

# HOW WOULD YOU LIKE TO BE---

## HE WORKS WITH GIANT MACHINES

Language May Be of Emerald Isle, Slovakia or Vermont.

Railroad shopmen are the equivalent to garage men in the automobile business. They are the men who repair the cars and locomotives. After each day's run of an engine they go over it and fix any part that has jarred loose and see that every bearing is oiled. They inspect the airbrakes on the cars to see that they are working and pack the journal boxes with grease and waste. They keep the rolling stock of the roads in good running order. They talk a babel of languages. By no means all of them have been born in this country, and many speak the dialect of the little village in Lithuania, Czechoslovakia, Poland or Galicia from which they came. When they sit about the dingy restaurants and doorsteps at noon hour and smoke their pipes, they may be thinking of the fertile valley of the Vistula and that broad placid river. They may be dreaming of the smooth plains of Galicia and the peaceful peasant hamlets where everything is the same as a thousand years ago when Galileo was just opening the book of physical science that was destined to transform the world and make modern industrialism a possibility.

Learn Ways of New Land. Some day they will go back, they tell you. But few there are who will carry out this dream for all unconsciously they have parted with the life of the old world and learned the ways of the new. Their children speak English and know nothing of the peasant fete days at the harvest time, and the quaint customs that make the old country dear to the hearts of their parents.

Of course there is leaven in the lump. Most of the highly skilled shopmen speak with faint traces of the Emerald Isle brogue and not a few of the back hills twang of the typical Yank. They are the men who do the most delicate jobs in the business of keeping the railroad working, but they are overwhelmed in numbers by those hardy specimens, rated as helpers and laborers, who flood out of the shops and yards twice a day and pack the 5 o'clock shop train of ancient cars which brings men across the bridge to the Union station daily.

Black is His Color. The average shopman's uniform is black, black shirt, black shirt, black coat and black hands and face, too, once the day's work begins. His clothes are caked with grease and oil and where they are rubbed they shine like oilcloth. Everything that he wears and the air that he breathes is filled with soft coal dust. For tools he carries a steel bar, a machinist's hammer and a giant monkey wrench. Or else he operates immense power tools and mammoth traveling cranes in the gloomy ceiling of the shops. For the steel monsters that he repairs often weigh 500,000 pounds or more and the parts of such an engine are so heavy that 20 men could not handle them. As he stands beside a great Mallet locomotive with its 12 driving wheels supporting its tremendous boiler he looks like a pigmy.

His work begins at the roundhouse, an immense circular building, which is laid out like a wheel. The tire is the outer wall. The spokes are lines of track which lead from the open, unroofed center. The hub

## RELIEVES, TIRED ACHING MUSCLES

Buy a bottle of Sloan's Liniment and keep it handy for emergency.

If I only had some Sloan's Liniment! How often you've said that! And then when the rheumatic twinges subsided—after hours of suffering—you forgot it! Don't do it again—get a bottle today for possible use tonight! A sudden attack may come on—sciatica, lumbago, sore muscles, stiff joints, neuralgia, the pains and aches resulting from exposure. You'll soon relieve it with Sloan's, the liniment that penetrates without rubbing. 38 years' leadership. Clean, economical. Three sizes—35c, 70c, \$1.40.



## SAGE TEA KEEPS YOUR HAIR DARK

When Mixed with Sulphur It Brings Back Its Beautiful Lustre at Once.

Gray hair, however handsome, denotes advancing age. We all know the advantages of a youthful appearance. Your hair is your charm. It makes or mars the face. When it fades, turns gray and looks streaked, just a few applications of Sage Tea and Sulphur enhances its appearance a hundred-fold. Don't stay gray! Look young! Either prepare the recipe at home or get from any drug store a bottle of "Wyeth's Sage and Sulphur Compound," which is merely the old-time recipe improved by the addition of other ingredients. Thousands of folks recommend this ready-to-use preparation, because it darkens the hair beautifully, besides, no one can possibly tell, as it darkens so naturally and evenly. You moisten a sponge or soft brush with it, drawing this through the hair, taking one small strand at a time. By morning the gray hair disappears; after another application or two, its natural color is restored and it becomes thick, glossy and lustreous, and you appear years younger.

