# THE MILWAUKEE EMPLOYES MAGAZINE



June 1922

The Nisqually River On The Rainier Park Line C.M. & St. P. Ry.





#### SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

I have already given away many Autos. Now I shall give a new Sedan to

I have already given away many Autos. Now I shall give a new Sedan to a person who answers my advertisement. You may be the one to own the auto. Costs nothing. Not one cent of your money is required, now or later. No matter where you are, this opportunity is open to all except residents of Chicago. Old or young—all have an equal chance. Send me your name and address today.

The First Grand Prize is a completely equipped, latest model Ford Sedan, with sliding plate glass windows, starter, electric lights, demountable rims. The Sedan is sent freight and war-tax paid direct to the railroad station of the winner. All ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

#### What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. It may win the Sedan for you.

20	8	9	19
6	15	18	4
1	21	20	15
.6	18	5	5

#### Solve Puzzle-Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile Just think! An automonic worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You figure it out. Then your answer today. can win the Sedan, share in hundreds of dollars in cash.

Write Me Today—Quick—Now

If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you will have thousands of votes to your credit and a fine chance to win. Send the coupon today.

FORD WILLSON, Auto Club Manager, Dept. 3383 141 W. Ohio St., Chicago, Illinois
The four words are
Name
A 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

#### **CONTENTS**

Author-	Page
The Rate Question	
Reducing Loss and Damage to Live Stock Claims N. H. Fulier	
The 1922 Meeting of the V. E. A	
His Recollection of the Storm	
Dining Car Service Costs	
Engineer W. B. Chamberlain's Heroic Performance	
The Puget Sound Pioneers	
The Rainier National Park Branch E. A. Lalk	
A Man There Was Anonymous	
Our Motto: All Trains On Time Jos. A. Jelley	
Out With the Old, In With the New	
Early Railroad Reminiscences of the C. M. & St. P	
Equalization of Air PressureJ. M. Richardson	
From the Bureau of Safety A. W. Smallen	
Current News of the Railroad	
At Home	
Special Commendation	27
On the Steel Trail	

# YOUR CARD

### Listen, Milwaukee Ry. Employes!

Would you like some personal cards bearing your name and the emblem of your railroad; the emblem printed in red, your name in black, on Superior Bristol Cardboard, size  $2x3\frac{1}{2}$  in., classy stuff, to show your business associates or your best girl or adoring family?

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

C. M. & St. P. Ry. Employes'
Magazine
PRINTING DEPT.

141 West Ohio St.

Chicago

OHN J. BURNS

# A Fob for You

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the rail-road you are working on, one of the great rail-road systems in the world.

# The Milwaukee System

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

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

#### Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.

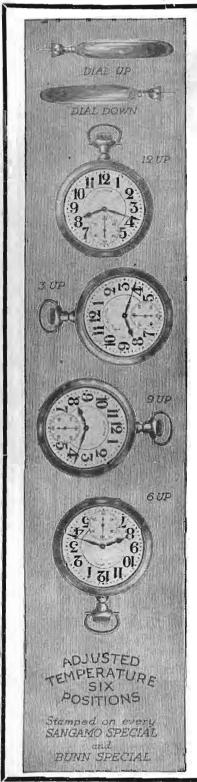
#### Milwaukee Railway System Employees Magazine Railway Exchange Bldg., Chicago, Ill.

				M	lark /	∆ vtic	lee
I have marked below	•		,				
GENTLEMEN:	Please	find	enclosed	in	payment	of the	article

Name			
Address			
Town			
State			
R R Debt	:	Ξ.	

# Mark Articles Desired

Leather Fob with Emblem . . 75c
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# Keep these six position adjustments in mind when buying your watch

Then you needn't worry about future changes in watch inspection demands.
You need the best there is NOW.

It may be required LATER.

Originally, railroad watches were not adjusted to positions.

Later, three position adjustments were required.

Now, the inspectors are not allowed to pass any watches adjusted to less than five positions.

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

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

#### Sangamo Special and Bunn Special

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

Ask your jeweler for these watches

ILLINOIS WATCH COMPANY Springfield, Illinois

# The Rate Question

The following Freight Revenue and Tonnage figures for January, February and March 1922 compared with the same quarter of 1921 are published as a matter of especial interest in connection with rate question:

Freight Revenue Rev. Ton Miles Rev. Per Ton Mile Car Loading	Three Months 1922 \$ 23,984,848 2,123,586,000 c1.129	of 1921 \$ 23,822,215 1,691,261,000 c1.409	Inc. or Dec. \$\frac{162,633}{432,325,000} c.280	% 0.68 Inc, 25.56 Inc. 19.87 Dec.
Grain Flour, etc. Stock Coal Lumber Sand, Gravel, Logs, Etc. Other	34,011 15,313 36,988 36,993 18,069 40,745 187,880	27,779 13,021 37,062 21,000 13,057 29,909 184,169	$\begin{array}{c} 6,232 \\ 2,292 \\ 74 \\ 15,093 \\ 5,012 \\ 10.836 \\ 3,711 \end{array}$	22.4 17.6 Dec. 71.9 38.4 36.2 2.0
Total	369,099	325,997	43,102	13.2

(Terre Haute Division excluded from 1922 figures as that line was not operated by C. M. & St. P. in 1921)

These figures show that in the first quarter of 1922 the Milwaukee Road carried its tonnage at an average rate per ton 20% lower than it received in the same period in 1921 and that, although it hauled 25% more ton miles, its revenues were increased only a fraction of one percent—practically nothing.

The tabulation of car loading for the same period shows an increase in grain loading of 22% but this increase cannot be attributed to the decrease in grain rates effective January 1st, 1922, as the grain loading has been very erratic for over a year: While the average loading in the first three months of 1922 was 11370 per month, in the year preceding the decreased rate grain loading ranged from 11608 cars in January down to 5262 in May, up to 14748 in August, 13677 in September, 11373 in October, down to 10671 in December; and it was only 9655 in March, 1922.

Lumber also shows an increase of 38% over first quarter of 1921. The decreased lumber rates went into effect the first of April 1921, and comparison for a full year before and after the rate decrease indicates that the lumber loading averaged 6196 cars per month in the year ended March 31st, 1922, as against 6370 per month for the 12 months prior to the decrease in rates.

There was a substantial increase in coal, flour and miscellaneous short-haul traffic in the first quarter of 1922, although there were no general decreases in rates covering these commodities.

It can, therefore, be stated fairly and definitely that the decreased rates have not appreciably stimulated the movement of the commodities affected but have resulted in the loss of a large amount of revenue on these commodities, which have been kept from freer movement by more important considerations than freight rates.

The great increase of 432,000,000 Ton Miles (25%) represents a tremendous increase in effort over that required in the first quarter of 1921 to earn only the same freight revenue as was earned in that period. This increased task might have been expected to cause increased expenses; but, instead of an increase, Operating Expenses for the first quarter of 1922 were actually reduced \$3,500,000 or more than 10% below the same quarter of 1921. Even with the great economies represented by this reduction in Operating Costs in the face of increased tonnage there was no money left after paying taxes and rental of equipment and joint facilities.

The above facts make it plain that—regardless of arguments to the contrary—rate decreases under present conditions do not favorably affect the railroad's finances.

#### Reducing Loss and Damage to Live Stock Claims.

The attached paper, entitled, "The Loading and Handling of Stock in Train Loads and Local Shipments," was prepared and read by Superintendent Fuller at a meeting held in Butte, Montana, March 29th.

This paper covers the subject so fully and is so practical, that I would like to see it reproduced in the magazine, in order that every officer and employe of this company might have the advantage of reading it and putting the sug-

gestions made into practice.

It is an interesting fact that the claims for loss and damage to live stock filed against this company have decreased since a program of intense claim prevention was inaugurated something over a year ago, at which time we were receiving around \$300,000.00 worth of this class of claims per month, until at the present time, our live stock claims presented rarely run more than \$25,000.00 per month, and on this business originating on the lines west of the Missouri river last shipping season, there was scarcely a claim presented, owing to the one hundred per cent service furnished and Superintendent Fuller's paper is nothing more than a story of what has been put into actual practice in his territory, in connection with this business. Good work.

C. H. Dietrich,
Freight Claim Agent.

"The Leading and Handling of Stock in Train Leads and Local Shipments"

N. H. Fuller, Supt. Trans-Missouri Divn.
The subject of the loading and handling of stock in train loads and local shipments in the interests of claim prevention is one that can be given a good deal of time and attention by supervising officers in the matter of educating agents, trainmen and all concerned in the proper care and handling, which will materially assist in guarding against imaginary claims.

In the first place, the shipper must be made to feel that we are interested in him, interested in his shipment, interested in seeing that it is given every attention possible, and every effort made to laud it at the market in the best of condition and on schedule time. If we make an earnest en-

deavor to carry this out, it will make the patron feel as though we are in need of his patronage, and that he in part is contributing to our success and will be willing to

go along with us to that end.

We must first, before the shipping season commences, make a thorough inspection of all stock yards and see that they are put in first class condition, pens cleaned out thoroughly, see that all gates are on their hinges and swinging properly. and if possible have water available in all yards used to any extent in the loading and handling of live stock.

If the shipper cannot find any complaint to make in and about the yards he next

looks to the equipment furnished.

It is also a very important matter that a perfect record should be kept of the ordering of the cars. Form 203 should be received from every shipper, properly signed. In the case of cars ordered over the phone there should be a perfect understanding that the shipper on arrival at the station will sign this form, to be kept as a record, and the information given as to the time cars were furnished.

We must insist on a thorough inspection of all cars to see that they are in good condition before leaving the Terminal to be sent to the loading point, to know that there are no holes in the floors, that all cars are equipped with bull boards, car doors working properly and pins provided in all places where used. This will do away with the old familiar cry, when the stockman has his stock in the loading chute and part of hiscattle up in the chute ready for opening the doors to be driven into the cars: "Are you ready?" and the response: "Wait a minute. Can't find the bull-board here." They look around a while and finally: "We can't wait any longer. The door looks pretty good. Let her go." This is the starter for the shipper to complain of the rotten equipment furnished, and the seed is sown for the start. ing of a claim. From then on, everything goes wrong and nothing pleases, no matter how hard you try.

It is also very essential that an officer of the Company from some department be on hand at the loading and accompany the trainloads of stock, or pick-up trains, to organize the forces and create an interest by the trainmen in their work to see that there is no lagging at the stock yards, and just as soon as one car is loaded and everything is in readiness to make another spot without the shipper having to call on the trainmen, who would probably be visiting at some other point, or whistling at the engineer to attract his attention, which, little by little helps to delay each move and

cause dissatisfaction.

He should also become familiar with each shipper, with his surroundings, condition of

his stock, his reason for shipping, whether the stock has been feeding and is ready for the market, or possibly a forced sale to take care of some obligations that are past due. retaining all this information, to be compiled with a completed report of the movement of the stock on the division, which would be of interest to the claim department in the settlement of any claims, if presented. I heartily believe, and know from the interest we have taken along these lines, that the average shipper, or one who has been shipping for some time, when he learns that we are following up all these details, realizes that we are safeguarded against a great many excuses that are always hatched up by the stockmen to lay the foundation for a claim, and that it is useless for them to make use of them further.

I also find that a great deal has been accomplished by injecting a little interest into our trainmen in the handling and the care of stockmen, to instruct them to visit with the stockmen en route, look after their welfare, and before the end of the trip get an expression from the shipper as to the service, handling, etc., of his stock, making a record of such, and at the conclusion of his trip mail to the superintendent's office a complete history of anything that transpired enroute, if perchance any mishap or rough handling give a detailed report of just what it was and any complaints made of such by any of the

shippers.

In the last year, it has been reported to me that the shippers have been heard to say. in talking among themselves, that it was almost impossible to get by with the claims now as they used to, due to the fact that they even have the trainman watching all these details and keeping his little note book, when a few years ago the trainmen didn't seem to care a d——, and when called on to testify in defense of the company and the settlement of the claims, usually couldn't remember anything that happened. To assist in this, we must provide comfortable accommodations for the stockmen enroute. In a great many instances the stockmen are subjected to a strain of possibly a day or two driving and caring for the stock, getting them to the yards for shipment, then loading then, and when their stock is taken care of to this extent, if they have a comfortable place to rest in when starting on their journey, caboose or coach supplied with plenty of water, properly lighted and heated and receiving due consideration from the employes in charge of the train on the way caring for the stockmen at the terminals, piloting the stockmen to the lunch counters and to their outgoing caboose or coach, we have the shipper stumped this far for an excuse to start a claim.

It is also very essential that we receive a complete check of the stock loaded into the cars by the agent at the point of origin, the agent sending to the superintendent or chief dispatcher's office a report following the departure of the train from their station, show-

ing the number and initial of the car or cars, number of head of stock in each car, date car ordered, placed, loaded, etc. This, together with the information from the conductor's report of the stock handled enroute, whether or not any rough handling or complaints from the shippers, when received should be compiled and forwarded to the superintendent of transportation for further reference in case of claims.

The Trans-Missouri Division can cite you to two claims that were blocked on account of information mentioned received and followed up; that of a claim made for two horses loaded in a car at Bentley. Claim was made that they were short two horses on arrival at destination. Agent's record showed that the number of horses loaded at the station was the number that arrived at the destination. The agent followed this matter up and got information that the two horses reported loaded by the shipper did not arrive at the station and were not loaded. This information was obtained at the same time the suit was instituted, and the case

thrown out of court.

In the case of the loading of a car of hogs at Faith. The hogs were counted into the yards when driven in, but the agent insisted on another count while the hogs were being loaded into the car next day. The shipper was insistent that it wasn't necessary, because the agent knew perfectly well the hogs were in the yard the night before. As the hogs were counted into the car it was found there were two hogs short on the count the night before, and as the hogs were billed out the shipper went up in the air and said he would not consent to the hogs being billed unless the billing showed his count. agent insisted his count was correct and that he would not add the additional two hogs to the number of hogs contained in the car. It was finally decided that the hogs would be driven out and re-counted before going forward. When they returned to the yards some one of the party inspected another pen in the yards, and in the corner of the pen found blood and indications of a hog having been butchered. The evidence was looked into, tracks were followed, and as a result, before the day was over it was found that two of the hogs had been butchered in the yard during the night. The parties responsible were detected, arrests made, and convictions obtained, and we were saved a claim for the shortage of two logs.

Something might be said in connection with the loading and billing of hogs.

Instructions should be issued to the agents in the billing of hogs, that if there are any pigs in the shipment there should be a separation made on the billing between hogs and pigs, because when the shipment goes forward, if for any reason any would become lost enroute or possibly a pig taken from the car it might be one of the little pigs and claim made for a hog of some size. This was called to our attention at the time of the burned bridge on the Aberdeen Division. It was necessary for us to unload some hogs

for feed at Mobridge yards. Cars were billed to contain so many hogs and when unloaded it was found that the majority of them was a bunch of little pigs that we were unable to maintain in safety in our yards, as they would crawl through the fence. It could be readily seen in this particular that if the count was short at destination the shipper could lay claim to a shortage of hogs while as a matter of fact it might be a few of his little pigs that he was short.

If for any reason stock is shipped on a day that is not protected by our stock pickup schedule, the shipper's contract should bear the notation "Subject to Available Service Only," as this takes the place of the bill of lading which is given for any other than

live stock shipments.

It is also the duty of the supervising officer or trainmen to watch very closely the overloading of cars, as well as the underloading, as lots of times there is damage done to stock by the cars not being loaded heavy enough, as well as being overloaded.

We had a shipment from Bowman the past season, which had been loaded prior to the pickup train arriving at that station. The supervising officer called the agent's attention to the fact that the car appeared to be overloaded. This was found to be true and it was necessary to unload four head of cattle at Scranton. It so happened that these four head of cattle were actually surplus, as they did not belong to the bonafide shipper. and the bank had prevailed upon the shipper to work these four head of cows into the car. When it was found that some of the animals were down enroute to Scranton it was decided to unload the four head controlled by the bank at Bowman and the owner at Bowman notified and the animals returned to that point, thus doubtless avoiding a large claim for damage which would have been attributed to rough handling enroute.

In the pickup trains on the division, especially in a train in Sioux City and South St. Paul pick-up day, the train should be kept properly blocked enroute as they are picking up, separating the Sioux City from the South St. Paul stock as they are being picked up, avoiding any switching at terminals. For instance, on our pickups from Faith to Mobridge, Isabel to Mobridge, New England to McLaughlin and Marmarth to Mobridge, these trains all arriving in the evening, due out on the Aberdeen Division in one train after assembling—as they arrive at Mobridge all that is necessary for the switch engine to do is to make a cut behind all the stock for one point and they can assemble the train without any delay or unnecessary

switching or rough handling.

In this connection a record is kept of the movement of the train over the entire division and the arrival and departure of all trains at each place where stock is loaded, the number of cars loaded, the time consumed in picking up at each station, the arrival time of each train at the final terminal, when consolidated and the departure time.

Trainmen should see to it, if necessary,

before arrival at terminals that the 36 hour release is signed by the shipper; also that all tariff requirements be lived up to, such as tieing the bulls in cars, etc. If the stockman prefers, knowing his stock well, and feels that his stock would be better taken care of or ride better by not tieing the bull in the car, have him sign a release to the Company for any damage, witnessed by someone, for permitting this.

When stockmen are interested in looking after their stock enroute, insist upon the trainmen volunteering any information they may have as to the length of time the shipper may have at the station to look his train over, instead of having the shipper ask for this information and in most instances be told that "he didn't know how long he would be there, and that they had better stay in the caboose or they might get left", or some

such answer.

Information should be received from the shipper in advance of the arrival time of the train at the yards where stock is to be unloaded for feed, of the amount of feed required, etc., so that the yards may be in proper shape and everything look inviting to the shipper when he sees his stock turned into the pens for feeding and rest, and that no information be given to the shipper, especially on stock pickup trains where the shipment is to be unloaded at a point when they have not been in the cars very long, in order to maintain our stock pickup schedule, other than it must be handled in this way, giving the reason for unloading, if it is not thoroughly understood by him, and not told possibly it might be arranged to take him through without feeding to some other point. received this complaint a number of times at Marmarth during the last season, which caused a little inconvenience but after it was understood by the shipper that by so doing he would receive a better movement to his destination or market than if he was run some other way, he becomes reconciled. This could be done without having any contention with the shipper, if properly handled.

