besides her husband, Mrs. Snyder leaves two daughters to mourn her loss. Our sympathy is extended to the family in their great bereavement.

Grace Andrews, comptometer operator in the time department has left the service having entered the bonds of matrimony. She is now recognized as Mrs. Karl.

Mrs. Margaret Cade, clerk in time department has returned to work after a leave of absence extending over a period of several months, due to ill health.

Helen Holmes, who has been working in Mrs. Cade's place, is the successful applicant for the position of comptometer operator, vacated by Mrs. Karl.

Haley Vieth is now holding down the job of stenographer to Mr. Kroha vacated by Anton Johnson.

Fred Girard, machinist, underwent an operation recently and at this writing is reported getting along very nicely.

Jacob Ringle, machinist also underwent an operation and getting along nicely.

Death entered the family of W. H. Wright, stationary engineer, taking their daughter, who passed away recently. Our sympathy is extended to the family in their bereavement.

It is reported that Fred Webber, machinist, has taken unto himself a wife. Congratulations, Fred.

Frank McConnell, outside hostler, made a very poor start in the New Year, while boarding a street car on the way to work New Year's day, he was hit by an auto, causing injuries to knee and hip. He is still confined to his home, and our hopes are that we will soon see him back on the job. It is fortunate however, that his injuries have not in any way affected his 500 game.

Chas. Floberg, assistant boilermaker foreman, was also hit by an auto, causing injuries to eye and hip. His injuries however, were not serious enough to keep him off the job.

Glen Hoople (more commonly known as "Hoop") substation clerk, who totes around a contraption he terms as a Chevrolet Coupe, reports that during the unusual cold spell we experienced at New Years, the engine froze up resulting in a cracked head, making it necessary to put car in hospital for a slight operation on the pocketbook. Anyway "Hoop" it is fortunate that the difficulty was with the engine.

The daughter of O. A. Cultum, clerk in time department, passed away recently, and our sympathies are extended to the family.

Joseph Cregan, roundhouse clerk, was called east at Christmas time on account of illness of Father and Brother.

A. C. Eppler, Clerk in D. M. M. office, who has been on leave of absence for several months, has left the service and is now working in San Diego.

Dick Nofke reports nothing new in the electrical department, with the exception of the

Harold Lloyd glasses being exhibited by Wiggs Shiplett.

The On-Time Line—Kansas City Div.

Nahant
H. F. P.

First of all, I want to extend to one and all, best wishes for A Happy and Prosperous New Year.

At this writing I will not give any local items, but am quoting below a "business code" of one of our country's most distinguished citizens, a man known internationally as a foremost jurist and industrial engineer.

Unlike most codes, this one is short, simple, instantly understandable and easily workable, and if followed is guaranteed to "produce."

It is so good that no one office ought to be permitted to monopolize it—it ought to have a place in every work-room of the land, so its influence for good could be multiplied over and over.

The author of this code is Judge Louis Brandeis, of the United States Supreme court; and this, with but slight changes, is his code:

(1.) Your knowledge of the business and private affairs of your employer is a trust which you are not at liberty to share with others, even your associates in business.

(2.) If you have not a job, make getting one precedent over every other interest. If you have a job, make it precedent over every other interest.

(3.) Never assume a responsibility without reasonable assurance that it will have the sanction of your principal; but bear in mind that careful attention to what you can do, without reference to your employer and doing it, will decrease his burdens and increase your opportunities.

(4.) Keep your word and your appointments promptly. Failure in performance or punctuality invariably results in your losing the confidence of all with whom you are associated.

(5.) Speed without accuracy is a useless accomplishment, and accuracy without speed has little commercial value. (Stenographers please notice!)

(6.) Tact should be used in dealing with outsiders, not to offend them in the effort to protect the time and convenience of your employer—tact, while implying a due regard for the rights and the feelings of others not imply the slightest deviation from the truth.

(7.) Unswerving rectitude is an essential to true success in any calling.

(8.) A disinterested enthusiasm for one's work implies absence of consideration of the fact that certain things which you are occasionally asked to do may be outside of the prescribed line of duty.