## The Railroad Shopman?



Thus the bearings get no lubrication except when the engine is running and the axle becomes warm enough to melt the grease. The din in the roundhouse is terrific. There is a battery of 20 or 30 engines inside at one time. Many of these are all steamed up and have a roaring draft on their fires. A rattling atlas hammer or two may be at work inside a cooled firebox. It is very difficult to talk, for one cannot hear what one is saying as he shouts in the company of his fellows. The air is full of coal gas and smoke, for although there is a chimney in the roundhouse roof over each engine stack, a great deal of the smoke and fumes stay in the room.

Besides oiling and cleaning out the greasy, rather large repairs are performed in the roundhouse. It is often necessary to renew the rings on the great pistons that drive the wheels. To do this the heads of the cylinders must be removed and driving rods uncoupled. Frequently it is necessary to put in a new set of driving wheels. But most of the big repairs are left for the shops.

The Busy Shops. The shops constitute a great locomotive factory, where repairs of any nature can be carried out, or where a complete locomotive can be assembled. The principal part of the building is one great room so large that a dozen engines can be placed side by side down the center of it and still leave a broad space around each one and on the sides. About this main room are grouped the machine shop, the blacksmith shop and the room where the tanks and tenders are repaired.

Ninety thousand miles is the average distance an engine is supposed to run before being laid up in the shops for general repairing. At the end of that mileage it is overhauled, whether there is any

thing apparently wrong with it or not. Very often, however, an engine has to be sent to the shops much sooner. An average of the mileage of engines shows that most of them have run less than 50,000 miles since they were last gone over. But even this mileage is greater than that made by the average automobile in its entire life. A locomotive will often last for 20 years or more. Usually it becomes obsolete before it is worn out, for styles in the railroad world change quite as fast as they do in the realm of fashions. An engine built 20 years ago looks like a caricature of an up-to-date model. As much so as hooped skirts and bodices beside the present customer's creations.

New Engines for Old. Often a locomotive is repaired so much that it is a puzzle to say whether it is a new one or an old one, just as it is in the case of the philosopher's jack-knife which from time to time he found it necessary to repair with new blades, new handle, new spring and new bolsters. And not infrequently a new switch engine is made out of an old obsolete passenger engine, or the parts of two or more wrecked engines are combined into a brand new one. This is the work of the shopmen from the highly-skilled American machinists down to the greasy laborer born in Lithuania.

The shopman's most wonderful piece of machinery is the mammoth 120-ton traveling crane which runs the length of the shop on an overhead track, one rail of which is on either side of the room. This is operated by a man who sits in a little cabin beneath the long steel beam of the crane spanning the room. Back and forth it travels lifting a huge casting or even a whole locomotive as easily as one would pick up a lump of sugar for one's tea, carrying it soaring over the head of the shopman at work below, and finally setting its burden down with uncanny precision on the crowded floor. The controls are so wonderfully adjusted that it can lift at any speed and travel up and down

the great building all in one operation. Retiring 200-Ton "Battleship." One of the commonest repairs the shopman has to make is to put new tires on the huge driving wheels of the locomotives just as one would on an automobile. But retiring a 200-ton engine is quite a proposition as compared with retiring a one or two-ton automobile. To remove the tires from the wheels of the engine is a very tedious job, for the set of tires then has to be reamed out on a giant lathe, big enough to turn a 72-inch inner diameter. When these have been enlarged very nearly to size they in turn are heated and pressed onto the wheels. As they cool they shrink so tight that they become immovable.

Sometimes it is not necessary to replace the tires, but only to even up the worn treads. The lathe that does this work represents a \$22,000 investment. The work is extremely difficult because whenever an engine slides on the track, as in suddenly applying the brakes, it forms hard spots in the tire that even the best lathe tools will scarcely cut. On wheels that do not have these hard spots the shopman's work is comparatively easy, though on such large parts necessarily very slow.

Taking Out the "Knocks." Like automobiles, locomotives are very likely to acquire "knocks" and to "pound." This is usually due to loose bearings on the driving rods. The worn crank pins on the wheels and the old brass bushings on the rods are removed by powerful hydraulic presses that exert tons of pressure. Replacing a brass bushing is a very ticklish job, for if it is too tight when it is pressed in the sides are shaved down so that it rattles, and if it is a hair's breadth too loose it also rattles.