It is also very essential that the power be on hand at the time ordered for the loading of trainload shipments. In this connection, where cars are ordered for a full train-load of stock and the power is on the job, we have record of cases of where the order has been cancelled after the power has left the terminal, and when cars are ordered for a full trainload under our schedule the shipper would be short three or four cars of the required amount to give him a stock train run. Record should be kept of these failures on the part of the shipper and furnished to the superintendent of transportation, and the shipper advised of the expense and inconvenience to the Company. Although we have no recourse, this information, if kept, could be used against the shipper in case anything might be brought up in the movement of his stock wherein he might make a claim, for the reason that we only guarantee "available service" where there is not the required number of cars for stock train movement.

Also in maintaining the schedule that we have advertised, it should not be exceeded to my great extent and the stock arrive at destination too far in advance of scheduled arriving time, as we find that this has been an accuse to present a claim, as these conditions are rapidly advertised among the stock shippers and used in the presenting of a claim wherein possibly we didn't make as good time with some later shipment as had been previously done.

After the stock shipper leaves his station he is cut off from his mail service and no doubt has been in the habit of receiving the regular market reports. In case we had some shippers who were interested, we should have some means enroute to secure a paper and furnish a little reading matter, possibly when the passenger trains are met. I have found in accompanying a train where the conductor secured a daily paper from a passing passenger train and took it in and allowed the stockman to read it over, and it lead the stockmen to believe that those in charge of

the conducting of transportation were halfway human and interested in their welfare.

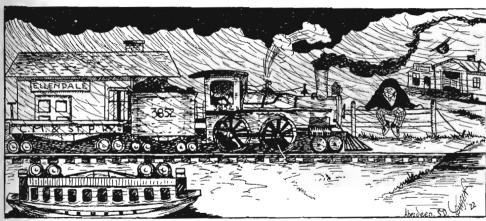
If we follow out the details as outlined, I feel it will go a long way to assist in the prevention of claims in the handling of live stock shipments.

#### The Veterans Will Meet in Milwaukee

The Executive Committee of the Veteran Employes Association announces that the 1922 meeting will be held in Milwaukee on September 20th and 21st. This is good news to all who had the pleasure of attending the great gathering held in the Cream City in 1920, and a big crowd is assured because of the central location and the ease of getting there

Milwaukee is exceptionally well equipped to take care of a big throng and there are an endless number of sight-seeing objectives and means of entertainment.

#### Make a Note of the Date



His Recollection of The Storm

The following story is told by Mr. E. N. Leiby, a resident of Ellendale. N. D., who was the first operator for the Milwaukee at that place. He went there in April, 1882, and installed the telegraph wires and worked for the company about three years.

"Ellendale was then the end of the line, and in the winter of '82-'83 there was heavy snow and no trains went over the hill at Summit for several months. There was one engine west of Summit when the first storm occurred and that did all the business that was done between Waubay and Ellendale, Aberdeen and Ashton, the end of the line.

"But snow storms were not the only diversion for the railroad boys. In July, 1882, we lad a thunder storm that was a recordbreaker. A mixed train was standing at the depot at Ellendale ready to go out when the storm broke. The wind blew the coaches and box cars over. There was a flat car next to the engine and that stayed on the track. They had quite a time getting the pin of the link so as to get that flat car nose from the cars that were tipped over,

but finally they got a saw and sawed off the draft timbers and got it loose. Then they put some seats on it and started with the passengers for Aberdeen. During the day the wires were fixed up, and the next day the superintendent at Minneapolis wanted a report from the conductor on the storm. Conductor Glenn did not like to write, but he could draw quite well, so when he got the telegram he spread it out on the bar and read it, then he called for another drink and a piece of paper, and made a picture showing the track, the depot, the engine and the upset flat cars. On the east side of the depot he showed a barb wire fence, and on the fence he put a man with his coat blown over his head and his hat going down the street. Underneath the sketch he wrote "My Recollection of the Storm. Conductor Glenn.'

"They had a mixed train on that line until 1885 when a passenger train was put on, and passenger service has continued since then. Mr. H. R. Drumm, of Mitchell, was the general foreman of construction of the station

buildings."

#### THE

#### MILWAUKEE EMPLOYES **MAGAZINE**

#### Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor Libertyville, Illinois

Single Copies, 10 Cents Each Outside Circulation, \$1.00 Per Year Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

#### Dining Car Service Costs

It is likely that a large part of the traveling public regards the Dining Car as a money making side line of the railroad business, and some, who are not familiar with the prices charged for food at first-class hotels. may feel that Dining Car prices are high and must be profitable.

As a matter of fact Dining Cars are operated primarily for the accommodation of the public and at a substantial loss to the railroad. Most passengers expect to receive on trains as good food and service as is offered by the best hotels, and if any road should lower the standard of its diner service, in order to avoid loss, such patrons would travel over other lines that furnish the class of service they desire.

Last year the Milwaukee Road Dining Car service netted a loss of \$163,000. About 817,-000 meals were served in these cars in 1921. and the average amount received per meal was \$1.05. However, the wages of cooks, waiters and stewards, laundry expenses; upkeep of silver, crockery and glassware; fuel for cooking, ice and water, in addition to cost of the food supplies, brought the average cost per meal up to \$1.25, so that our loss amounted to about 20c for every passenger served.

This loss does not include the cost of heating, lighting and hauling the cars and interest on the investment. The 54 Dining and Cafe cars in our service were hauled about 5,900,000 miles in 1921 for the convenience of our passengers. On the basis of average consumption of locomotive coal per passenger car mile, the equivalent of more than 50,000 tons of coal were burned to haul these Diners.

A Dining Car equipped represents an investment of over \$50,000, and, starting out on a coast trip, is stocked with

Foodstuffs worth about	600.00
Linen, 2500 pieces	
Glassware, 163 pieces	110.00
China and Crockery, 892 pieces	320.00
Silverware, 462 pieces	1150.00
Kitchen Equipment, 181 pieces	320.00

\$6300.00



Engineer "Bill" Chamberlain

No better exhibition of the old-time "Milwaukee Spirit," the spirit that puts this railroad in a class by itself could be found than in C. & M. Division Engineer Chamberlain's heroic performance of pulling the Pioneer Limited twenty miles into the Chicago Union Station after an accident in the cab whereby the reverse lever struck Mr. Chamberlain and broke his leg just above the ankle. The accident occurred on May 16th just east of Tower A, near Shermerville, the latch of the reverse lever jumped out inflicting the injury above described. With a broken leg, Mr. Chamberlain continued his run and brought the Pioneer into the station on time. In the following letter to the veteran Engineer, Superintendent Thurber voices the admiration and respect of all Milwaukee officials and employes. Mr. Chamberlain was taken to Washington Boulevard Hospital, where he is recovering as well as could be expected. Mr. Chamberlain is an honored veteran. He was born in 1852 and has been in engine service with this company since 1875,—all of his business life.

Milwaukee, May 19, 1922.

Milwankee, May 19, 1922.

Mr. W. B. Chamberlain, Washington Boulevard Hospital, Chicago, Ill. Dear Mr. Chamberlain:

I have been trying to get down to see you ever since your injury, but because of conditions on the railroad which required my personal attention, I have not been able to get down to the hospital.

I want to say that we feel very keenly the devotion to duty which you exhibited on your engine on No. 4 on May 16th, when you were unfortunate to have your leg broken by the reverse lever, at Tower A-20, and continued on your run to the Union Depot, finishing the run and finishing it on time.

We lack sufficient power of expression to tell you on paper just how much this is appreciated, both by myself and the other officers of this Railroad. I certainly will endeavor to get to see you at the first opportunity and I certainly hope that your recovery will be very fast.

Yours truly.

(Signed)

N. P. THURBER, Superintendent.

Superintendent.

The Milwaukee Sentinel made Engineer Chamberlain's wonderful feat of endurance and loyalty the subject of the following editorial:

#### A PEACE TIME HERO

A PEACE TIME HERO

That peace bath her heroes no less worthy than war has again been shown, this time by the heroic action of an engineer on a Milwaukee road train to Chicago Suffering a blow from a released lever, as he ran the engine of one of the flyers, the Pioneer Limited, which severely injured him, he stayed at his post, and took his train some twenty miles into the Chicago station before giving in to his hurts, collapsing when he stopped his engine at the end of his run.

This was done by W. B. Chamberlain, Billy Chamberlain as he has for so long been known among railway men. This was done on his run. Wednesday morning from Milwaukee to Chicago. And it is an act in keeping with the splendid traditions and fine heroism of the men of his calling.

calling.

Men go down in the heat of battle with cheers on their lips and smiles in their eyes; they face

the dangers of burning buildings without a tremor of nerve or muscle; they walk into dark places where the bullets or bludgeons of criminals may await them; they look the storm in the face and brave the waves of a lee shore, and the men of Billy Chamberlain's calling stand unswerving at throttle with death just ahead, and show no fear. It is a part of their manbood.

And men receive such hurts as Billy Chamberlain received and remain true to their duty until that duty is done, without thought of suffering or personal comfort. That because it is a part of their manhood.

The world is proud of such men and his Milwaukee friends may be proud of this man. They may be proud that he again has shown that the men of his calling carry well their great burden of responsibilty for the safe running of their trains and of the lives placed in their care and keeping. It is such men who make railway travel what it is today, and such men who make the strong bulwark of our civilization.

#### The Puget Sound Pioneers

The 1922 Meet of the Puget Sound Pioneer Club will be held in Spokane, July 12th and 13th. The program, as outlined at this date

Morning of July 12th Registering and gen-

eral greetings.

Afternoon of July 12th, Business Meeting. Evening of July 12th, the Annual Banquet. July 13th, trip to Couer d'Alene Park where the day and evening will be spent in outdoor sports, swimming, boating and dancing. Also a side trip to the site of the proposed new Club House.

A special invitation is extended through the Magazine to members of the Veteran Employes Association to attend this gathering, and they are assured a splendid time and a royal welcome from their comrades on lines

The Committee in charge of entertainment consists of the Messrs. C. F. Wilder, W. P. Warner and M. G. Murray, all of Spokane, and those who know these gentlemen will have no hesitancy in saying that they know how to plan an entertainment and then to go ahead and make it a grand success. Every pioneer who can beg or steal a layoff should pawn his automobile and take the wife and kids to Spokane for July 12th and 13th. This will be a banner year for the club,



Near Site of Proposed Club House Clubhouse for the Pioneers

The Puget Sound Pioneers' Club urge all members to get behind the proposal to build a club house on Coeur d'Alene Lake and by

concerted effort put the thing over at the next annual meeting of the Club. The details of the prospectus and some description of the main club house and cottages were published in the September 1921 Magazine. Briefly this may be restated: The plan includes the acquisition at a nominal sum, of a tract of land composed of several acres fronting on Coeur d'Alene Lake, Idaho, the erection of a commodious club house with kitchen, dining room, etc., and a number of small cottages to provide living quarters for the members. The cottages will be furnished with the living necessities such as beds and bedding, chairs, tables, commodes and the like. The Club would secure the service of some superannuated and deserving employe



View from Club House Site

as caretaker and probably to manage the table and cooking arrangements—as patrons would be expected to take their meals in the main dining room. The club-house veranda, eight feet in width, faces the lake and is furnished with porch chairs, hammocks and benches. There would be a boat house containing gas engine, gas tank, pumping and electric light plant, together with a 20-foot gasoline launch and a 16 foot row boat.

The promoters of the scheme figured on last year's prices and got out a detailed estimate, which was also published in the September 1921 Magazine, totaling \$9,610 for the club house, furnished, one cottage, furnished, pump and coal house, coal and ice house, water and lighting plant, launch, row-boat and telephone. They now say that this estimate can be reduced somewhat as prices of material are lower.

#### The Next Station Is-

A brakeman from Savanna, Had a clever wife named Anna. He tripped upon a carpet bag while passing down the aisle;

He uttered imprecations In tongues of all the nations, But his wife said he was "calling" out Hel-ana-all the while! E. W. D.

## The Rainier National Park Branch

E. A. Lalk, D. F. & P. A., Tacoma, Wash.

The Rainier Park Branch, formerly known as the Tacoma Eastern Railway, is a bit of railroad, which because of its location and peculiarities, makes it hard to associate it as a part of the Milwaukee system.

At the time of its construction the line was built without an objective save that of a wilderness to be opened up to the logger and lumberman. The road was built along the line of certain timber holdings, the foremost thought being to bring out the most timber at the least cost of railroad construction and expense to logging operations.

The first unit of the line was built in 1890, a piece of track approximately five miles long, between Tacoma and Bismarck, Wash. The Logging Company which was instrumental in getting this scrap of railroad built was not financially successful, and in 1893, because of the difficulties that then confronted all logging and milling industries in the Northwest, and during the panic of that year, all operations on the logging road were abandoned and the property lay idle except for a little wood carrying traffic until 1900, when it was again put into commission and was called the Tacoma Eastern Railroad.

Associated with the interests in control of the Tacoma Eastern, was Mr. John Bagley, a timber and lumberman of the old school; and he it was who may be said to have been the father of the Tacoma Eastern. In his early life he had been an extensive operator in the northern Wisconsin and Michigan timber, especially along the lines of the Milwaukee & Northern Railroad, now the Superior Division of the Milwaukee. Some of the old landmarks which bring him to memory still remain in that country, and the station, Bagley Junction was named for him. Bagley Junction is famed for its mosquitoes, as every "wooden shoe" man will vouch for

Mr. Bagley was the quiet sort, preferring to listen rather than to talk, and was especially fond of listening to other people giving their ideas and he always gave thought and consideration to any that seemed worthy of such consideration and thought. Records show he wrote very few letters, preferring to handle his business while on the ground himself. He was energetic and worked early and late, and most of his time was spent on the line, his business car being a familiar sight at all times.

In the year 1900 the railroad was graded and rails laid as far as Clover Creek, seven miles beyond Bismarck; in 1901, it continued as far as Kapowsin. about 12 miles. Kapowsin is a Siwash Indian word, and the town took its name from Lake Kapowsin, a small creek that had been dammed by beavers to form a lake. The vicinity of Kapowsin, in

carly days was the home of gold prospectors in the red clay banks around the lake, and the town was a typical western boom settlement.

In 1902 not much work was done, the line being only built a short distance to Clay City, which remained the terminus for a year. From this point a trail led into the timber and to some arsenic mines that had been opened farther up the valley. In 1903 the line was graded and laid into LaGrande, and part of the way into the Nisqually Canyon. The first passenger train was run into Eatonville on July 4th, 1903. Eatonville was named after Mr. Thomas Van Eaton, an early Dutch settler.

LaGrande is the head of the Nisqually Canyon, down in the depths of which roars the Nisqually River, a glacial stream proceeding seaward from the great Nisqually Glacier, one of the primary glaciers of Mount Rainier. At LaGrande the canvon wall is a sheer drop of 300 feet to the bottom of the gorge. Construction through the canyon was extremely hazardous, the original railway was built on the rim, and in certain places, holes were blasted in the rocks for piling. Bridge No. 50 in the canvon is 70 feet from the deck to the base, while to the bottom of the canyon is a distance of 310 feet, some sight from a car window. At this point a cable foot bridge was constructed over the canyon for the purpose of serving the homesteaders on the south side of the river, there being no other method of crossing without a detour of fifteen miles. The bridge still remains, but few have the nerve to try to negotiate this swaying structure, three hundred feet in the air. Before the bridge was built, crossing was by means of a cable and basket. Personally I would rather walk the fifteen miles detour. Near this old bridge, on the canyon rim, is now located a noted tourist hotel, known to thousands as Canyada Lodge. From the train window an interesting view is afforded of the gorge and the rushing, tumbling, roaring river winding between its rocky walls that are lined and topped by the tall firs of virgin forests.

In 1904 construction of the Tacoma Eastern was completed to Elbe, and on July 4th, of that year, the first train entered that little hamlet.

Although but a few miles distant, the Nisqually Canyon was virtually terra incognito to the inhabitants, so that by way of celebrating the completion of the railroad through its devious windings, flat cars equipped with side rails and seats were pressed into service to handle the crowds who wished to view the hitherto unknown glories of the canyon.

The railroad was continued that year, into Ashford, for the purpose of reaching some small coal mines. Ashford is now the station for Rainier National Park. In the summer of 1905 the lines to Mineral and Ladd were built, at the latter point the company had acquired some coal lands.

Mineral acquired its name from the gold rush thither some fifteen years previous. It is also in the heart of the Big Timber, and two giant trees at that point are still interesting sights to the traveler. One is a fir whose bole is 16 feet in diameter, and the other a cedar with a bole 9 feet through. The fir is over 250 feet high and probably was a large tree when America was discovered.

In 1906, the Tacoma Eastern passed into the hands of the Milwaukee Company, and during that and the following year some extensions were made—one from Carlson to Glenavon, five miles beyond Morton. which remained a terminal for a number of years. Later, three miles of this track were abandoned because of the location being high up on the bench. This same year the McKenna Branch was built, which is now a part of the Grays Harbor Line. The Tacoma Eastern Railroad was formally taken over by the C.



Canyada Lodge

M. & St. P. in 1919, and its old name passed into history.

The trials and tribulations of this interesting, bit of railroad were many, both in financial and other ways-one incident being of especial interest, and perhaps, typical of the shrewdness and resourcefulness of its promoters. In 1902 the managing officials were informed by a competitor that if their construction were not discontinued, a parallel line would be built the entire distance. Faced with such a situation, Mr. Bagley was compelled to summon all of his faculties, but he was equal to the task and immediately set to work to tie up all the timber industries tributary to his line, making certain promises and concessions, which he carried out faithfully. When the competitor line took inventory and survey of the timber which would gravitate to them, they were astonished to discover that there was nothing for them. This brought about compromises, and division of rates, which was one of the greatest factors in making the operations of the Tacoma Eastern successful.