(9.) Unbounded enthusiasm for one's work, and a grim determination to master every task will carry you triumphantly through many a difficulty that to the man without enthusiasm and stick-to-it-iveness would mean inevitable defeat and failure.

(10.) How you do it, is just as important as what you do. Be gracious. A good appearance and a courteous demeanor under all circumstances are worth cultivating.

(11.) A conscientious daily reading of a good newspaper is a first-class educator.

(12.) Untidiness is inexcusable.

(13.) The ability to grasp with quick intelligence the import or intent of instructions even though hastily and roughly given and to carry them out in spirit, as well as to the letter, is an accomplishment which can be acquired and the acquirement is worth much painstaking effort.

(14.) Every duty well done, makes the next easier to do.

(15.) Unselfish performance of duty gives to the worker a dignity and joy that remain unaffected alike by friendly praise or unfriendly criticism.

(16.) A well-nourished, well-rested, well-trained body, is essential to a well-balanced mind.

(17.) It is true today as it was thousands of years ago, that you must prove faithful in the "few things" before you will be intrusted with the responsibility of the many.

(18.) An ounce of loyalty is still worth a pound of cleverness.

(19.) You can make no real progress unless you have a desire to do new things as well as a desire to perform perfectly the old.

(20.) It is absolutely necessary to be sure of one thing—YOURSELF.

West I & D Inklings

Dott

We are now running our train and engine crews clear thru to Mitchell on our daily "flier" and the G8 engines which pull this train are being run thru to Sanborn. This and several other trains has been seriously delayed for the past few days on account of trouble with the bridge over the Missouri at Chamberlain. For a few days the 2775 made a turn-around down to Chamberlain and back each day and they transferred from the other side. Wayfreight 92 and 97 was annulled for a couple of trips but now everything is as usual, which is first rate.

Laf has a new answer for the little puzzle about the down on the duck. We asked him how he got down off an elephant and he said, "you don't get down off an elephant, you get it off a thistle."

Mr. Ricks roundhouse foreman, made a business trip to Rapid City, the end of the line, along about the 18th of December.

Mr. and Mrs. Engineer Hendriksen spent the holidays in Lime Springs, Ia. with an aunt of Mrs. Hendriksen's.

Little drama which took place over the telephone one night:

Operator at depot to a certain roundhouse man, "Give us an extra east at 1030—light engine—no pilot."

Roundhouse man, after a few moments deliberating, "Well we'll have to call a machinist. There ain't any on duty now and we ain't got no engines with the pilot already off."

Somebody was telling me that Conductor Yount, better known as Stickey, has had such a load to carry lately that he has been unable to get the required amount of sleep. Ask him for an explanation—you won't get it.

Mrs. Fred Kemper, wife of B. H. fireman, spent a few days in Rapid City and upon her return brought her little son with her and he will go to school the rest of the term here.

While Mr. Ed Wright of Mitchell was here a while ago he left a bar of beautiful yellow soap on our wash-stand. He says he didn't but we think he did. Anyway what we want to say is that he is some poet and we are printing the little poem which he sent back with the soap: Dear Mr. Ricks and also Dott

The package received from thee,
The 'Beat-em-all' is very fine dope
But it does not belong to me.

The prophets say a fair trade is fine
But 'Beat-em-all' soap makes my face shine
I have never used it in all my life,
And if you don't believe me ask my wife.

So now Cappy and also Dott,
It's too bad you sent it back to me.

For from what I see at Murdo
You need it worse than me.

Now the years may come and the years may go.
In that little town called Murdo.

You may run out of soap and all other dope,
But you'll never run out of gumbo.

Deer Lodge Notes

By Walter B. Strawn

The writer of this column received his commission too late to secure a great amount of news

for this issue, but promises that Deer Lodge Notes will appear each month hereafter. Miss Freda Johnson has kindly promised to contribute items of interest from the car department, Miss Evelyn Jensen for the roundhouse and engine-men and Miss Rhea Johnson for the trainmen and superintendent's office. The Irish are an efficient race of people and the three Irish girls mentioned above should be of great assistance in making Deer Lodge Notes interesting and newsworthy.