Often the great driving rods have to be reformed in the blacksmith shop. There they are heated in the furnaces and carried by cranes to the steam hammers that shape them out with resounding blows that shake the whole building. From the

forging room they are taken to the machine shop, where they are milled to shape. On such large parts that each weigh thousands of pounds this work is extremely slow. To shape and bore out one rod is the work of many hours, and requires the greatest skill on the part of the shopmen operating the machine. When a new engine comes into the shop for any extensive repairs the fines in the boiler are taken out so as to clean off the scale that collects on their surface. As these are welded into the ends of the boiler, they have to be cut out with hydraulic torch. They are then put into a huge chain sling and lowered into a vat of water, where they are rotated so as to rub off all the deposits. When they are clean, the ends are cut off even and new sections are welded onto them so that they will be long enough to reach when they are put back. Finally they are reworked into the boilers. In the old days these long pipes or flues were simply wedged into place. Under the jarring of the locomotive on the road they very easily worked loose, getting into steam and water into the firebox so that the fires would not work, but modern welding has eliminated this difficulty.

## TAKE HAIR OUT NOT OFF THE SKIN

Hair is bound to grow out coarse and stiff when merely removed from the surface of the skin. The only common-sense way to remove hair is to attack it under the skin. DeMiracle, the original sanitary liquid, does this by absorption. Only genuine DeMiracle has a money-back guarantee in each package. At toilet counters in 50c, \$1 and \$2 sizes, or by mail from us in plain wrapper on receipt of price. FREE book mailed in plain sealed envelope on request. DeMiracle, 120th St. and Park Ave., New York.



## STOMACH UPSET?

Get at the Real Cause—Take Dr. Edwards' Olive Tablets.

That's what thousands of stomach sufferers are doing now. Instead of taking tonics, or trying to patch up a poor digestion, they are attacking the real cause of the ailment—clogged liver and disordered bowels. Dr. Edwards' Olive Tablets arouse the liver in a soothing, healing way. When the liver and bowels are performing their natural functions, away goes indigestion and stomach troubles.

Have you a bad taste, coated tongue, poor appetite, a lazy, don't-care feeling, no ambition or energy, trouble with undigested foods? Take Olive Tablets, the substitute for calomel. Dr. Edwards' Olive Tablets are a purely vegetable compound mixed with olive oil. You will know them by their olive color. They do the work without griping, cramps or pain. Take one or two at bedtime for quick relief. Eat what you like. 10c and 25c.

See Want Ads Produce Results.

is a great turntable. After each run the engines are driven in here through one of the outside entrances and turned about to a vacant stall by the turntable. Beneath these tracks within the roundhouse are long pits into which the ashes and cinders from the ashpans can be dropped. The shopmen shake out most of the fire, leaving only enough to start up again for the next run, and carefully clean out all the cinders. In the old days they had to clean out the flues also, for these would become choked with coal and soot. But nowadays there is an arch of fire brick in front of these flues so that the coal that is thrown in is deflected downward and doesn't choke these small openings. And the fierce draft which blows over the fire helps to keep the flues all open.

Turns in Locomotive. Before the engineer leaves his locomotive, he feels of the axles of the great driving wheels to see if they have become overheated because of poor lubrication, for usually by the time the shopman begins his work, the engine has cooled off, and it is impossible to tell whether

Roos and Wife to Take Trip to East Visiting Milwaukee

Victor H. Roos, the local Harley-Davidson motorcycle and Strong-hold automobile tire distributor, today leaves on an extended trip through Pennsylvania and to Akron, O., to look after tire interests, and to the Harley-Davidson factory at Milwaukee.

Mr. Roos expects to take in the annual cycle show at Chicago. He has taken his wife with him on the trip and expects to complete the honeymoon which was cut short last winter on account of pressing business matters.

## Fought for U. S. in War, Forced Into Greek Army

Pottsville, Pa., Nov. 1.—A vigorous protest has been filed with the State department at Washington by members of the A. E. F. club of this city, composed of veterans who served in France during the world war against the action of the Greek government in impressing Louis Anast, a local boy, in the Greek army.

Anast served with Company D, 110th regiment, in France, and while in the army took out his citizenship papers. With the end of hostilities, and after he had been discharged, he returned to Greece to visit his family. During his visit he was inducted into the Greek army.

The maker of an electric search-light operated by a six-volt battery contents it will throw a beam of light 800 feet.

## BETTER TRUCKING

Man with new 2-ton truck wishes permanent trucking contract with responsible firm. Write Box R-90, Bee.