The road as it was first constructed was

entirely a logging road, and instead of going through big stumps or cuts, it ran around them. In a great many cases their fills were made of slab wood and brush, culverts made of cedar logs hollowed out, and bridges were fallen trees as they lay and snaked into position by donkey and logging engines. The



Suspension Bridge Over Nisqually Gorge

first Howe truss on the railroad was built over the Nisqually River in 1905.

Most of the fills and gradings were made by the use of the Bagley scraper, an invention of John Bagley. The first steam shovel was a crude affair, and William DeArmey had the honor of operating it. After the first few years, the road boasted of owning a pile driver. and old Jud Amy filled the position of pile-driver superintendent.

The Tacoma Eastern claimed the distinction of being the first railroad on the Pacific Coast to use electric headlights, a great novelty at that time. It also boasts of having bought the famous T. E. engine No. 3, afterward C. M. & St. P. 2333, and now operating on the Bellingham & Northern. This engine was exhibited as a masterpiece of locomotive construction at the World's Fair in Chicago in 1893, and it stood alongside the old 999 which the Empire State Express on the New York Central Ry. made famous. Telegraph lines were originally strung from tree to tree, and to clear the right-of-way, it was necessary to log in advance of grading.

The early history of the railroad shows that numerous forest fires occurred in that section and that a great deal of rolling stock was destroyed by fire; and many changes in the right-of-way were made necessary by big burns. Leaving Tacoma there is a 3.7 grade—real mountain work. For a few miles beyond that, construction was easy as the tracks are through prairie country. From Fredericksen on to LaGrande was virgin timber. At LaGrande it enters the Nisqually Canyon, one of the most scenically splendid spots in the Northwest. The river bottom lies from three hundred to one thousand feet below the railroad, while on a bench high above is the old wagon road. After leaving Alder, which is on the west side of the Canyon, the line followed runs through heavy forests to Park Junction, where

branches, one to Ashford and one to Morton, the latter place being an old trading post and gateway to what is known as the Big Bottoms Country, a protected valley, with a very mild and equable climate, which in years to come, as the timber is cleared, will be one of the greatest farming sections in Washington.

Up to a few years ago the timber stood so close to the Tacoma Eastern right-of-way that the conductors used to instruct passengers to keep their heads in the windows. This difficulty is being overcome gradually as the timber is cleared, but on no railroad that I know of does a person get a sight of virgin timber so thoroughly without leaving the seats of the coach as on the National

Park Branch.

To give you some idea of the density of the woods, a few years ago two Tacoma Eastern cars were lost and for over two years their disappearance remained a mystery. They were finally located on an abandoned logging road where they remained undiscovered by anyone until a timber cruiser ran onto them while cruising, and notified the railway officials of their whereabouts. Because of the deterioration of the track while they were lying there, they had to be drawn out by team as an engine could not operate upon the track.



At the 9-foot Cedar, Near Mineral, Wash.

Along this line are numerous delightful lakes. At Kapowsin is the lake of the same name, which abounds in black bass and is a fisherman's paradise in August and September. After leaving Kapowsin we skirt Ohop Lake and Clear Lake, the latter being on the top of a hill some 300 feet above Ohop Lake, a peculiar condition. At Mineral, Wash., is Mineral Lake, named by early settlers from the fact that gold was discovered in that section. Innumerable beautiful mountain streams cross the National Park Branch and in the summer months they are favorite haunts for fishermen. The woods are still filled with large game such as elk, deer, bear and cougar, and good bags are made each fall. The slashings and cut over lands abound in California quail, grouse and Chinese pheasant.

The peculiarity of the National Park Branch is that a person can go from sea level to Paradise Valley, seven thousand feet up in the short time of four hours—from semitropics to the eternal snow, and in this trip, you pass through many climatic conditions.

The main industries on the National Park Branch are logging and lumbering. There are a few coal mines but not of great magni-

tude.

Associated with the early construction of the Tacoma Eastern were a number of men now holding positions of trust with the C. M. & St. P. and others who have graduated from the ranks to high positions with other industries. Among those most prominent to be mentioned is our superintendent on the Coast Division, F. C. Dow, who in the early days was timekeeper on the construction work and also first agent at Mineral, Wash. A story is told of Mr. Dow of his troubles with Jap gangs who were everlastingly trying to beat the payroll. It is said that one Jap foreman figured the way to beat the payroll was to slip Mr. Dow \$20.00 in an envelop and make him a party to the transaction. Mr. Dow promptly turned the matter over to Mr. Bagley thus showing in his younger days the earmarks of a successful railroad man, which we all must agree, he has become in later years.

Samuel Wilson started with the Tacoma Eastern as assistant auditor and when the C. M. & St. P. took over the line he became Export & Import Agent at Seattle, and then assistant general freight agent at Tacoma and is at present Treasurer of the Pacific National Lumber Company, one of the largest lumbering industries in this district. Mr. J. G. Dickson was Auditor of the Tacoma Eastern, afterwards became General Freight Agent and is now President of the Cascade Timber Company and Pacific States Lumber Company. Mr. Nels Johnson was formerly Superintendent of the Tacoma Eastern and is now Roadmaster on the Milwaukee, includ-

ing his old division.

One of the old characters in early construction was Adam Weasle, a track foreman who came out of the woods in 1917 and made the statement that he would not shave until the country went wet—he may never shave. Mr. W. E. Tyler was formerly Superintendent of Motive Power, Mr. Bert Bagley was Asst. Gen. Mgr. and is now a locomotive engineer running on the same line. Among some of the earlier conductors is A. A. Kirkpatrick who started with the line in the early days. and is now the oldest conductor running in this section. Others in similar positions are Conductor Smith and Conductor Beals. One of the old time engineers is John Taylor, Another character among the pioneers is Walter Schuh, formerly Storekeeper and now of Kapowsin.

Some of the old relics of the train equipment on the Tacoma Eastern are still in service. The old private car Nisqually formerly used by John Bagley has now been refitted and is at present the 5812 in use by Mr. E.

H. Barrett Ass't to Gen'l Mgr. at Butte. The old Superintendent's car, Koshkonong, was remodeled in 1911 to 501 and in 1918 to the 5818 and is used by the Superintendent on the Coast Division.

The same caboose equipment that has served so practically through the number of years on the Tacoma Eastern is still followed, namely each caboose is furnished with a hook and chocker, large buck saw and axes, and when we have wind in the woods these logging tools come in very handy for as a rule the brakemen on the National Park Branch are more or less woodsmen, which is a fortunate situation for the prompt movement of trains over this line, for some times there are as high as 15 to 20 trees down on one trip over the line.

The National Park Branch is one of the best feeders the C. M. & St. P. has, thousands of cars of lumber and forest products come off this branch annually and it is mostly all long haul.

We operate one passenger train daily on this line, two local freights and two log trains and a switch train.

Pages and pages of description have been written of famous Mt. Rainier, Rainier National Park and Paradise Valley. Most of the literature tells of the wonderful trip by automobile to these points of interest, but the real honest way to see and enjoy Mt. Rainier is via the National Park Line to Ashford and a short stage route from the railroad rather than from automobile roads.



Log Train Crew, Rainier Park Line

#### ONE GUESS A Man There Was—

A man there was, His name was Jim, "Some man," they say,— We all love him.

He is so fair, To all the men, Does what he can, For all of them,

In return for this,

They all would say,

A word from him.

Would seem like pay.

Treatment like this, From men like Jim, Make us each day, Think more of him.

Some men are bold, Some men are tough, But dear old Jim, Is only rough.

Of Jim one could
Write all day long,
Expressed in prose,
Or sung in song.

Our one wish is, That he will stay, With us for many And many a day.

-Anonymous.

Our Motto: "All Trains On Time."

Jos. A. Jelley, Asst. Foreman, Bensenville. Ill. Did you ever stop and give due consideration to the factors which are very essential to maintaining our motto, "All Trains On Time" which is given wide publicity along the right of way in advertisement by the emploves themselves and it is the duty of each and every one of us individually and collectively to maintain this motto regardless of what position we hold. We are directly and indirectly responsible for the movement of each engine out of the roundhouse to the train vard. where engine is coupled up to train to leave at a designated time. Now then, if we fail to facilitate the movement of engines from the roundhouse to the train yard, how can we expect others to fulfil their obligation, all trains on time, if we fail to live up to expectations on our part.

It is imperative that these trains leave on time as nothing makes a passenger or shipper more disgusted with a railroad than to arrive late, or have freight long over due. A dissatisfied patron can do more damage by knocking than all your good advertising can accomplish. The best advertisement is a satisfied patron and the only way to keep him is to give him the kind of service he naturally expects and pays for and if he doesn't get it, well you know the answer, he gets it somewhere else and the Company has lost the business and in return you often wonder why business is depressed and you are not working full time.

In a good many cases these delays can be eliminated by the men themselves using intelligence and effort when the situation arises. By this I mean do not wait until something happens to incapacitate the use of the engine when this could have been avoided by forethought and been remedied. Experience is a hard teacher and ignorance is even inexcusable, so don't hesitate to study the characteristic of your job so when the unexpected happens, you will be able to enumerate the trouble or delays which are very detrimental to the service. Don't feel that because you are only an employe that you are obscure and inconsistent with the preservation of the Company's interests,

for each and every one of us have our appointed work to do and it is up to each individual to promote his work to the best of his ability. Each one of us should try to educate the other to eliminate the unnecessary difficulties which are encountered daily. Find the approximate cause of these delays; study them and when you anticipate trouble you are in a position to avoid it.

Don't be prejudiced and criticise your fellow-worker, but try and get him interested in his work as more can be accomplished by this means than by condemning him. Be a good listener as you can learn lots from your co-workers. Avoid controversies as they are detrimental to the service as well as to yourself. It increases inefficiency and by using discretion all this can be avoided. Good fellowship helps to create the maximum amount of work that can be turned out. It is a physical impossibility to get co-operation from men where this controversy trouble exists. It is advantageous to yourself as well as the Company that you be industrious and progressive. Don't be a specialist and think just because you are given a particular job, that if you happen to discover something else that needs attention, that it doesn't concern you; for it does, if impossible to do it yourself call somebody's attention who is in authority so as to have the work done before the engine goes out, as in all probabilities this will eliminate a delay and that is what counts.

By locating and repairing defects at the time of arrival of engine at the roundhouse, the chances for delays are minimized, in fact no delays at all. There is nothing more discouraging than to have an engine all ready to leave on time and to have the engineer say, "get a machinist, boilermaker or handyman to repair such and such a part." It is a ten to one bet it occured through the negligence or failure to report these defects or repair them, and the evidence will show the party at fault when traced to find out who was guilty directly or indirectly of the delay. Then the correspondence from the division master mechanic reaches you and what happens, excuses and pass-the-buck if you can, but quite frequently it calls for an investigation which necessitates taking up the time of the officials, more work for the office force, besides consuming your own time, and in most cases the guilty one is a hard loser. Other cases are caused by engine and train crews arriving late, causing unnecessary delays and these can be avoided by the men themselves. These delays at the time being do not seem to be serious, but often times the Company is called upon to pay claims for delays to freight and stock. also charges for non-delivery of foreign cars prior to 12:00 P. M. The charges alone every twenty-four hours amount to quite an item on these cars. A delay on any particular train alone would be very costly and help to keep down the earnings of the road.

I have a very good motto which I use myself and I know of no better, "I can, is

the master of I can't" and if each and every individual would use this phrase along with good judgment and common sense, failures would be a thing of the past on the great Milwaukce System.

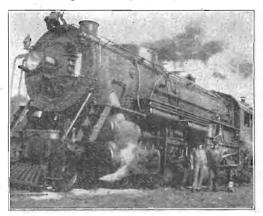
Study and concentrate your daily problems and you will be surprised how much efficiency, economizing and co-operation can be accomplished through this manner. The establishment of rules and regulations promulgated by the Company are invalid if not given thought and deep study. Study your Interstate Commerce Act in regard to the operation of railroads and you will be able to exercise good judgment when called upon in your work and you will also have a general knowledge pertaining to the general operation of the many departments necessary for the operation of a railroad.

#### Out With the Old, In With the New By James T. Ritch

Once did I long to versify
Each thought that came into my mind;
To eulogize the winter wind;
To murmur vaguely to the sky;
To sing my paens to the flowers;
To pass away the idle hours
In sweet repose, in dreams and thought
And loaf around as poets ought.

Free Verse
Has moved my soul
with vague desire
To write it.
's Beautiful
The people think
and so do I.
But it sure is foolish
Dearie,
But so am I

For that matter.
Muse! Oh Muse! where are you now?
Where are the laurels from your brow?
What hand now rules the flowered domain,
To which your lyric grace laid claim?
Free Verse, inane, uncouth, it seems
Has put the damper on your dreams
And having raised it's foolish head,
Now reigns above you, in your stead.



Engine 8674, Iowa Division Engineer Free Kennison and Fireman Joe Barnes. This team has worked together for 11 years.

#### HISTORICAL

The following story is from an old-time Milwaukee employe, Mr. C. B. Gilbert, who is now Assistant Superintendent of the Duluth, Missabe & Northern Railroad. Through General Superintendent J. H. Foster and Mr. G. M. Bowman, General Agent at Duluth, Mr. Gilbert was prevailed upon to "reminisce" a little about his early days with the Milwaukee, which according to Mr. Bowman, Mr. Gilbert "still thinks is the best railroad in the United States outside of the D. M. & N."

#### Early Railroad Reminiscences of C. M. & St. P. Ry.

C. B. Gilbert

It has become my privilege to write somewhat of a history of early railroading on the Northern Division of the C. M. & St. P., at that time known as the M. & St. P.

I was notified on June 15th, 1876, that I was wanted for brakeman, to go on with Bill De Steese and Jim Neill, brakeman, of Horicon, on what was then known as the Portage Freight, between Milwaukee and Portage. Later I was put on the Berlin Passenger to take the place of Jean Kitterage who was on the sick list. Flannigan was baggageman and Reynolds was conductor. This was about the time that Fred Castle started running and the old timers on freight were Bill Just, Dave Pollard, Geo. Dusenberry, Hi Simpson and others whose names have passed from my memory. Jonathan Morris was one of the early passenger conductors but was then out of service, Rumsey being on the opposite run to Reynolds.

This was in the days of Superintendent L. B. Rock's regime with C. P. Utly, chief train dispatcher, "Jed" Phelps was chief car man at Horicon and Chas. Hanchett, agent at Horicon. Horicon was my native town and turned out a lot of railroad men, altho I think Hartford headed the list in numbers.

This was about the time that the Pluck boys entered service, also Patsy Haverty and two of "Jim" Neal's brothers. I presume that there are a few left who will remember the Winnecone Freight and the five to seven bours that were spent around Horicon loading the Van Brunt & Company and Van Brunt & Davis seeders, switching and then taking about three tanks of wood before leaving town. For the benefit of the men now in such service, I wish to say that railroading was very crude in those days—28 foot cars, hand brakes, wood burners, water tank spouts just a canvas 6-inch hose, and all water pumped by hand, and rails connected by what was known as chairs, which very much resemble the modern tie plate of today.

The average train and engine men at that time were artists in their particular line. I have seen cars set out of train in two or three places, at such points as Cambria, West bound, by having men on the several cuts and drop each cut in at the East end and stop the rear car or peddler at the sta-

tion. All this done without a stop. Side ladders were used very little when trainmen wished to get between the cars when riding on top and trains in motion. They would either use brake staff or drop from the top down to the deadwood.

I suppose some of the old timers will remember Bob Whitty, section foreman at Horicon, and Miles Pluck, the blacksmith, and the old timer at Klipknocken tank, whose name I cannot recall. I cannot fail to mention Engineers E. Hartle and Thompson. Thompson was known as the "Snow King" in those days and did most of the snow bucking

Most of the boys, when in Milwaukee, when not at Quentin's Park (now known as Schlitz Park) or up on Chestnut Street or in Saloon No. 1, could be found at the Cream City or St. Charles Hotel. Very few men now in service will remember that we dropped our caboose down by hand every Saturday evening from North Milwaukee to the old station on Third Street.

Brakemen at that time received \$40.00 per month and freight conductors \$70.00, passenger conductors, \$75.00, or \$5.00 more per month than a freight conductor. All braking was done by hand until the Creamer brake was put in passenger service, which was operated by the engineer, by pulling the bell cord toward the engine, releasing a spring which set the brake. Such spring was connected by a wire or cord extending up and fastening to bell cord on one end of each coach. The spring was in a drum just above the regular dog and was wound up by a brakeman, after leaving each station, by turning the brake wheel in the opposite direction, but on account of the severe stons and people being injured because of having hold or leaning against brake wheel when brake was set, they were discontinued.

Then came the power brake on the engine, known as the "Steam Jammer", which was a big improvement in making stops. Then came the straight air on passenger trains which was in use a great number of years before adopted for freight use.

In 1878 I went to Minneapolis and started in as a brakeman with Sid Benjamin on night freight on I. & M. Division and in the spring of 1880 was promoted to conductor on H. & D. Division, while acting as rear man for Bill Ellis, and was practically in the service on that and Fargo Southern Division until January, 1891.

During my service as brakeman on I. & M. and H. & D. Divisions, I worked for Conductors "Yump the Frog" Nelson. Chas. Capron, and the two mentioned above. C. W. Houston, now acting as general yardmaster on Duluth. Messabe & Northern R. R., was night operator at Farmington during the winter of '78. His duties were telegraph operator, baggageman and coal heaver and he says that he was bawled out more than once by Lou Bryant who was then conductor on the old mixed train between Minneapolis and Austin, known as the St. Louis Ex-

press. Since leaving the Milwaukee road Mr. Houston has filled the positions of chief train dispatcher, trainmaster and superin-

I am very proud to state that I was conductor on pile drivers that drove piles for the first bridge for the first street passing under our track at Merriam Park. On June 3, 1893 I was the envy of all the old conductors such as Smith Jones, Chas. Dean and Sandy Lyons, because I was called for a 12-car Stockholder's Special over H. & D. Division. This train was made up of pullmans, dining cars and Messrs. Pullman and Alexander Mitchell's private cars. W. H. Kelley was then superintendent and accompanied us on entire trip as also did C. H. Prior, general superintendent. I was also brakeman on the first short line passenger train between St. Paul and Minneapolis, Geo. Miles, conductor

Up to this time all freights were handled

by woodburning engines.