Hugh Evans, mechanical department stationer, and Miss Ethel Thompson, mechanical department timekeeper, have announced their marriage, which occurred during October. Mr. Evans numbers his friends by his acquaintances and that means every person in this village. Boocy has grown from boyhood to manhood in Deer Lodge and, when a man has spent his entire life in one town and no one has an ill word to speak of him, he certainly must be all right. Miss Thompson came here from Tacoma about a year ago, being originally from Moberly, S. D., and her pleasing personality soon won for her a host of friends and admirers. We wish for this couple an abundance of everything good which this world affords.

Reminiscent of Christmas. This was a happy time for the kiddies in Deer Lodge and those children were indeed fortunate whose parents were able to provide a Christmas tree for them. Among the tiny tots so favored were the little Hill girls, Rhea Johnson and Helen Kennedy.

Freda Johnson has moved a mile or so further from her work. How she must hate it. Won't even live close to it.

Boocy Evans started to Anaconda recently when it was about thirty below. He forgot to put a veil over Lizzie's face and she quit him cold at Tewey's Ranch. But his other girl didn't even get chilly.

The man who looks the world in the face with a smile on his lips has the battle half won and joyous laughter hasn't made any enemies yet, so in the following we are laughing with Newell and not at him.

This conversation between Newell Freeman, special apprentice, and one of the office girls, was faithfully recorded for re-production in this magazine:

Newell enters chuckling.

"....." retorted Miss.....

"Words fail me," returned Newell, with a laugh.

"....." continued Miss.....

Newell interrupted with a laugh and jestingly chided Miss.....

"....." retorted Miss.....

By this time paroxysms of laughter were working fearful havoc with Newell's classic features.

".....?" inquired Miss.....

"Without a shirt," answered Newell, with vociferous laughter.

Newell's merriment had now become audible and gust after gust of uncontrollable laughter racked his frail form, while happy tears coursed down his ruddy cheeks to his quivering chin, forming a sort of inverted liquid parabola. Momentarily regaining his composure he gasped:

"Words fail me," and once more he dived headlong into a sea of merriment.

As he came up for air, his bright eyes dancing merrily with suppressed laughter, Newell glanced humorously in the direction of Miss.....

She had fled.

Not Exactly A Headache

"How's your wife, Pete?"

"Oh, her head troubles her a lot."

"Is it neuralgia?"

"No, she wants a new hat."—M. McD.

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New Locomotives for the N. Y., N. H. & H. R. R.

The New York, New Haven and Hartford Railway has just placed in service 12 new electric passenger locomotives purchased from the Westinghouse Electric & Manufacturing Company. This road was a pioneer in trunk line railroad electrification and is now operating 100 per cent electric passenger service from New York to New Haven, a distance of 72 miles.

The present electric motive power consists of 118 Baldwin-Westinghouse locomotives, 64 passenger, 38 freight, 16 switchers. Also 35 multiple unit cars, each capable of hauling two trail cars. With this equipment and nearly 600 miles of electrified track, the N. Y., N. H. & H. Railway is an outstanding example of what can be done by electrification on a congested four track section.

The first 41 passenger locomotives placed in service in 1906 and 1908 were of the 2-6-2 gearless type, weighing 102 tons complete. These locomotives have an average of over 1,200,000 locomotive miles. It was but a few years, however, after these locomotives were placed in service that the railroad began to replace the light forty ton wooden coaches with steel cars of 62.5 tons weight. This necessitated double-heading these locomotives the greater part of the time and even so they do not have the capacity to handle many of the heavier trains. For these reasons the railroad purchased and placed in service in 1919 five new locomotives of the 2-6-2 + 2-6-2 type, each weighing 180 tons and capable of handling, without double-heading, their heaviest passenger trains.

The 12 new locomotives just placed in service are duplicates of the five just mentioned, as these have proven to be the most efficient unit to meet all of the operating requirements. These added units will allow the Company to operate all passenger trains with electric power thereby securing a more efficient and reliable service.