This is a Real Truck and Will Be a Credit to Your Business.

there is a heated bearing. If any axle is too hot for the engineer to hold his hand on, he notes it on his report. Then the shopman packs the journal box with a grease that looks very much like naphtha soap. This comes in cakes which are quite hard under ordinary temperatures.

## Recipe to Make a Gray Hair Remedy

A. L. Paulson, M. D., who has practiced medicine in New York City for many years, gave out the following recipe for a home-made gray hair remedy: "Gray, streaked or faded hair can be quickly turned black, brown or light brown, whichever shade you desire, by the following remedy that you can make at home: "Merely get a box of Orlex powder at any drug store. It costs very little and no extras to buy. Dissolve it in 4 oz. of distilled or rain water and comb it through the hair. Full directions for use and a gold bond guarantee come in each box.

"It is safe, does not rub off, is not sticky or greasy, and leaves the hair fluffy. It will make a gray-haired person look twenty years younger."

## Adler-i-ka Helps Mr. Hoelt!

"I had stomach trouble for seven years and one bottle Adler-i-ka completely CURED me. I still use it as a family laxative with good results." (Signed) E. Hoelt. Adler-i-ka flushes BOTH upper and lower bowel so completely it relieves ANY CASE gas on the stomach or sour stomach. Removes foul matter, which poisoned stomach for months. Often CURES constipation. Prevents appendicitis. Adler-i-ka is a mixture of buckthorn, cascara, glycerine and nine other simple ingredients. Sherman & McConnell Drug Co.

## CUTICURA HEALED TETTER ON SCALP

Neck, Back and Hands. Scalp Itched, Lost Rest.

"I suffered with tetter that began on my scalp first, and later got on my neck and back and also on my hands. It began with small blisters and my scalp was dry and scaly and itched all the time, causing me loss of rest. My hair was thin and dry and was falling out.

"Then I used Cuticura Soap and Ointment, and I used two cakes of Soap and one box of Ointment when I was healed." (Signed) Anthony Wilson, Leogottee, Mo., Ind.

Rely on Cuticura Soap, Ointment and Talcum to care for your skin. Soap 25c, Ointment 25c and 50c, Talcum 25c. Sold throughout the world. For sample each free address: "Cuticura Laboratories, Dept. H, Malden, Mass."

Cuticura Soap shaves without soap.

## Piles--Fistula--Cured Without the Use of the Knife

No Chloroform. No Ether. Examination free to all. DOCTOR F. M. HAHN 401 Paxton Block. Hours: 9 A. M. to 5 P. M., Daily. Evenings, 7 to 8 P. M. Sundays, 11 A. M. to 1 P. M. Only

# Beautiful New Apparel Displayed for Trousseau and Boudoir French Undergarments

NIGHTGOWNS, KNICKERS, CORSET COVERS, CHEMISE, PETTICOATS and DRAWERS

Entirely hand made, daintily hand embroidered and adorned with real lace. The materials are Linen Batiste, Linen Soie, French Georgette, French Crepe, Etc.

## Novelties in Undergarments

CHIFFON—GEORGETTE CREPE—SATIN METEOR—MOON GLO—DREAM CREPE—FRENCH VOILE—DAWN BLUSH—PUSSY WILLOW—SILK JERSEY

in Aesthetic Colors of Jade, Gold, Black, Flame, Azure, Nile Green, Rose, Orchid and Flesh. Artistically combined with dyed laces.

## Superb Negligees and Robes

—OF—

Regal Velvet, Rainbow Chiffon, Misty Georgette, Moon Glo—Satin Trousseau Crepe, Imported Zanana, exquisite lace, and every fabric woven in dreams of loveliness. For practical use, are Corduroy, Albatross, French Flannel and Cheery Blanket Robes that are warm and comfortable on wintry mornings.

### The Art of Corsetry---That Elusive Charm Termed "Style"

is achieved only by the highest art in correct corsetry. It dominates all corset models made exclusively for Burgess-Nash Company, by the celebrated French designer, Madame Irene.

CORSETS OF SILK JERSEY, TRECO, SUEDE, TAFFETA, SATIN, FLOWERED BROCADES.

In exquisite pastel shades, embellished with hand work, real lace, ribbons. Artfully designed to give the slender, graceful silhouette. Expert corsetiere will show you the model design for you. Moderately priced.

FRENCH BANDEAUX OF ALLOVER LACE, SILK JERSEY, FLOWERED ATISTE, Etc.

# BURGESS-NASH COMPANY

"EVERYBODY'S STORE"