When I entered the service of the C. M. & St. P. Ry., the line only ran as far west as La Crosse. When I came to the Hastings & Dakota Division, the line only ran as far as Ortonville. There was then, at that station, only one siding, which was filled with carloads of immigrant movables, as the country was settling up with rapidity. The line was being graded and some steel laid west of Ortonville in that year.

During the winter of 1880 and '81 there were no trains run west of Glencoe, from November 14th to April 1st, on account of heavy snow. A great many people walked from Milbank to Glencoe on account of the town running short of supplies and fuel. In the cut between Minnesota Falls and Granite Falls, there were thirty-five feet of snow. This was before the invention of the rotary and all this snow had to be

shoveled out by hand.

There are two more "Old Timers" whose names I would like to mention. One who has passed away, and the other one still in the service, whose names are Lobdell and James Murphy. Bill Lobdell was local conductor on the Minneapolis end of the I. & M. at the time Murphy was yardmaster in Austin. "Dad" Fowler started as a brakeman with me between Ortonville and Fargo. At that time he was acting as warehouseman at Ortonville for "Old" Jim Bentley, agent.

#### Exactly That!

Little Willie, taking a long walk with his Dad one day, saw a sign, "Painless Dentist." Said Willie, "Dad, what is a painless dentist?"

"A painless dentist, my son, is a liar."

#### A Queen Up to Date.

"My Queen," exclaimed her adorer, timid-"may I kiss the royal hand?"

ly, "may I kiss the royal hand.
"My faithful subject." replied the young woman, with the air of one gently chiding him, "what is the matter with the royal lips?"

#### Equalization of Air Pressure

Written by J. M. Richardson, Air Brake Machinist, Bensenville

It has been noted that the ordinary air brake student finds considerable mystery in calculating compressed air expansions as found with E-T air brake equipment in pressure chamber when equalized with application cylinder and chamber, or auxiliary reservoir when equalized with brake cylinder after a brake application; but, if one first learns the laws that govern the compression and expansions of air, it will not be a difficult

First, the atmosphere, or free air with which we are surrounded is an expansive fluid or gas: it will not condense or change into a liquid when cooled to the ordinary temperature, as steam changes into water when cooled down. Huder natural conditions, it does not lose its elastic force. Of course, when heated, it expands, and when cooled it contracts, depositing a certain percentage, or all moisture it contains, governed by installation of cooling arrangements. Understand we must bear in mind it still retains its elasticity. It is invisible to us, and while it does not seem that it can be weighed, although it contains weight for about 13 cubic feet of air weighs a pound. It encloses the earth on every side and its weight gives it a pressure that forces it into all spaces at, or near the earth, which are not already filled with something else.

The body of air extends up or out from the surface of the earth about 45 miles so that it fills all spaces into which it can get within that limit. About half of this air is within 21/2 miles of the surface and its pressure at sea level is about 15 pounds per square inch; to be exact, it is 14.7 pounds. At ten thousand feet above sea level, it is only 10 pounds pressure; at the top of Pike's Peak, which is something over 14,000 feet high, it is 81/2 pounds.

We call its pressure at any point of the earth, one atmosphere, so you see the value of one atmosphere varies according to the height above the level of the sea. The ordinary steam air gages do not show a pressure of one atmosphere: but begin to show at one atmosphere, starting at 0 and registering all above, which is called gage pressure.

There is also another pressure to bear in mind in our calculations of equalization. This is called absolute pressure; beginning where the atmosphere does, it being 14.7 pounds below gage pressure at sea level. We usually call it 15 pounds for convenience in the calculations. Absolute pressure is the real pressure of the air and we must use it when correct results are required.

Then we have another form of air gauge, called a vacuum gage, which shows the air pressure between the line of one atmosphere and vacuum at sea level. Instead of showing pounds per square inch, the gage dial is graduated for inches of mercury, beginning at the line of one atmosphere with 0 and running to the perfect vacuum. That at the

level of the sea will hold a column of mercury 30 inches high, so this gage is graduated from 0 to 30.

In our calculations of equalization of air pressures with brake cylinders and auxiliary reservoir, when any question contains a subject of piston travel, we must use absolute pressure. If the air pressure gage shows 70 pounds, we add 15 pounds to the gage pressure and make the calculations at 85 pounds, then to get back to gage pressure, we subtract 15 pounds from the result. This is because when the brake piston moves out, the space left by the movement of the piston must be filled up from the vacuum line of absolute pressure with air from the auxiliary reservoir. Pressure chamber equalizing with application cylinder and chamber has the cylinder to fill from a vacuum line of absolute pressure, and application chamber to be filled from gage pressure, both being filled from pressure chamber pressure during a service brake application.

In case where all the spaces are filled with air at one atmosphere before equalization begins, we do not need to use absolute pressure, but can make all the calculations at gage pressure. Another way of calculating the compression and expansion of air is to use atmospheres of 15 pounds and leave out the gage pressure till the last. The first atmosphere of 15 pounds or less does not show on the air pressure gage, but at two atmospheres it will show 15 pounds, at three atmospheres it will show 30 pounds, sat four it will show 45 pounds and so on up; at atmospheres, it is 8 times one atmosphere. If each one was 15 pounds, 8 would equal 120 pounds absolute pressure. Although the gage will indicate but 105 pounds.

However, it is not quite so easy to show the expansion and compression of air by atmospheres, with each pound in change of pressure, so we use another method that shows both volume and pressure by cubic-

inch-pounds.

Now it is the law of expansions of air that when we allow air to expand into a large volume, it will decrease in pressure in an exact proportion. For instance, if we allow a volume of air to expand into two times the space it will show but one-half the pressure; if into three times the space, it will have one-third the original pressure. To take a practical example, we have a resorvoir of air containing 100 cubic inches of air at 70 pounds. Permitting that air to expand into an additional reservoir of the same size, we will then have 200 cubic inches of air or twice the volume it had at first, but it will only contain one-half the pressure it did when in one reservoir, or 35 pounds in both of them. Also in compressing the 200 cubic inches of air back into one-half the volume and have twice the pressure or 70 pounds again. I trust this simple manner of explanation is clear.

In order that we may make calculations for the different pressures and different size reservoirs and get correct results, we must reduce the pressure and volumes to one com-

mon standard for comparison. Suppose that a reservoir with a volume of 100 cubic inches has a gage pressure of 70 pounds per square inch. By expanding that air down to one pound gage pressure, it would occupy 70 times as much space, or seven times 100 cubic inches in volume, that would be 700 cubic inches at one pound per inch, and we will call this amount cubic inch pounds; all volumes and pressures can be reduced to this standard.

When we have two or more reservoirs or volumes that are of different sizes and at different pressures, if we put their volumes at the different pressures into the shape of cubic inch pounds, we can expand or compress the air as we see fit, add to or subtract from either the volume or pressure and reach a correct answer after each opera-For example: one reservoir of 100 tion. cubic inches volume at 70 pounds pressure and another one of 50 cubic inches at 40 pounds pressure; then we connect the two reservoirs and let them equalize. At what pressure will both reservoirs equalize? In the one of 100 cubic inches at 70 pounds per square inch, we will have 7,000 cubic inch pounds, and in the other reservoir of 50 cubie inches volume at 40 pounds per square inch, we will have 2,000 cubic inch pounds, and the total amount of air will be 9.000 cubic inch pounds. This 9,000 cubic inch pounds is to be in a volume of 100 cubic inches plus 50 cubic inches, or 150 cubic inches in all.

In the beginning, we multiplied the volumes by their pressure and got cubic inch pounds, so if we divide the 9,000 cubic inch pounds by the total volume of 150 cubic inches, we will get the other factor, the So if pressure in the combined volume. we divide 9,000 cubic inch pounds by the total volume of 150 cubic inches, it will go 60 times, and that is the pressure after equalization.

#### Items From the Kansas City Terminals L. E.

Fred Studt, accountant, is enjoying a vacation in California.

Mr. Fesler, agent, has moved his family here from Chicago and is at present at home at 3712

J. T. Moore, car man at Coburg, was married May 7th to Miss Cora Light of this city. Congratulations. It isn't everyone who can get a fine wife and have their name on the front page of the 'Star' is it J. T?

News was received a short time ago of the pro-News was received a short time ago of the promotion of James Tigerman to division accountant at Savanna. Also of Henry Prior's promotion to the position formerly held by Jimmie as shop accountant Dnbuque. The best wishes of all their friends here are extended to them.

W. S. Overstreet and wife are spending a few weeks in New Orleans, La.

Paul Drawer has taken the position of chief

Paul Draver has taken the position of chief bill clerk at Liberty St. Hal Reed has taken his former position as revising clerk at Coburg, second trick.

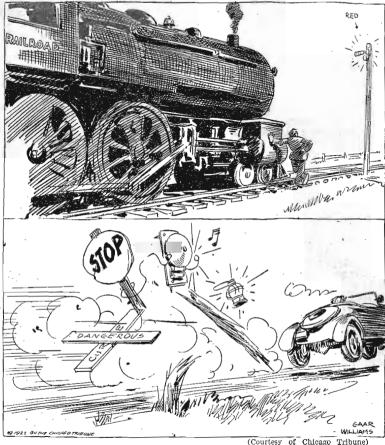
second ITICK.

Geo. Deyo, chief bill clerk at Liberty St., who has been in the service of the Milwaukee since September 1916, passed away at his home in Kansas City May 9th, having been ill but one week with heart trouble. He is survived by his mother and three sisters. The sympathy of his friends in the Milwaukee family is extended to his relatives. his relatives.

# FROM THE BUREAU OF SAFETY

A. W. Smallen, G. S. S.

#### SIGNALS



Railway Crossing Accidents

As we approach the season of good weather and good roads, the heart of every railroad man is filled with wonder and apprehension of what the toll will be in the loss of life and limb, to the careless or thoughtless automobile driver.

There has been no diminution of railway crossing accidents, and each year the number grows by leaps and bounds, reaching last year a total of nearly five thousand in killed and injured, a small city in itself destroyed or crippled, and a Titanic shaft of sorrow, dedicated to Thoughtlessness and Carelessness for failure to STOP, LOOK and LISTEN.

How strange it is, that the average automobile driver will travel all day safely and sanely, and when he comes to a railroad just misses the rear fender by half an inch

track, this little strip of rails, four feet eight and one half inches wide, and the one spot, where he knows that danger lurks, he throws all caution to the winds, and drives faster here than any other part of his travels, especially, if there is a warning device such as a wigwag or a crossing bell that is sounding, or giving a warning signal, and many times, after he is across the track, he will stop or slow down and watch the train go by and probably chuckle to himself. "The old bus was there that time, when he beat her to the crossing".

And by the way, this light occupation of "beating a train to a crossing" seems to be gaining in popularity, from the number of drivers, that attempt this extra fancy stunt, and believe me, the trick is brilliant when it is performed correctly, especially if the train

(Continued on page 25)

#### Current News of the Railroad

#### Equipment

The following statistics compiled by the Bureau of Railway Economics are interesting as showing the trend toward successively increasing carrying capacity of cars and tractive power of locomotives:

power or recomplifies.				
	1911	1914	1917	1920
Box cars	976827	1032931	1040818	1048762
Flat cars	135809	132378	114234	104983
Stock cars	76100	81268	85188	80774
Coal cars	821212	871653	916219	932986
			9062	10380
Tank cars	7428	8235		
Refrigerator cars	31652	48764	51969	59677
Other freight carrying cars	68616	87786	84569	83955
Total freight carrying	00020	0,,00	3.000	
	0445044	000004 #	0000000	0001515
cars, excluding cabooses	2117644	2263015	2302059	2321517
Aggregate capacity all				
freight carrying cars-tons	78100000	88400000	95467054	98020264
1	1010000	99400000	20401004	00020204
Average capacity all				
freight carrying cars-tons	36.9	39.1	41.5	42.2
Locomotives	58071	62533	61890	64732
Average tractive power per	. 00012	. 02000	0,000	01.02
steam locomotive-pounds	28305	30705	33932	36313
Total passenger train cars	46905	51373	52977	53508
The second secon	20000	220.0	J=0	. 00000

#### 60

About a year ago, the Magazine carried an item showing forty-six producing wells in the Cat Creek Field, the principal Montana area. At the present writing there are seventy-seven producers with many more drilling and in prospect. Much activity is looked for during the coming summer.

#### Standardization

What does it mean? It means, for example, that when you order cap-size paper you get  $8\frac{1}{2} \times 11$ ; legal-size  $8\frac{1}{2} \times 14$ , the country over. When you want a nut to fit a bolt, ranging in size between the two extremes, you can always depend on the threading being exact. Why? Because it has been standardized; not, however, the result of chance, but the result of much labor and convincing argument. Manufacturing has been so standardized by quantity production that the product can be retailed for only a fraction of the cost of the individual article under a lesser production program.

Time has been standardized so that we know that between two given meridians East-

Time has been standardized so that we know that between two given meridians Eastern. Central, Mountain or Pacific Time governs. Also in the realm of standards take the railway gauge. With us the 4 ft. 8½ inches has become so commonplace that we do not always realize the tremendous inconvenience any other system would involve. There was a time when the various railroads and the various sections of the country had gauges all their own and as a consequence cars could not be interchanged, but had to be unloaded and reloaded at transfer points. The economic loss thus occasioned long ago resulted in the present system, which covers for all practical purposes every mile of railroad in the United States. There are, it is true, some isolated stretches of the old 3-foot narrow gauge, but the mileage is negligible.

An analysis of the origin of our standard shows a development from the earliest English tramways with a gauge of 5 feet, but with wheel flanges on the outside. When it was realized that it would be more advantageous to have the flanges on the inside, the gauges became 4 ft. 8 inches to which for greater freedom ½ inch was added. Some years ago, a table of gauges of the railways of the world was compiled, showing Europe preponderantly on our standard, but varying elsewhere: for example. Australia with 3 feet 6 inches, India 5 feet 6 inches, Japan 3 feet 6 inches, and Argentine 5 feet 6 inches.

#### Loadings

The following tabulation shows business in general better in May than during any previous month this year: it is also considerably better than a year ago. The coal strike however, continues and the consequent falling off in such loadings is a very material drag especially on the Southeastern.

Chicago,	Milwaukee	& St. Paul			
· ·	Jan.,	Feb.,	March,	April,	May 1 to 20,
	1922	1922	1922	1922	1922
Grain	13897	10459	9655	5894	6830
Flour and millstuffs	4944	4764	5605	4384	2853
Stock	14389	11503	11096	9481	7883
Coal	11824	12268	12001	3422	2206
Lumber	5417	5466	7186	7731	6289
Brick, Stone, Sand, Gravel, Logs & Ice	2883	1845	15234	16731	14807
Other freight	67379	66870	74414	72705	54946
Total revenue freight	120733	113175	135191	120348	95814
Average per business day	4829	4921	5007	4814	5323

Chicago, Ter	re Haute	S	Southeaster	n		
	Jan.,		Feb.,	March,	April,	May 1 to 20, 1922
	1922		1922	1922	1922	1922
Grain	143		210	.98	49	82
Flour and millstuffs	20		15	19	16	: 9
Stock	33		27	28	31	$^{22}$
Coal	10668		11694	12078	998	417
Lumber	74		90	97	100	138
Brick, Stone, Sand, Gravel Logs & Ice	372		346	460	600	718
Other freight	1440		1254	1445	1577	1374.
Total revenue freight	12750		13636	14225	3371	2760
Non-revenue coul	3968		4965	8807	91	11

#### At Home

Hazel M. Merrill, Editor



Helen Jean Wunderlich, 6 Months Old Daughter of Chief Clerk and Mrs. H. A. Wunderlich

#### June Brides

Is it to be a Princess Mary Wedding Gown. straight and very simple in design, but embroidered and beaded from neck to hem: or the new draped gown, with the material, (usually georgette or crepe de chien, seldom of heavy satin, which was once thought compulsory) drawn up on one hip and caught with large bunch of satin flowers, or a flat pearl ornament? Organdy and dotted Swiss, made with a quaint, wide skirt, round-necked waist, puff sleeves, and a deep lace-trimmed fichu or bertha, make sweet, simple wedding gowns. Some of the veils fall from under a lace bandeau, some in cap fashion with orange blossoms. A new and very attractive veil is a lace one, draped over a high comb; and the veils almost cover the hair this season, and are very long, forming a train. The veil, or the trimming of the gown must have a touch of silver.

For "going-away," instead of the popular suit, the brides seem to be choosing a simple one-piece dress, with cape to match. After all, it is much easier to keep looking neat at all times when wearing a one-piece dress than it is with suit and blouses, and they also take up less room in packing.

Never were there such a variety of goodlooking house dresses, and the bride's trousseau must include several; black satine with fetching applique designs; cretonne, gingham,

etc.—"Skirts, dressing-sacks, calico aprons"--"Them Days is Gone Forever."

How about the groom at this wedding? He. too, must be properly dressed. should wear a black cut-away coat, all-black trousers, or black-and-white or black-and-gray-striped trousers; white shirt, bow tie, white or light gray in preference to black; light waistcoat in preference to black; silk hat; and should carry white chamois or lightgray gloves; and wear a white flower in his buttonhole. This, of course, providing the wedding is formal, and his bride wears the Princess Mary or new draped Wedding Gown.

In a way, the groom is associated somewhat with the wedding ring, and the most up-to-date wedding ring is a circlet of jade cut from the solid stone. Of course, there are platinum and gold, engraved rings, also those set with gems, and diamonds are by no means the only jewels used in connection with marriages and engagements.