These locomotives are equipped with six twin, 409 C-2 Westinghouse motors and will operate from a 11,000 volt single phase trolley or a 650 volt direct current third rail. The drive is through a geared quill similar to the Baldwin-Westinghouse locomotives on the Chicago, Milwaukee & St. Paul Railway and has proved very successful. The locomotives will rate 2016 h. p. and will develop a maximum tractive effort of 52,500 lbs. The maximum operating speed is 66 miles per hour.

In designing these locomotives a maximum weight of 181 tons complete was the limit due to the restrictions imposed by the Park Avenue Viaduct in New York. The locomotives will operate from the 11,000 volt trolley on the N. Y., N. H. & H. R. R. and will, in addition, operate equally well from the 650 volt third rail encountered in the Grand Central and Pennsylvania Terminals. They will be capable of hauling a 900 ton train, on a non-stop run, from the Grand Central Station to New Haven in 99 minutes. This is a remarkable performance considering the necessary slow-downs.

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I want to make you a special new offer whereby you can earn from \$100 to \$1,000 a month cash. And I am going to tell you how to get started immediately without waiting or delay.



\$945 in 1 Month
R. A. Prentiss of Massachusetts was a shipping clerk. Last month with us he cleared \$945.



\$69.50 Profit in 1 Day
J. R. Head of Kansas cleared \$69.50 in one day in a town of 631 people.



\$100 a Week for 5 Years
W. S. Cooper of Ohio has averaged \$100 a week for the past five years, working only a few hours a day.



\$50.20 Profit in 2 Days
That's what J. C. McCardell of Pennsylvania cleared in two days.

You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

These Are Facts

Does that sound too good to be true? If it does then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work.

If that isn't enough, then let me tell you about E. A. Sweet, of Michigan. He was an electrical engineer, and didn't know anything about selling. In his first month's spare time he earned \$243. Inside of six months he was making between \$800 and \$1,200 a month.

W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year.

Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it?

A Clean, High-Grade Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in the leading magazines. Think of a single coat that can be worn all year round. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials—for men, women and children, and sells for less than the price of an ordinary coat.

Now, Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay our representatives more than three hundred thousand dollars for sending us orders. And now I am offering you the chance to become our representative in your territory and get your share of that three hundred thousand dollars. All you do is to take orders.

Important Notice

The Comer Manufacturing Company is the biggest business of its kind in the world. Every statement is true. Every promise will be fulfilled, and anyone writing to them is assured of honest, square treatment.

We do the rest. We deliver. We collect, and you get your money the same day you take the order.

You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you send us only four average orders a day, which you can get in an hour or so in the evening, you can make \$100 a week.

Maybe You Are Worth \$1000 a Month

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half-hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

I need five hundred men and women, and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. I will send you a beautiful style book and samples of cloth. I will tell you where to go, what to say, and how to succeed. Inside of thirty days you can have hundreds of dollars in cash.

All you need do to-day is write your name down below, cut out the coupon and mail it to me at once. You take no risk, you invest no money, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance, without waiting—without delay and without investment—to go right out and make big money. Do it. Don't wait. Mail the coupon now.

C. E. Comer, The Comer Mfg. Co.
Dept. V-515 Dayton, Ohio
Just Mail This NOW!

THE COMER MFG. CO.,
Dept. V-515, Dayton, Ohio.

Gentlemen:—Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

Name

Address

(Print or Write Plainly)



Railroad Lubrication

*"When Galena Service goes in—
Lubrication Troubles go out."*

54 Years of Railroad Lubrication Experience

G ALENA SERVICE constitutes an authority on railroad lubrication that is second to none. Its recommendations are unfailing in producing efficient and economical results.

Galena Oils are built of the finest materials by special process, not for the purpose of establishing prestige as superior grade lubricants, but simply because the functions they perform cannot be discharged successfully with oils of lower quality.

Railroad mechanical experience—as well as Galena lubrication experience—testifies to the value—the necessity—of good lubrication as a condition essential to the work of attaining improved operating service.

The entire resources of this company are devoted to the manufacture of products that may be relied upon for safe and sure service, with the further responsibility of seeing that each delivers to the customer the units of service of which it is capable.



Galena-Signal Oil Company

New York

Franklin, Pa.

Chicago

and offices in principal cities