This Summer Season promises to be one of organdy, and this is where the brides' maids come in, or the bride may include organdy dresses in her trousseau. There are dainty organdy dresses, in white or colors, with petal paneled skirts, or flounced skirts, and simple, short-sleeved bodice. Organdy will play an important part in the entire summer wardrobe. For trinming, there are beautiful organdy collars, cuffs, vests, and sometimes sleeves, on Kasha and linen frocks. The organdy costume is "topped-off" with an organdy hat, either in contrasting color, or to match the frock; and the summer hats are larger, many of them taking on the size of the picture hats. The popular-black has spread its influence even to organdy hats, trimmed with bright-colored quills, plumes, or large soft flowers. While there are many bright-colored dresses, such as one would expect to see on warm, summer days, there are also many black ones; black satin tailored frocks, silk crepe-net, etc.

For wraps, we are told capes are here to stay. They have been with us a long time, and are just as good this season as ever, and it would be almost impossible to wear one that was not strictly in it, so varied are the designs, but the very newest ones, perhaps, are those attached to the sleeves.

There are many delightful styles in footwear this season, nearly all having the low heel and broad toe. Your summer costume is not complete without a pair of two-toned

The Kiddies' styles are more practical, but more beautiful, each season. The little bloomer and step-in frocks are delightful play garments, and the kiddies love to dress themselves when wearing them, which meets with approval from mother and older sisters and brothers, or those responsible for dressing them. Children's clothes are getting away from all-white, and there are many bright gay ones; yellows, reds, orange, blue, in fact every color of the rainbow, even to bright, flowered cretonne; where the frocks are white, they are trimmed with the brightest of colors.

#### GOOD THINGS TO EAT.

GOOD THINGS TO EAT.

Small Baked Fish: Clean fish and wipe dry. Cut gashes on each side one inch apart; rub with salt and pepper. Make a rich biscuit crust and roll out half an inch thick. Wrap the fish in the crust, pinch edges together and bake half an hour in hot over. Serve with egg sauce. Egg Sauce: Scant half cup butter, two tablespoons four; saltspoon of salt and pinch of peper, one pint hot water; two or three hard-boiled eggs, sliced. Place one-half the butter in saucepan to melt but not brown. When melted add flour and seasoning and mix well. Add the hot water a little at a time and stir rapidly When perfectly smooth add remainder of butter and stir until it is absorbed. Then add the eggs. If sauce is not smooth, strain before adding the eggs.

stir until it is absorbed. Then add the eggs. If sauce is not smooth, strain before adding the eggs.

Dressing For Salad: One-half table spoonful salt; one-half tablespoonful dry mustard; two tablespoons melted butter; three quarters cup cream; one quarter cup vinegar; one teaspoou flour; two egg yolks. Mix dry ingredients, egg yolks, melted butter and cream. Add the vinegar slowly and cook over hot water until thickened.

Prune Pudding: Whip the whites of five eggs until very stiff, add slewly five tablespoons of sugar, beating all the time. Then add one cup cooked prunes. chopped and beaten very light. Place in baking dish and bake ten minutes.

Sauce: Beat yolks of five eggs, add one half cup sugar and beat until creamy. Add one pint of hot milk, slowly and cook in double boiler until like soft custard.

Melton Veal: Chop cold veal fine and season with salt, pepper and lemon juice. Add two or three tablespoons of cracker crumbs and moisten with hot water. Take one third as much finely chopped ham as veal, season with mustard and cayenne pepper. Butter a monld and line with slices of hard-boiled egg. Put in the two mixtures by spoonfuls alternately and irregularly. so that when cut it will have a mottled appearance. Press in mould closely and steam three-quarters of an hour. Serve cold in slices. Fine for lunch or supper.

Canned Rhubarb and Pineapple-Remove the tough skin, also the eyes from the pineapple; dis-card and pick the meat from the hard core. Measure pineapple, add cold water, and let boil slowly until tender. Then add layer of rhubarb, cut in one-half inch pieces; there should be twice as much rhubarb as pineapple; then a layer of sugar; continue this until fruit has been used; should be about 2½ cups of sugar for each quart of fruit. Let simmer until mixture is brought to boiling point throughout. Turn into fruit jars, put on new rubbers, that have been dipped into boiling water, set covers in place, half seal, and process thirty minutes in water bath. Seal tight, when cool, store.
Schaum Tort—(Delicious)—To the whites of

six eggs beaten stiffly, add 2 cups sugar, 1 teaspoonful vanilla, and 1 tablespoonful vinegar. Bake in a spring-form cake tin, in a slow oven, one hour. When cool, remove the rim of cake tin and leave tort on bottom. Crack off top of tort, fill with whipped cream and fruit, in season, replace top. Serving will be facilitated, if tort is struck a good, sharp crack with the knife, in order to break through the crust.

Household Helps
To prevent salt from lumping, mix with cornstarch, three tablespoons of cornstarch to one cup of salt.

Wax-coated boxes, in which crackers are received, may be used to polish irons instead of blocks of paraffin wax.

blocks of paraffin wax.

To temper a new iron vessel, fill with cold water and heat slowly; then allow water to remain in them until cold.

Apply a small sticker label over the hole of china or glass salt and pepper shakers instead of using corks. To refill, punch a hole in the label, and then use new one.

An ordinary can-opener will open a box of cereal in a hurry.

An ordinary can-opener will open a box of cereal in a hurry.
Sugar may be heated in a double-boiler when needed for jellies, preserves, etc.
Place each jelly glass in turn in a shallow pan of cold water and then pour on the paraffin. All of the paraffin which runs over falls into the water and hardens immediately, and can be picked up and returned to the saucepan for resulting melting.

Place a half cupful of flour, seasoned with salt

Place a half cupful of flour, seasoned with salt and pepper, in a heavy paper bag, and use for flouring chicken when preparing it to fry.

The seeded part of the core of pears may be removed with potato-ball cutter, when preparing for canning. The core will come out as smoothly as though done with machine

To furnish amusement for the kiddies, and at the same time make them helpful, be sure that their hands are clean, then set them to cutting waxed paper into squares five or six inches in size. Punch a hole in the squares with a card punch. Tie them together and hang in convenient place to be used for greasing tins.

#### CATALOGUE NOTICE

CATALOGUE NOTICE
Send 12c in silver or stumps for our UP-TODATE SPRING & SUMMER CATALOGUE, 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. dressmaker.

dressmaker.

Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

3781. Girl's Jumper Dress—Cut in 4 Slzes: 8, 10, 12 and 14 years. A 12 year size will require 4½ yards of 40 inch material. Price 10 cents.

3970. Ladies' House Dross—Cut in 7 Slzes: 34, 36, 38, 40, 42, 44 and 46 Inches bust measure. A 38 inch size requires 4% yards of 40 inch material. The width at the foot is about 2 yards. Price 10c.

3989. Misses' Dress—Cut in 3 Slzes: 16, 18 and 20 years. A 16 year size requires 5 yards of 36 inch material. The width of the skirt at the foot is about 2 yards. Price 10 cents.

cents.

3801-3793. A Chic and Charming Design—Guimpe 3801 cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Dress 3793 cut in 8 Sizes: 34, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 2% yards of 36 inch material for the Guimpe, and 3% yards for the Dress, of 40 inch material. The width at the foot is about 2 yards. TWO separate patterns 10c FOR EACH pattern.

pattern.
3938. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42,
and 44 inches bust measure. A 38 inch size requires 4½
yards of 36 inch material. The width at the foot is about
2 yards. Price 10c.
3996. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. yards. Frice 105. 3996. Girls' Dress—Cut in 4 Sizes: 6, 8, 10 and 12 years. 10 year size requires 3% yards of 32 inch material. Price

Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 A 12 year size requires 31/2 yards of 36 inch material.

4000. Giffs' Press—tut in 4 Sizes: 9, 2 years A 12 year size requires 3½ yards of 36 inch material. Price 10c 3991. Ladies' Apron—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. Λ Medium size requires 2½ yards of 36 inch material. Price 10c. 3981. Child's Dress—Cut in 4 Sizes: 2, 4, 6 and 3 years. A 4 year size requires 1½ yard of 27 inch material. Price 10c.

10c. 3982. Boys' "Overalls"—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 21% yards of 27 inch material. Price 10 cents.



3948-3727. Ladies' Costume—Walst 3948 cut in 6 Sizes: 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3727 cut in 6 Sizes: 24, 26, 28, 30, 32 and 34 inches walst measure. To make the dress as illustrated requires 44% yards of figured material, and 37% yards of plain material, for a 38 inch size. The width of the skirt at the foot is about

2½ yards. TWO separate patterns 10c FOR EACH pattern. 3993. A Jaunty Cape—Cut in 4 Sizes: Medium. 38-40; and Large, 42-44 bust measure for Ladles, and 14 and 10 years for Misses. A Medium size will require 2¾ yards of 54 inch material Price 10 cents.

#### Railway Crossing Accidents

(Continued from Page 20)

or less. The correct way to do the trick now. is to have one of the passengers sit on the rear fender, and hold your watch on a string, over the rear end, and if the train breaks the crystal, and don't hurt the works, you are 100%, and if it smashes you, the car and the whole works, you are out of luck, with a new job of driving a chariot instead of a

Many times also, the automobile driver, insists on having the right of way over a rail-road crossing, regardless of where the train is, as shown by the number of accidents, where the train was hit by an auto back of the engine, we had one last year, where the driver was uninjured and as the train crew picked him out from among the spark plugs, fenders and tires, he "bawled out" the engineer for not getting out of his way when he saw him coming. Another old farmer, in almost a similar accident told the train crew "that it was all their fault for the Railroad Company had put up signs at all the railroad crossings, telling them to Stop, Look and Listen, and they didn't, and that was why it happened".

And another thing, the average speed of the Automobile has greatly increased in the last few years, where the average driver, a year or so ago, was content and happy to jog along at 15 to 20 miles an hour, now he has to get 35 or 40 out of her, to know that he is moving, and if the telegraph poles don't look like a picket fence, he trades her in for a wagon that has got some "pep".

And did you ever stop to think that the protection furnished at the highway crossings, throughout the country, is provided almost wholly by the Railroad Companies, that it is they who provide and maintain the crossing signs, wigwags, bells, crossing gates and flagmen, it is the eugine crews that give the warning blast on the whistle and keep the bell ringing as the train speeds swiftly along, and this is all being done for the protection of those using the highways and to enable them to cross a railroad track safely.

And might we ask of the automobile driver, will you go along with us in this effort to save your life? Will you heed the warning signals that are given for your own protection, and last but not least, when you come to a railroad crossing STOP your car. Look both ways up and down the track, and LISTEN for the sound of a warning bell or whistle and when you are sure you are safe to proceed, start up on low gear and keep on low until you have cleared the tracks, for then you are assured of enough power to keep you from stalling, and if you happen to be crossing a double track, watch both tracks, keeping your eyes and ears open for an approaching train on the second track, after a train has passed on the first track. And if you will do this, you will not only eliminate 99/100% of the railroad crossing accidents, but you will add greatly to that popular of "outdoor sports" known the world over as "A trip to the country in a Lizzie."

P. D. C. and M. P. Divisions Gladys

"Jack" Conlin, our former correspondent for the Magazine, has felt it necessary to give up the work in connection with the news notes for this column. He has been diligent in getting topics of interest on the Division for over a year. With your kind indulgence the news in the future will be inflicted upon you by the new scribe. Please be patient!

your kind indulgence the news in the future will be inflicted upon you by the new scribe. Please be patient!

An Interesting item of news is the return from a trip to Germany, of Ottomar Kloetzner, chief clerk in the superintendent's office at Madison, and more familiarly known as "Otto". He reports having a very fine time during his six months visit with his parents and friends, and made a very interesting and complete report on conditions in his native land.

Madison has lost another of its residents in the person of Don Farris, assistant accountant in the superintendent's office. Mr. Farris and family have taken np their residence in Middleton. Middleton is to be congratulated.

Miss Mildred Haines, O. S. & D. clerk in the Madison Freight office is leaving within a few days on a trip to Seattle and Portland, expecting to be gone a month.

We are glad to welcome back to our "fold" Hazel Garner who is going to help out temporarily in the freight office while Miss Haines is on her trip. Seems like old times Hazel.

We were sorry to see Miss Tullis, our former comptometer operator, leave us to take up another profession as Mrs. Sprecher, but we are glad she is living so near Madison. An invitation has come from her to the office force in the superintendent's office, to spend Sunday, May 21st at her home in Brooklyn. Everybody is anticipating a good time—and will tell you all about it later.

Jos. Moquin, our safety first man, employed in the roundhouse at Madison, has been laid up the past few days with painters colic. That's what he claims was wrong with him, but we think it was spring fever.

Thomas Westover, lead boilermaker, has sold his home on St. James Court and is now wearing out shoe leather looking for a place to park his hat.

Have you found out when the vacations will be passed around? If the coal strike keeps un we

his hat.

Have you found out when the vacations will be passed around? If the coal strike keeps up we may all get a long one!

For some time we had noticed a far-away look in Caller Harley Regan's eyes but that was before trout season opened. He sneaked away from work long enough to land a basket of rainbows and German browns and will now be satisfied until duck season comes.

Chas. Berdinia, coal shed foreman, Madison, entertained his many friends Sunday, May 7th, in bonor of the christening of an eight months old baby. A splendid time was had by all and the baby was the recipient of many pretty presents.

the baby was the recipient of many pretty presents.

Every one seems to be busy gardening. Superintendent Macdonal says his onions are ready to eat. Jimmy Burke, of the car department says the dirt in his back yard is so hard he had to invent a two footed spade to break it up.

What might have been a very serious accident occurred about a week ago in Madison, when a new car driven by J. H. Hennessey, train dispatcher, was struck by another car. The car turned turtle. E. F. Immler, passenger agent, one of the occupants of the car, sustained a broken collar bone. The other occupants, F. A. Maxwell, chief dispatcher, and J. E. Broderick, operator, escaped uninjured. Mr. Immler will not be able to work for some time. We all extend our sincere sympathy in his misfortune.

Engineer Charles Doran is spending his summer vacation on the La Farge line on trains 695 and 696 with Sunday Iay-over at La Farge. He has a good chance to rest up Sundays.

Maurice Carroll, popular conductor on trains

Maurice Carroll, popular conductor on trains 33 and 14 is preparing plans to build a summer cottage on one of the bluffs overlooking the Mississippi River.

T. L. Pagel, agent at Mineral Point feels very well satisfied now that he has his driveways around the station cleaned up and macadamized. He is getting his stock yards put in shape for a heavy stock movement this fall. Illinois Division
Mabel Johnson

Easter item: The girls in the office were showered with candy bunnies and eggs. The bunny did not lay them in the nest however, for we found them quite snug in our coat pockets. J.T.H. and R.J.O. were the generons friends.

Trainmaster C. F. Urbutt, Mrs. Urbutt and sister Miss Helen Shaw, spent Easter in Oconomowoc, Wis., with Mr. Urbutt's father, and other relatives.

relatives

Conductor H. E. Wheat, wife and daughter have returned from Mobile, Alabama where they spent a delightful two weeks visit with their son and

Toggrafulations are extended to Brakeman W.

Congrafulations are extended to Brakeman W.

R. LaRoy on his recent marriage to a Chicago young lady. They took an extended wedding trip to New York, Washington and other points.

A profitable Coal Conservation Meeting was held at Western Avenue April 22nd discussing ways and means of conserving fuel.

Conductor O. T. Welch who has been off duty for several weeks account sciatic rheumatism called at the office recently, and while he is glad to be about, is hoping for a speedy recovery so that he may be able to return to duty.

Brakeman R. Y. Shedden is reported off duty account injury. We hope it will not be long until he is able to resume service.

Brakeman James Gray is still at Washington Blvd. Hospital, gradually improving, and an occasional call from his railroad friends would be appreciated.

appreciated.

Sincere sympathy is extended to former Savanna R. & S. W. Chief Dispatcher G. H. Pietch, now of Beloit, account the recent death of Mrs.

Pietch.
Roadmaster's Chief Clerk, Walter Brown, and Baggageman Ira Etnyre of Elgin, are deserving of credit for their earnest efforts in beautifying the depot grounds at Elgin. They have planted about 75 flower bushes of various kinds, and it all makes a very nice appearance.

Jess has inade application to Doris for position as Monkey Climber in the menagerie of the "Mighty Doris Exposition Shows", the spectacular Company which moved over our railroad May 14th. Doris, we suggest Albert E. a likely "giraffe".

When Betty winks you are alleged.

"giraffe".

When Betty winks you can hear it a block. Everybody in the office has been wondering at all the doors slamming. Upon investigating it was found that the doors were not to blame—Betty was only "flirting".

J. H. V. knows NOW that there are no reserved seats at the Web? He was kindly informed of the fact after calling on the phone, acting on Jerry's orders!

Miss Nan Gallagher is the new clerk in the superintendent's office.

Hans says going to church is quite a stimulant. It was on a dark night in the town of Sabula and he couldn't keep his feet going home. He really fell in a mud puddle?

We have quite a representation of Illinois Di-

and he couldn't keep his feet going home. He really fell in a mud puddle?

We have quite a representation of Illinois Division conductors at Excelsior Springs. Conductor W. E. Confare recently went there, and Conductors N. E. Winslow and H. G. Smith drove down May 15th to remain until June 1st.

As yet, we fail to find any trait suggested in the name of our new Chief Accountant, Mr. Tigerman. He has been kind and gentle since coming to the division!

to the division!

Deepest sympathy is extended to Conductor J. Ryan of Elgin on account the death of Mrs. Ryan, which occurred May 6th at Rockford. Her death was due to pneumonia, being ill at the Rockford Hospital for only one week. Interment was made in St. Mary's cemetary at Elgin, Iil.

Death also claimed Mrs. Lucy M. Lewis, wife of Agent L. C. Lewis, of Moline, Ill., recently. Mrs. Lewis underwent an operation for removal of gallstones a few days before her death, which followed after a sudden heart attack. She is survived by her husband, Agent Lewis and one nephew James Lewis of Cedar Rapids, three children having preceded her to the grave. Profoundest sympathy is extended to Mr. Lewis from division friends.

Missoula Misgivings.

Engineer Wm. Koehler, who broke his leg re-cently is back from the hospital at St. Maries, and

is doing nicely.

Yard Brakeman C. C. Perry is back after a winter in the hills, trapping, and is now giving lessons in markmanship, preferring for students winsome, dark haired lassies.

Glen C. Wilder, yard clerk and manager of the nine is busier these days than the proverbial one armed paper hanger with the seven years itch, fixing up the diamond and lining up the batteries. batteries.

Roadmaster, has revealed in health, batteries.

Mr. A. W. Criss, Roadmaster, has returned from Missoula greatly improved in health, and will leave shortly with Mrs. Criss and daughter Genevieve to visit in California, resting up after his strenous duties, which were augmented by the slides, etc

the slides, etc

Roadmaster O. Miller of Deer Lodge is looking
after the entire Division in the absence of Mr.
Criss, and he certainly is a busy man these days.
Patricia, daughter of Storekeeper R. A. Frank,
is reported resting easy at the St. Maries hospital.

pital.

April the 22nd was quite a gala day in Alberton, when the Brotherhood of Railroad Trainmen gave their 11th annual dance. Avery and other points along the line were depopulated, and a good time was had by all, including Brownie.

Every time Joe Lombardi, Section Foreman Avery can talk the readmaster out of a day, he

Every time Joe Lombardi, Section Foreman Avery, can talk the roadmaster out of a day, he goes up to Missoula. We wonder why, and Joe volunteers no information.

Mrs. Andy Rook is visiting in Deer Lodge for a few days.

Conductor Davenport bought cigarettes

a rew days.
Conductor Davenport bought a packa;
cigarettes the other day, and refuses to
an alibi for so doing. Quite unheard of
Pete: Have you seen Hi around the offer

station?

George: Hi? Hi who? ? ?. Pete: High Tension.

George: Hi? Hi who? ??
Pete: High Tension.
Conductor George Louiselle of the Idaho Dlvision is now on the Warden branch and we miss his pleasant ways. Our laureate has eulogized the fact, and our motto is, when possible, to "Say It With Poetry."
Louiselle, adieu, we'll miss you lad, Your service here was not too bad.
A smiling face and few mistakes
Has made you friends among the snakes.
Though calls are short, you're out on time Which helps us all along the line.
And if you get a hundred cars, You do not stand and cuss the stars
But get your bills and hit the grit
With no display of spleen or wit.
Caller and clerk, snake or ham,
We're strong for you, So Long, Old Man.
—G. O. LIGHTLY.

#### Bad Land Echoes. ("Bill Mike")

("Bill Mike")

I. aint seen no news from Marmarth in this magazine at all, must be 'cause we've been so busy, we aint had no time to scrawl. Maybe its just been our ignorance, we was bashful too, perhaps, but from now on you can gamble we wont have no more relapse. Joe an' "Rabbit" 's gone an' left us, joined in with the Mobridge bunch; bet they wish they was in Marmarth smokin' "pills" right after lunch. Foreman Allen from the rouu'house took som' baths som' days last week, had to go clear to Wyomin' didn't days last week, had to go clear to Wyomin' didn't favor Beaver Creek. Archie Blethen, Marmarth's agent bought a house an' lot an' all. Sinc' they've got that youngest girlie we hav' had continual squalls. Peterson from off the branch line joined us too, some time ago, guess he's tryin' to fill the spaces in the hearts—left by our Joe. J. M. Waters an' his family went to their Wisconsin farm, that's the best place to raise children keeps 'em well an' out o' harm. Mr. Lindow our new storekeep, guess he aint much of a sport 'cause he came from near the border an' never offered he came from hear the border an hever onered us a snort. Glad to hear Mike's feeling better, hope he'll soon again be fit. Glad that John wont lose his limb must be lots of pain with it. No more news that I can think of, guess I've said enough for now maybe we'll be back again soon if you folks will all allow.

#### Special Commendation

INTERNATION DE LA CONTRACTION DEL CONTRACTION DE LA CONTRACTION DE

The following named employes have received special commendation for meritorious acts per-formed while in the conduct of their regular

Operator G. C. Martin, Renville, Minn., discovered brake beam down on Milwaukee 502557, train No 263, April 20th, while passing station. He stopped the train, thus averting a probable derailment.

S. M. Division conductor O. M. Waters reported a rough spot in track on April 27th, which turned out to be a broken rail. His prompt action no doubt avoided serious trouble.

A. Smith, Northern Jct., Mo., discovered and reported fire on Missouri River bridge, April 22nd. which probably saved the company from a considerable loss. The Company depends on the guardianship of its employes to protect its property and appreciates those who are loyal and watchful of their interests

K. C. Division conductors, M. Wallen, W. W. Birkett, P. Savage; Engineer F. Harker and Fireman J. L. Jobe on the night of April 8th, although off duty, volunteered to get an engine from the roundhouse at Laredo and clear the main track of two cinder cars that had blown off the storage track during a heavy wind storm.

off the storage track during a heavy wind storm. Car Foreman, W. H. Schrimper, Western Avenue, Chicago for attention and assistance to a couple of passengers who were accompanying the remains of a brother from Kansas City to Racine for burial. Mr. Schrimper rendered valuable assistance to them in making the transfer at Western Avenue and both of these patrons were profuse in their compliments and gratitude for the help rendered them.

A. H. Pozien, agent at Rodney, Iowa discovered a dragging brake beam on SF Car 32261, while train 61 was passing his station. He notified the brakeman and-the necessary repairs were prompt-

operator Kulfgren, Minnesooa Falls, Minn., discovered brake beam down under C & O car 32136, May 13th, as train was passing his station. He notified the crew as the caboose passed by, train was stopped and the defect adjusted. Operator Kulfgren has the reputation of being "pretty much on the job" and looks out consistently for the company's interests.

sistently for the company's interests.

Illinois Division Fireman J. J. Feeny and Brakeman Robert Heldson, on Extra 8226, April 9th, while passing the Rail Mill at Savanna, noticed two large skids on eastbound track, which had been blown there by the heavy wind. Train was stopped and they removed the obstruction, thus averting probable serious trouble.

Engine Foreman Chas. Geise of Mitchell Yard, while on his way up town from his home on the evening of April 16th, discovered the roof of the Mitchell roundhouse on fire. He turned in the alarm and the night roundhouse crew put out the fire with but slight damage. Mr. Geise's watchfulness no doubt prevented a serious fire fire.

lous fire.

Operator P. C. Erickson, Bowman, N. D., discovered a dragging brake beam under a car in a moving train passing his station and succeeded in getting word to the conductor Train was stopped and the defect repaired thus undoubtedly averting a serious derailment.

Porter J. E. Woodley, sleeping car Kasota, train No. 11. Des Moines to Sioux City, May 12th, found \$350.00 in his car and immediately hunted up the owner and returned the money. The owner, Mr. H. S. Martin of 3647 Kenwood Avenue, Chicago, was greatly pleased at the speedy return of his money and wrote to Superintendents Rummel and F. W. Getty expressing his gratification. bis gratification.

Milwaukee Travelers All Want Otto's Blessing. The following is reprinted from The Wisconsin News published in Milwaukee, and is a deserved

compliment to our popular veteran city ticket agent. Otto F. Smeltzer, and it represents just the sentiment of all his friends both on and off the railroad, "Even if you don't want to buy transportation, it is always a pleasure to enter the Milwaukee road's ticket office in the Trust Building if only to receive the welcoming smile and courteous greeting of Otto F. Meltzer, city ticket agent

and courteous greeting of Otto F. Meltzer, city ticket agent.

He has been on the job for so many years, and right through the federal government's administration, that most travelers would doubt the validity of a Milwaukee road ticket if Mr. Meltzer hadn't sold it or given it his blessing. Always fresh as a 'daisy and spruce in every item of attire, the years have left his spirit as unimpaired as his unfailing courtesy."

Guy Sampson Talks Safety First to the School Chilrren

Guy Sampson, assistant yardmaster at Bensenville and the Magazine correspondent for Chicago Terminals is an enthusiastic Safety First Booster. He never misses an opportunity to preach Safety and he practices it first, last and

preach Safety and he practices it first, last and all the time.

Recently he was invited to visit the first grade room of the Bensenville public school and give the little folks a talk on Safety First. He was listened to eagerly by the children, as he endeavored to impress on their minds the importance of being careful at all times whether at work or at play. The habits formed in childhood days will go with them through the after years, and he told them it was far better to form good and safe habits than habits of carelessness and neglect, because no one knew when danger might be near or how soon it might overtake one.

overtake one.

Mr. Sampson recommends that all Safety Committeemen take every opportunity to present these matters to the young folks, believing that "as a twig is bent, so is the tree inclined".

The Best He Ever Experienced
The following letter from the President of the
Zinsmaster Baking Company, of St. Paul, Minn,
is a high tesimonial to the good service on our
Trans-Continental trains:
St. Paul, May 9th, 1922.

Mr. F. W. Getty,
Supt. of Dining Cars, Chicago, III.
Dear Sir:—
I want to

Dear Sir:—

I want to congratulate you an the excellent meals and service I received on your famous train olympian from St. Paul to Seattle. The courtesy I received from Sleeping Car Conductor Mr. Allen and Steward Mr. Connolly were very much appreciated. I have traveled on practically every railroad in this country and must admit your service and meals were absolutely the best I have ever experienced. ever experienced.

Yours very truly, H. W. Zinsmaster.

Good Service Pleases Sir Knights Good Service Pleases Sir Knights
The following letter tells its own story of
courteous attention and good service by employes on the Knights Templar train from Milwaukee to New Orleans and return, April 23rd
to 30th:
Milwaukee, Wisconsin, May 8th, 1922.
Mr. George B. Haynes,
General Passenger Agent.
Dear Sir.—

Dear Sir:

Dear Sir:—
The committee in charge of the Knight Templars' train to New Orleans leaving Milwaukee on April 23rd, returning April 30th, want to take this opportunity of thanking you, first for the splendid train that in your goodness your furnished. It was ideal in every respect. The service rendered by the Sleeping Car Conductor Mr. Garth was 100% to which we might add another 50%. The services of the porters was appreciated by all, they were attentive and we have not heard of one complaint. We also here want to make mention of Mr. Barr who was your baggage man on this trip. His service never could

be excelled if equalled and a great deal of credit is due to his perseverance and attendance to all of the Sir Knights who visited the baggage car in assisting them with their baggage.

We want to especially bring to your notice the service rendered by your Milwaukee representative, Mr. Hayden. There was nothing asked of this geutleman but what he cheerfully did and in many instances where his suggestions were followed brought good results. While we appreciate that your Company did not receive a great deal of revenue, therefore, I feel under the circumstances that more credit if possible is due the C. M. & St. P. Railway for the initial handling of this train than the connecting line who handled us later on, and this committee assures you that it will do all in its power to further the interests of the C. M. & St. P. Railway, especially if it is the intention of the Knight Templars of Milwaukee to attend the Tri-ennial Conclave at Seattle in 1925.

Courteously yours,

(Signed)

E. E. Ross,
O. H. C. Knell,
Wisconsin Commandery No. 1
Fergus R. Ellsworth,
Ivanhoe Commandery No. 24
C. W. Flass,
Henry L. Palmer Commandery No. 42.

#### C. M. & G. News Thelma Shcrard

Thelma Sherard

C. M. & G. division accountant's office has been moved from Rockford to Joliet. R. E. Thoran, Ruth Kaeberg, timekeeper, and Mildred Roupee, assistant timekeeper.

H. L. Miller, formerly of Davis Junction, is now relieving Second Trick Dispatcher R. L. Shafer, who resigned.

C. M. Skinner, who has been laid up for the past six weeks, has again reported for duty.

R. J. Richardson, conductor who was injured some time ago at Delmar, is now out of the hospital and is spending a few weeks at Momence recuperating.

pital and is spending a few weeks at momente recuperating.

The C. M. & G. force at Joliet held a very suc-cessful coal conservation meeting in the train-master's office at Joliet, at which times very good suggestions were made for the conservation of

conductor, was invited to Cornelius Jacobus, cornelius Jacobus, conductor, was invited to spend the evening with a brother conductor, W. W. Humiston, and when leaving brother conductor's home he slipped down the steps and strained his back, which necesstated his being off duty for ten days. We are not familiar how the evening was spent which caused Mr. Jacobus to fall after leaving the house.

was spent which caused Mr. Jacobus to fall after leaving the house.

There are five large extra gangs working on the C. M. & G. tieing and resurfacing the entire line. After this work is completed there is no reason why the C. M. & G. cannot make as good time as any of the lines in this territory.

The employee at Joliet have become quite interested in beautifying the ground around the station, having leveled off the space between the two offices, boardering same with stones, planting grass seed and a few trees which will make the place seem more homelike.

E. D. Cook, chief train dispatcher, has recently purchased a home in the exclusive district of Joliet.

E. D. Cook, chief train dispatcher, has recently purchased a home in the exclusive district of Joliet.

W. L. Schmitz is a very busy man these days, going over the line each day.

C. E. Adams, our genial conductor, has joined the list of benedicts. However, his tastes were such that Joliet did not seem to have the right party for him and it was necessary to go to Morris, Ill., to get the one that suited him, or possibly the one that would have him. He is now nicely located in a flat on Joliet street.

Gust Swanson is the busiest man on the line at the present time looking after his regular work and supervising the work of all the extra gaugs. Gust, however, is equal to the occasion.

Since the accountant's office has been moved to Joliet we notice Chet's wife is seen perambulating down the path every day about 3:45 P. M. Mr. Cook must be in training for the Marathon, claiming the record of being able to walk from his home to the office, a distance of three miles, in fifteen minutes. This probably will have the desired effect, Cookie.

desired effect, Cookie.

#### Wisconsin Valley Division Notes

Roy Johnson who recently submitted to an operation at St Mary's Hospital is very much improved at this writing and hopes to be about within a short time.

within a short time.

Joseph Frics and Miss Jessie Fulwider, both of Merrill were matried on April 25th. After the ccremony a wedding breakfast was served at the home of the bride. The young couple departed for Milwaukee, Chicago and Indianapolis on their honeymoon trip. Mr Fries is employed in the freight department at Merrill.

L. L. Bender, regular assigned agent at Wisconsin Rapids is taking a forced vacation on account of ill health. He expects to be absent from his duties for about four months. We hope the change will be very beneficial and that he will be able to return to the railroad game with renewed energy.

M. C. Harris is acting as agent at Wisconsin Rapids. Don't be 'sprised to see us drop in to see you one of these fine days. The aeroplane is making regular trips between here and Wis. Rapids.

Mr. and Mrs. A. O. Sundett are rejoicing over the arrival of a baby daughter born April 20th, L. W. Staege is handling second trick at Monocqua.

Mr. and Mrs. W. F. Van Gilder of Tomahawk are the proud parents of a baby girl born to them on April 25th.

Franklin McGinley has taken the position as bill clerk in the freight department, Wausau.

them on April 25th.

Franklin McGinlev has taken the position as bill clerk in the freight department, Wausau. Eric Gehrke, assistant division accountant has returned to the office after an absence of six weeks on account of illness, we are glad to see him back, but he is just as saucy as ever. Frank Handricks filled the vacancy during Eric's absence. Roadmaster Ed. Callahan says when he gets his car in shape he will be able to pass Roadmaster H. Redlich at 70 miles an hour.

J. Horn will soon be flivering between here and Tomahawk instead of riding on the yellow cars. We are all trying to be real nice to Wilbur now that he has his new Ford, but we see him out riding with the same girl every night so we are wondering if there is any chance. After five, Wilbur would be a good time.

It is unfortunate that J. Palmer Dahl happened to be one of the first fisherman, as he says he caught all the trout in the creek on the reservation. No need for anyone else to get out their fishing tackle.

John Brown has had his tonsils removed and was laid up for a couple of days, mush and milk and soup was his diet, he says. Lucky he had recovered so he could get in on the candy sale.

A very pretty wedding took place on April 25th, when Helen Conklin and Joseph Shira were united in marriage. Wedding breakfast was served at the Conklin home after which the couple left for a wedding trip to Chicago and other points. They will be at home to their friends at 7301-2 Washington St. after June 1st. Helen was associated with this office for the past five years and is greatly missed among our group of workers.

Mrs. D. Wells is visiting with her daughter Dorothy, who is attending Lawrence at Appleton. Superintendent P. H. Nee spent a day at Milwaukee. Mrs. Nee accompanied him.

C. O. Bradshaw made a trip over the division this week.

On April 10th the get-together meeting for all employes and families of the C & N W and C M. St. P. Brailway Comments we held at Eveler.

C. O. Bradshaw made a trip over the division this week.

On April 10th the get-together meeting for all employes and families of the C & N W and C M & St P Railway Companies was held at Eagles Hall, Wausau. During the morning, business sessions were conducted and the afternoon was devoted to a social time and renewing acquaintances. A very fine program was rendered by members of the cmployes' families which was very much enjoyed by all present. The banquet which was served by the ladies of the Railroad Social Club, at 6:00 p. m. was exceptionally fine and certainly left an impression with the 325 people who partook of same. The tables were beautifully decorated with baskets of trailing arbutus, and the ladies in charge of the banquet deserve special praise for their efforts to close the meeting with such a splendid repast. Plans for the next fifth Sunday meeting, which is to be heid at the Fair Grounds, are now under way. This also promises to be a meeting of much interest.

# Hamilton Watch

"The Railroad Timekeeper of America"

# Long Term Watch Insurance

It is policy to buy a good watch.

The Railroad man who buys a Hamilton is insured against inaccurate time. He buys a watch that has to its credit the record of wonderful service under hard usage—a watch that will tell true time year after year.

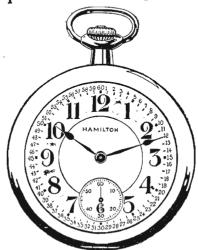
The Hamilton Watch is preeminently the watch of successful Railroad men. They lean heavily on their timepieces and must have a watch sturdy enough to bear the responsibility imposed upon it.

We suggest the No. 992 Hamilton, 16-size, 21 Jewels, for the most exacting Railroad service.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given,

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





Conductor J. County and Engineer E. T. Reed, together run an Erie train. They both carry Hamilton Watches. The accuracy of their Hamiltons has helped both men to a reputation for precise and punctual service.

#### On the Steel Trail



Dubuque Division Conductor Ed Lee's Favorite Position

Position

Dubuque Division
J. Reillian

Conductor Fred Libby has given up his run on the Preston Line and is back on the main line on Nos. 3 and 38. Conductor Dave Laury who was bumped is now on the night run between Savanna and Marquette.

Cigars and candy were passed around last month by Cashier Jack McNeill of the Dubuque freight office on the strength of he being daddy of a new baby girl.

The "bob-hair" fever has hit around Dubuque. Miss Mabel Cantilion of the division freight and passenger agents office and "Billy" Berg, ticket clerk at the depot, have been "clipped."

The section forces have been "ncreased to the regular summer's allowance May 1st.
Just as we had it doped last month. Johnie Zuber went and done it. Congratulations and best wishes for a long and happy married life. Miss Catherine Schmidt clerk in the Dubuque freight office is the possessor of a "sparkler" and the boys around the office are quite anxious to know what becomes of the gem every once in a while.

while.

What's worrying Train Master Dutton the most, right now is when are we going to have another Dubuque Division Booster Club dance.

Agent George Childe who has spent the winter in Arizona for the benefit of his health has resumed work at Mabei and A. F. Mullane who has been relieving him returned to his regular position at North Buena Vista.

Plans have been made for renewing the stock yard at Waukon which will be the best equipped yard in this part of the state.

Telegrapher Wm. Teague has taken a vacation and is renewing old acquaintances around the "Windy City."

Mystery surrounds the disappearance of Agent

"Windy City."

Mystery surrounds the disappearance of Agent Irwin of Bernard since April 8th. Mr Irwin took his wife and family to Mrs. Irwin's home in Bellevue and was to have returned to Bernard the same cvening. When he failed to show up for work next day and no one seemed to have any track of him a traveling auditor was called who made a check of the accounts and found everything in first class condition and the accounts perfectly straight. A check was made to see if his annual transportation had been used, it is feared that he met with foul play. Mrs. Irwin and her children have the sympathy of the Dubuque Di-

vision employes in their sad loss.

vision employes in their sad loss.

H. A. Cameron who has been employed as chief clerk in the superintendent's office at Dubuque for the past two years has returned to his former occupation and is now chief carpenter on the Terre Haute Division. Mr. Cameron's friends wish him all the good luck in the world in Indiana. He is succeeded by Mr. C. E. Kinney, formerly employed in Mr. Widenhamer's office in Savanna.

M. H. McEwen, general agent at Denver, has been transferred to Dubuque to succeed Mr. Cull, recently promoted and is our new division freight and passenger agent. We have not yet had the pleasure of meeting Mr. McEwen, but he no doubt will be along one of these days inspecting the tariff case.

pleasure of meeting Mr. McEwen, but he no doubt will be along one of these days inspecting the tariff case.

Telegrapher W. H. Martin has taken a 3 weeks' vacation and is trying out farm life at Agency Iowa. Here's hoping you get fat "Hi."

Conductor Ira Moody is one of the biggest men on the division since last month the reason being a new baby boy at their home.

C. M. Bacon agent at Harmony was taken suddenly ill May 6th and was immediately removed to the hospital at Cresco for an operation for appendicitis, but before the operation could be performed the appendix had bursted, blood poison had set in and Charlie passed away the night of May 10th. Mr. Bacon was one of our old time agents being No. 4 on the telegraphers seniority list, having a service date of June 1886, most of this time being spent on the Preston Branch, where he was employed as agent at Mabel, Caledonia and Harmony. Charlie was a good fellow and had numerous friends every where he was known and his untimely taking off is mourned by all of them. Funeral services took place at Lansing Saturday May 13th.

On April 19th our old friend Supt. W. M. Thurber returned to this division from the La Crosse division, where he has been superintendent for a year or more. Mr Thurber needs no introduction to the men on this division as he has been with us for about two years in the capacity of trainmaster and later superintendent before his transfer to the I & D division in December 1919,

been with us for about two years in the capacity of trainmaster and later superintendent before his transfer to the I & D division in December 1919, and his many friends welcome him back with us. Mr. Hasenbalg, who has been our efficient superintendent for over two years returned to the Chicago office, and he has left many friends on the division who regret his departure, and wish him success in his continued railroad career.

In this connection Mr. Hasenbalg wishes to express to the many true friends he left on this division the appreciation of their friendship, cooperation and loyalty during the time he had charge, and he shall always look back to the time he spent with us with a great deal of pleasure.

#### Kicks From the White Mule

Ban

The Mule got agoing agen and kicked Bob Bartlett's day and night cooks, leaving them in such shape that Bob was forced to assume the role of chief of all arts and crafts in the Beanery. Cheer up, Bob—the worst is yet to come!

The atmosphere of Cle Elum has a peculiar effect upon Load Dispatcher Eyans, who visited us recently and arose at 4:00 G. M. to go fishing. He didn't get any fish, but just ask him about the big one that got away! If you won't take his word for it, ask our early risers, Poet Moore, Studebaker Kennedy and Ford Hill.

Speaking of fishing, Art Reams says what he enjoys most about fishing around here is the fact that he has to use so many different kinds of bait, then, too, he says it is not nearly so dry here as some parts of Montana, where it gets so dry in summer that the fish have to stand on their heads and stick them down in the mud to keep

heads and stick them down in the mud to keep water above their gills. Poor fish!

If you want a real "kick," just watch E. L. Cleveland drive a Lizzie with Harry Freeman sitting in the same seat with him. Meeting them in the street, you'd think they were both trying

to hide their knees!

We enjoyed the pleasure of a visit from Mr. and Mrs. Kroha recently. Our impression of Mrs. Kroha can be summed up by saying that she is just a real good "fellow." Call again, Mrs. Kroha. What is there to this rumor about Bill Crone? Is he already married or is he not? Anyway, Bill, please accept our congratulations—and don't forget the cigars!

The new yard foreman who relieved Archie Vo-shall seems to be following the boys around as well as Archie did. By the way, Archie, what are you going to charge for spuds this winter We all hope you make a success of the ranch busi-

Mish someone would rile Poet Moore up so that he would "kick" in with a poem for the magazine next issue. How 'bout it, Skinney? Everybody watch for the "kicks," but don't try to ride the "mule." the

#### Milwaukee Car Shops Superintendent's Sanctum

Elmer got a new suit(e). Tapestry with horse hair llning. If he can keep up the payments, by August it will be his.
Joe Hirt—May 19th, 1921—straw hat. Each year earlier.

The car standards committee held their annual meeting at the shops on May 8th. Mr. Parkinson

The car standards committee heat their amounts meeting at the shops on May 8th. Mr. Parkinson is always the same.

Oh, "weejie," please tell us how old is Clara? For our records we must know.

Oh, is Blanche getting to be the vamp with her black earrings.

Margaret Van Lannen has returned from Rochester where she underwent an operation for appendicitis. She is now on a leave of absence, Esther Rank taking her place. Also our quiet little friend, Laura Umglaub is again with us at the blacksmith shop.

Fred Rausche is out on the lines, instructing in the proper painting of locomotives at the various roundhouses.

Dell was confined to her home for a whole week with the flu and then it flew.

F. J. Wendt made his first trip in his new motor car last Sunday and after he got there, they weren't home.

weren't home.

Edith's new hat and henna coat sure is a knock-out. Eagle will be startled when she walks down Main street.

Clara Pfannerstill is seriously contemplating taking a trip to New Orleans. What could be more wonderful than going south? Myrtle, better

more wonderful than going south: Alite, seeeing along.

Harry Sjogren spent a few days on the car side to work up a report with our shop engineer.

The ball game is in full swing again. Apple Sauce and everybody.

Charles Petran, general machine shop foreman is on a business trip to the Coast.

Kansas City Division J. V. T.

On Easter Sunday morning at the Ottumwa Hospital, Mrs. Wm. Johnson wife of Engineer Joanson, passed away. She had had an operation and had been in poor health for a long time. The funeral was held at Marion and an extra coach was put on No. 104 for the use of the large number of friends that accompanied the funeral party. party.

Born to Switchman and Mrs. Roy Washburn of Ottumwa a nine pound boy, and to Fireman and Mrs. Clarence Chism an eight pound girl. The old Mississippi was on a rampage the latter part of April and our trains actually ran through water so deep that it put out the fire in the engine.

On May 10th at Davenport, Ia., occurred the marriage of Miss Blanche McNerney, daughter of Switchman and Mrs Matt McNerney of Ottumwa, and Joseph C. Herber an Ottumwa gro-

Ira Williamson, agent at Mystic won a silver cup, the first prize at a trap shoot at Chariton, Iowa April 28th. He made 97 hits out of 100. Business on the "K. C." is steadily increasing and is now better than at any time since last Fall. Wheat and oil shipments are heavy. The

division again leads the field in the April efficiency report.

The following young people who will graduate from the Ottumwa High School June 8th are sons and daughters of Milwaukee employes: Francis Barnoske, Edward Dornsife, Leo Hahn, Frederick Herzog, Bernie LeBow, Bernita and Elizabeth Morrow, Helen Niman, Dorothy Pogue.

Elizabeth Morrow, Helen Niman, Dorothy Pogue and Garold Tullis.

On April 28th at Ottumwa Juuction Mr. Hoehn held a meeting to discuss coal conservation and also the subject of loss and damage. These meetings are interesting and instructive and although they are fairly well attended, they should draw much larger crowds.

At recent board meetings T. H. Tuomey agent at Parnell was re-elected president of the Parnell Savings Bank and J. P. Doherty agent at Williamsburg was re-elected vice-president of the Williamsburg Savings Bank, the largest bank in lowa County.

Yard Conductor Herman Bradley has just finished a sixty foot porch on his bungalow in East Ottumwa.

East Ottumwa.

Born to Operator J. E. Ruckman and Mrs. Ruckman, of Ottumwa, a son, Robert Eugene, named after his uncle, Condr. R. E. Ruckman. Engineer John Moore of Ottumwa is driving a fine new "Dodge" touring car.

Supt. B. F. Hoehn has been elected to the Ottumwa Kiwanis Club, an organization similar to the Rotary Club, each member representing a specific industry or profession.

Roadmaster Frank Barnoske is building a very nifty six room bungalow in Ottumwa on Russell Street

Roadinastical nifty six room bungalow in Octuber sell Street.

Mr. and Mrs. Henry Bowen, both of the superintendent's office, were treated to a surprise party by fellow clerks on the occasion of their first type of the superintendent of the s

intendent's office, were treated to a surprise party by fellow clerks on the occasion of their first wedding anniversary. They were presented with a very pretty silver piece.

Col. Albert Mann is our newest extra passenger conductor. He now has his uniform of blue and gold and will no doubt be taking the Soymour "dude" run some of these days. Conductor James Brown of the Middle, is the next man.

The Ottumwa league hall team opened the season on the home grounds with a great flourish, May 1st. They were a bit unsteady for a few days but have settled down to playing pretty good ball. Milwaukee employes made up a good sized purse for presentation to the club.

The two sections of the Chicago Grand Opera Company's Special were given a speedy run over this division. It was hardly thought that a train could get through Laredo without stopping, but these trains highballed that important division point, stopping neither for coal, water or orders.

Al. H. Johnston, perishable freight inspector at Ottumwa resigned and took a job with Wilson and Co., the packers, riding live poultry cars, an occupation he followed for several years before he went railroadng. Ray Patton who has been an inspector at Bensonville Ill., succeeds Johnston.

Johnston.

Effective May 15th, John Niman, who has been night chief at Ottumwa, was made chief dispatcher at Terre Haute, Ind., and Dispatcher George A. Shaw was appointed night chief at

George A. Slaw was appointed night chief at Ottumwa.

The "Mighty Doris Carnival Co" showed on the baseball grounds in Ottumwa the week of May 8-13th and were moved over our line by special train to Muscatine, May 14th.

A number of employes were especially commended by local officers during the past month. The letters will be found in another column.

Patrons doing business at our station or using our station at Brayner, Missouri, are confronted with a little sign which originated in the mind of and was painted by our popular agent Geo. M. Reisch and reads:

"Courtesy—It costs so little—and means so much."

We understand from the records sent in by

We understand from the records sent in by the traffic department that George's courtesy is getting results. He has been showing an in-crease in his freight forwarded and freight re-ceived earnings for the past several months.

The following masterpiece was banded in to us the other day:
Train-master "Tom" Horton has left us,
We miss bis good cheer and advice,
He knows how to de and be does it,

# NATIO

# Hot Water Wash FOR LOCOMOTIVE TE

### NATIONAL HOT WATER WASHOUT AND FILLING UP SYSTEM

Each Locomotive Boiler when blown off furnishes HOT WATER with which to wash out.

STEAM to heat fresh water to re-fill, without expense.

More than divides in half the following items:

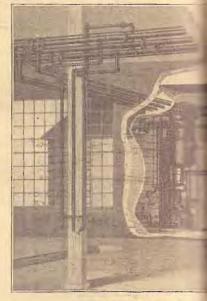
Coal required for firing up

Water required for washing and filling.

Time required for washing.

Labor expense for washing and filling, and the

Cost of Boiler Maintenance.



NATIONAL HOT

# NATIONAL

Locomotive Drop Pits

## NATIONAL BOILER V

OF ILL

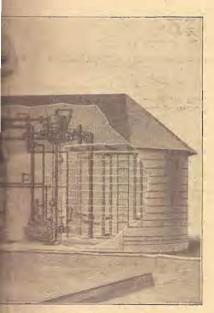
Engineers and Builders of Los GENERAL OFFICES: RAILWAY

WORKS: BARRE

# DNAL

ut& Filling System

# ERMINAL ECONOMIES



WATER SYSTEM

Lecessity"

#### SERVICE RENDERED

The modern business concern renders a service along with its products.

When you install the NATIONAL HOT WATER WASHOUT AND FILLING UP SYSTEM you install our engineering service with it.

To further the efficiency and economy rendered by the use of the NATIONAL HOT WATER WASH-OUT AND FILLING UP SYSTEM, our inspection and maintenance organization is available at all times.

# WASHING COMPANY LINOIS

EXCHANGE BLDG., CHICAGO

NATIONAL Car Drop Pits

# Hot Water Washon FOR LOCOMOTIVE TE

### NATIONAL HOT WATER WASHOUT AND FILLING UP SYSTEM

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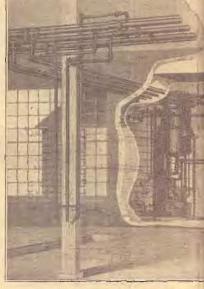
Coal required for firing up

Water required for washing and filling.

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Labor expense for washing and filling, and the

Cost of Boiler Maintenance.



NATIONAL HOT "A Nation

# NATIONAL

Locomotive Drop Pits

## NATIONAL BOILER W

OF ILL

Engineers and Builders of Loc GENERAL OFFICES: RAILWAY E

WORKS BARRING

There are few that can do it so nice. He's now in "the dells" of Wisconsin, "The Badgers" will soon know "a man," Who never grows tired of helping In the way that T. P. always can. We hope that the Major will prosper, That his men will be first on the line, And when in review they are passing, "Genl," Gillick will say he's done fine. We'll then make a "holler" to the General, Yes, make a demand, if we must, Yes, make a demand, if we must, To "peg up" our worthy Commander For he's always been loyal and just. We all want him back in Ottumwa, On the line that he's put in Class A, And if he returns to the K. C., That he'll be permitted to stay.

—Admiral Plu

-Admiral Plunket.

 $\begin{array}{cccc} & \textbf{Tacoma} & \textbf{Tide} & \textbf{Flats} \\ & R. & R. \\ & \text{Greetings,} & \text{Has anyone seen Spring, around} \end{array}$ here?

Al Pentecost has gone to Philadelphia, as engine inspector for the company, during the assembling of some new engines, by the Baldwin

Antone Johnston has returned to Tacoma, from Pt. Angeles, where he has been on some

from Pt. Angeles, where he has been on some special work.

Miss Theresia Nicholson, has left the employ of this company, to become the happy bride of one of our former employes, Mr. England, who is now in California, where the happy couple expect to make their permanent home. Much happiness and success are the wishes extended by the bunch to the happy pair.

Mr. and Mrs. Russel Wilson, of our car dept, were hurriedly called away, the first of the month, to Kansas, where Mr. Wilson's father is very seriously ill.

wery seriously ill.

Deep sympathy is being extended to A. O. Cultum, in his sorrow, by the employes of the plant. Mr. Cultum lost his father the first of

plant. Mr. Cultum lost his father the first of the week. Earl is the happy daddie of a lovely baby boy, named George William Cultum Broadwell, who came to stay on April 28th. Congratulations are being extended to Mr. and Mrs. Broadwell on the

being extended to Mr. and Mrs. Broadwen on the happy occasion.

The ball team is about to play their first game of the season and we are hoping they will be the winners, as they have worked to make them worthy of victory

Among the recent visitors at the plant were W. O. Wallschaeger, traveling stores inspector, and R. P. Rockerfellow, assistant to W. W. K. Sparrow

and R. P. Rockerfellow, assistant to W. W. K. Sparrow.

The latest in jewels about the plant is a new "Solotaire" adorning the third finger, left hand of a charming Miss in our time dept. The wedding is to be one of the early summer.

H. J. Morse, formerly of our department, and Miss Irene Sullivan, a charming Tacoma young lady, were married the first of this month in our fair city. Congratulations and best wishes are being extended the happy couple.

Question. Why did H. F. L. chairman of the B. of R. & st. C. Frt. Hdlrs. Express and Station employes, enter into an agreement with C. M. Dukes, assistant to the general manager, on department senority, except for Transportation department.

department.

Answer. Was it to place Someone, at the head of the coast division transportation senority list?

News Items From The Northern Division
Friends of John Sawyer, old time operator on
the Northern Division, will be pleased to hear
that he is rapidly recovering from his affiction,
thru which he has been incapacitated for the
past 11 years. John walks around the house
now and is able to write his name again. It will not be long, he says, before he will visit all the old haunts again and we all join in saying that we will be glad to welcome him again.

Herman Voss, better known as Fanny, has gone into the bird house business. He made a very pretty one for the Horicon, Yds., and if any of this work is wanted done next year, better speak early as Fanny is going to be in great demand. "All men as brothers is better than gold" Gene McDermott does not believe this however.

seems that he fell in the water the other day and came near drowning but refused to let his friend, "Chunky" help him out. Chunky believes in forgiving and forgetting, but not so Gene. He preferred to drown rather than let Chunky help him.

giving and forgetting, but not so Gene. He preferred to drown rather than let Chunky help him. Fie, Gene, to show such a hostile nature. We thought the war was over.

Jack Fotting, for 5 years employed as gateman at Hartford, passed away to his eternal reward April 22nd., 1922 at the age of 72 years. Funeral services were held at Hartford and the station employes furnished a beautiful wreath of flowers as a final appreciation of the life well spent in honest toil and at the last a careful watcher of the public safety.

John Rhine is now pulling Nos. 9 and 46, "Berlin's best" in place of James McManus, who adopted the Berlin afternoon run, displacing Harry Parker, who in turn took the Oshkosh Way Run. "An eye for an eye."

Brakeman Cawley, formerly of Lannon, better known as Speck, bumped E. Hurst on the Berlin afternoon run.

Operator Stewart has returned to the old stand after a 4 month's leave of absence during which time he was office manager for the W. C. Russel Mocasin Co. of Berlin. Stewart says there is money in high class boots—for those that make

is money in high class boots—for those that make them. Ask Harry Cheney.

Berlin will shortly come forth like Solomon in all his glory, that is when the new park gets under completion. A. F. Carlson is devoting all the time he has left over after fitting on his new suit to this project. The new suit will go well with the new park. Will it be done before the Park is, A.F.C.?

Read what the Berlin paper says about the

new park:

Berlin is to have a small, but attractive park in Berlin is to have a small, but attractive park in connection with her railway station on E. Frank-lin st. Work of plowing up the plot of ground directly across the street from the St. Paul depot started this morning. Due to the untiring efforts of George M. Heil-man, station agent, who interested the C. M. & St.

started this morning.

Due to the untiring efforts of George M. Heilman, station agent, who interested the C. M. & St. Paul railroad in the plan and secured their asisstance, and to the generosity of Mr. and Mrs. C. C. Wellensgard, who have donated the use of their land, this former empty lot, which was used more or less as a dumping ground, will be converted from an unsightly piece of land into a pretty park.

The city authorities have agreed, according to Mr. Heilman, to furnish a number of loads of black earth to cover the surface of the ground, which is to be filled in and graded at once. Grass will be planted, flower beds and shrubbery put in, and a fencing of some kind will be put across the west end where the wide cement platform of the station runs. It is planned to increase the beauties of the park from year to year so that the entrace to Berlin by train will be worthy of the rest of our attractive city.

The Wellensgard lot adjoins the building occupied by the Race Garment Manufacturing company and is on the corner of the Fox alley and East Franklin st.

The old shed on the north side of the Wellensgard building and the elevator may possibly be torn down next year, according to Mr. Heilman. As an improvement to the whole city this park project cannot be too highly rated. If the first impression of travelers and of visitors to the city counts for anything, Berlin will surely be benefited by the addition of this park.

### River Division J. M. M.

Traveling Engineer Blase is improving rapidly after his fall from the steam derrick while it was in motion, severly cutting and bruising his leg.

in motion, severly cutting and bruising his leg. He is in Red Wing hospital.

Trainmaster Hills bought a Nash 6 roadster. Understand he nearly got run in for blocking the traffic. A street car was standing with its gates open and Mr Hills being a bear on rules strictly adhered to the regulations and decided not to pass the gates until they were closed. The street car stood there for a considerable length of time and so did Mr Hills and in the mean time traffic was accumulating in back of him. Finally the Traffic Cop came over—well—Mr Hills moved. But how was he to know this

was the end of the Selby-Lake car line and the car stopped there for fifteen minutes? Miss Hawkins is now Mr. Rossiter's stenog-rapher, she came all the way from the C G W Railway.

Railway.

Margaret Eddy in the accounting office leaves the 15th of May to get married, she won't tell us of the date. The shower and farewell party held on her was a huge success for Margaret. They held a kissing contest (I wasn't there, just heard about it) and Margaret carried away the prize for the longest kiss—don't get excited— it was a game with candy kisses.

Miss Helen Partridge also has deserted the ranks of the free and committed matrimony, John Ritter also of the accounting office is the guy who will be the main stick in the experiment of home cooking.

of home cooking.
Winona:

We have had two male visitors for the past week. Both have pleasing personalities we will admit, but never the less we do not like to see them come. Why? Because they are both audi-

them come. Why? Because they are both auditors.

Our assistant cashier, Earl Sterbenz, has purchased a Universal touring car—(I don't like to say "Ford") he likes it very much with the exception of the expense. He says: "It surely is not the original cost but Oh my! the upkeep."

Mark Hendricks has lost his job as car repairer on account of force reduction.

Engineer Emil Rogowski is spending a month in Winona. He drove from his home in La Crosse with his Paige Six.

Harry Owecke and M. R. Smith motored to La Cross Sunday, May 7th.

Operator Paul Hammer is on the sick list, having recently underwent an operation.

Former Agent J. F. Brandt, of Wabasha, has started up in business across the street from the depot at Winona.

started up in business across the street from the depot at Winona.

A group of ten men go out for a good time. They split up into 2 groups of 5 men. Each group of 5 men enter a saloon. Drinks are 5c. (This is in 1910). Each man treats once. 5 men treating at 5c per drink is 25c. Each man treating once would be 5x25c or \$1.25. There being two groups of 5 men, 2x\$1.25 would equal \$2.50 or the amount it would cost the 2 groups of 5 men each, each treating once.

Next they split up into groups of 6 and 4. The group of 6 men enter again. Each man treats once. Drinks are still 5c. 6x5c is 30c per round. There being 6 men 6x30c is \$1.80 or the cost for the group of 6 men. The group of 4 men also enter. Each treating once. 4x5c is 20c. 4 rounds at 20c is 80c. \$1.80 and 80c is \$2.60. You will note that groups 6 and 4 pay 10c more for their drinks than groups 5 and 5. Which group would you rather enter with? Who gets the most drinks? How do you figure?

Answer will appear in next month's magazine.

### M. C. B. Gossip

Leona and Rose Schultz spent a few days in St. Louis attending the National Shrine Convention and both report a delightful time.

"Captain" Murphy also spent a few days in St. Louis, but while there he was taken ill and was obliged to remain for a time.

It has been intimated that Jerry Rosar is in "cahoots" with a pie man's daughter on Galena Street, or is the word "Hungarian" connected with it? There's some mystery in it. P. S. (please smile). We are sorry to say he was disabled while playing ball one day. Can't remember whether it was his hand or foot, but we Judge it's better now. judge it's better now.

Our friend H. I. (meaning house inspector)
Adam is known to be the most perfect man in the office, barring an "oversight" occasionally.

We have before us the following. It might be called Scrambled Eggs, or something like that.
The boy stood on the burning deck on the bridge at midnight,

Above the stars in water peeped, about him streamed the sunlight.
Four score and seven years ago, he said in accents

deep,
My Old Kentucky Home is gone, no more you
must not weep,

### TIRE MILEAGE AT LOWEST COST



South Park "nested" Double Tread Reconstructed Tires resist puncture and stand up under rough driving. Each tire consists of two partly used tires nested into one, and stoutly sewed by special machinery. Part of fabric removed from outer tire is used as a liner. Makes so serviceable a tire that-

### We Guarantee 6000 Miles

or replace your Tire at half your original purchase price.

#### Match These Prices If You Can!

Size	Tire	Tube	Size	Tire	Tube
30 x 3	\$4.75	\$1.35	33 x 4½	\$ 9.95	\$2.60
30 x 3⅓	5.85	1.50	34 x 4½	10.95	2.70
32 x 3½	6.50	1.75	35 x 4½	11.35	2.75
31 x 4	7.95	2.00	36 x 4½	11.95	3.00
32 x 4	8.20	2.25	37 x 4½	14.00	3.00
33 x 4	8.45	2.30	35 x 5	13.00	3.00
34 x 4	8.65	2.50	36 x 5	13.50	3.00
32 x 4½	8.95	2.50	37 x 5	14.45	3.00

**NO RISK!** Because we ship by express subject to examination and approval. Send deposit of \$2.00 on each tire and \$1.00 on each tube; pay balance on delivery and acceptance.

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REALITE LEADS are put in the most modern container as yet devised, it consists of a tube with 12 leads, each end closed up with an eraser.

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Tobacco Redeemer is pleasant to take. ionacco kedeemer is pleasant to take. Absolutely scientific; thoroughly reliable, We positively guarantee you will have no craving for tobacco after using Tobacco Redeemer. Money back if not satisfied. Write for free booklet and proof. Newell Pharmacal Co. Dept. 915 St. Louis, Mo. This is the forest primeval, quote the raven, "Nevermore,"
The snow has begun in the gloaming and piled up to the door.
The hand of Douglas is his own, Lead on McDuff,

The hand of Douglas is his own, Lead on McDuff, he cried,
With that he gargled in his throat and laid him down and died.
(Submitted with apologies to those concerned.)
Now we know May has come and gone.
Mickey Barndt captured the annual output of violets grown at Soldiers' Home. "It's not raining rain, you'll know it's raining violets"—with

ing rain, you'll know it's raining violets—with expression.
When Emil Polaszek is at home he is in Stevens Point, Wis. However, we are getting ahead of our story. One bright Saturday he boarded the train for this distant point in a fine new Palm Beach suit (can't be true). When he arrived there his aforesaid suit was initiated by a

Palm Beach suit (can't be true). When he arrived there his aforesaid suit was initiated by a powerful snowstorm. We have come to the end of our story, so let's quit.

(During the month, Gertrude Hass, Norman Fuller, Bob Shand and Clarence Feltes visited in Chicago. Also, I must not forget to mention Elmer Strey, better known as "Jimmy," went there, too.

And speaking of Terre Haute, Herman and Bert visited their native soil, in preparation of transferring their effects to Pewaukee, Wis. May is moving month, of course. But why Pewaukee? It's been a fine village so far, why spoil it? But, we are getting off the track again. What we started to say was this: Bert and Herman went to Terre Haute on the same train, but curiously enough, Bert came back on Tuesday and Herman Wednesday. We feel like the man in the cartoon with question marks issuing out in all directions. Even his bosom friend could not offer the explanation to such unaccountable action. After several hours thought we finally come to this inevitable conclusion: Herman spent that day trying to convince "her" that Pewaukee was really more than it seemed. We congratulate ourself on our acuteness.

more than it seemed. We congratulate ourself on our acuteness.

Dear me, flapperism is still riding its high winged horse and showing no inclination to descend its dizzy heights. Not only May Moore, presumably a sedate married lady, but also Edna Bresmer have bobbed hair. However, we being modern, we won't complain, and feel very consoled when they say it's so comfortable, and not only that, just look at them yourself, and be convinced. Who's next? One at a time, please, after this. I can handle them better that way. Norma Lutzenberger finds hectograph ink very adhesive, if we can use the word that way. One fine May day she had occasion to use some, and in some inexplicable way managed to scatter

in some inexplicable way managed to scatter most of it on herself and her belongings. Wherever there wasn't some before, she inadvertently smeared it there, so by the time she went home, she vowed, "Never again."

 $\begin{array}{c} \textbf{Dlack Hills Division} \\ J. \ R. \ Quass \\ \textbf{Engineer Harry Veit has taken a switch engine} \end{array}$ Engineer Harry vert as taken thing to help put in a garden.
Engineer Jesse Bradberry has taken runs 95 and 92 while Harry is on yard job.



View objects miles away just like they were close. Watch persons at a distance on land and sea. See the Sun, Moon and Stars as you never saw them before. The Wonder Telescope opens out over 3 ft. long closed measures 12 in. Brass bound, fitted with powerful lenses. Can be used as a microscope.

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Entertaining

"I trained Wonder Telescope on buttes 28 miles away, they looked to be 2 to 3 miles instead"—

C. A. Storey, Ft. Robinson, Neb. "I count windows in houses 10 miles away"— Henry Conner, Manor, Tex. "Can see children playing in school yard 6 miles away"—P. H. Hennington, Mc Dade, Tex. "Can tell exact minutes of Court House clock 2 miles away"—Jennie Beers, Columbus, Ind. "Don't know anything wever enjoyed so much"—

Chas. Hunter, Neenah, Wis. "Wouldn't take \$10 for it"—W. "Can read numbers on freight cars a mile away"—A. C. Palmer. Indianapolis, Ind.

Agent John Simon of Puckawana was a business caller in Chicago.

ness caller in Chicago.

Agent L. L. Long and wife took in the auto show at Mitchell and reported it fine. Have not heard what make of car was ordered.

While Conductor Jas. Smith's wife was visiting relatives at Spencer and Ruthven, Ia., Jim was batching same as the rest of us do—boarding at the Y. M. C. A. But who likes to wash dishes alone?

alone?
Engineer Clarence Wallis is back to Mitchell after a couple of weeks at Calmer, Ia., on switch engines. That Chicago agreement is no good.
Engineer Fred Diehl and family have moved to the farm for the summer so as to be on the job of looking after things. They have been living in Rapid City for the winter so the children

in Rapid City for the winter so the children could go to school.

Roundhouseman Warren Zickrick and wife made a couple of weeks' trip to Rochester, Minn.

Brakeman Alton Gross was back to Mitchell long enough to take unto himself a bride. We did not hear who the lucky one was. They left for Casper, Wyo.

Business on the west end is picking up a little. There have been a few oil trains over the division in the past week. Conductor P. G. Gallagher is in charge.

Brakemen Chas Koepp and C. E. Dunn have a

in charge.

Brakemen Chas. Koepp and C. E. Dunn have a leave of absence and are working at the carpenter trade in Mitchell.

John Penticoff is back to work after his operation at Murdo Hospital,

A good many of the boys took in the Elks' Convention at Deadwood, So. Dak. I did not hear

Convention at Deadwood, So, Dak, I did not hear if Wood Smith was there.
Engineer Bert Gardner has taken the Kadoka to Murdo run since Engineer Diehl has gone to the farm for the summer.
I see Engineer Clifford Smith made a few trips on the west end on the oil train.
Agent Full of Worthing has taken unto himself a bride. They have gone east on an extended honeymoon.

honeymoon.

### S. M. West Notes Ray H. Hoffmann

Roy Caldwell, section foreman at Garden City, So. Dak., is the proud father of a baby girl born May 1st.

born May 1st.

The trainmen at Madison are very much pleased over the fact that a dandy new Western Union clock has been installed in the despatcher's office. John Lange, machinist at the Madison roundhouse, is figuring on driving Walter B. Damm's new team of mules when he joins the Elks' Club in June.

Boilermaker Gilbert has left for New York to spend his well-earned vacation.

"Dad" Woods, roundhouse helper at Madison, is back on the job again, after a forced leave of absence, on account of sickness.

Car Foreman Frank Washburn of Madison spent the week-end at Austin, visiting his folks, recently.

Car Foreman Frank Washburn of Madison spent the week-end at Austin, visiting his folks, recently.

Wm. Clarke, section foreman at Fedora, has given up single blessedness for a married life, being married during the latter part of April. Congratulations on the happy event.

Mrs. Boutiler, roundhouse clerk at Madison, is always telling Peter Roberts some news that is bound to worry him.

Art Granflaten, roundhouse helper at Madison, experienced considerable trouble getting oil for his Ford Sedan while at Flandreau the other night. Why don't you get your oil while the garages are open, Art?

Martin Marland, boilermaker from Austin, is at present doing boiler work at the Madison roundhouse. Glad to see you with us, Martin.

Mike Brennan, formerly roadmaster at Madison, passed through Madison recently while returning from a visit to his brother at Lake Preston, on the M. & B. line. Mike is now making his home at McGregor, Iowa.

Conductor Will Opperud of the S. C. & D. Division, took advantage of the good fishing at Lake Madison recently and took a nice mess of crappies with bim on his return to Sioux City.

H. F. Putney, passenger conductor, and wife, returned from Chicago, where they visited their son, Ellsworth Putney. They reported a very pleasant trip.

pleasant trip.

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organs; reduces enlarged abdomen; straightens and strengthens the back; corrects stooping shoulders; develops lungs, chest and bust; relieves backache, curvatures, nervousness, ruptures, constipation, after effects of Flu. Comfortable and easy to wear.

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Advertise the "Milwaukee"

H. G. Dimmitt, master mechanic from Austin, has been at Madison for the past few days.

Mr. Oxley, train order inspector, paid the roadmaster's office a very pleasant call while at Madison recently. Glad to see you.

Frank Newall, traveling passenger agent, out of St. Paul, was the guest of Station Agent Harvey Gregerson at a meeting of the Kiwanis Club, while at Madison during the early part of May. Mr. Newall seemed well pleased with the little city of Madison. He was loud in his praise of the beautiful summer resort which we have on the shores of Lake Madison.

#### Terre Haute Division Roberta Carmichael

Roberta Carmichael

G. E. Passage, division master mechanic, has gone to Pasadena, Cal., for a visit of two weeks. Geo. Callahan, foreman of steam fitters, recently stopped off at Terre Haute over night on his way to Bedford and visited the K. of C. Club. Account of not having seen him since, we cannot say whether or not he won.

M. H. Donoho, roundhouse foreman at West Clinton, is on an inspection trip, lines west. Mrs. Donoho accompanied him, and they anticipate visiting Portland, Vancouver, San Francisco and Kansas City.

Kansas City.

It is with regret we learned of the resignation of T. P. Green, boiler foreman at Bedford. Mr. Green has been a boilermaker for thirty-seven years, and felt that he should retire to enjoy his

years, and felt that he should retire to enjoy modeclining years.
Harry Kreamer, assistant boiler foreman at Dubuque, has been assigned boiler foremanship at Bedford. We wish him success.
H. A. Cameron of the Dubuque Division, has been appointed as chief carpenter, vice J. O. Jewell, who resigned. We wish Mr. Cameron success.

Success.

The clerical force of the accounting department would like to know how Bertha Brockman got the sore on her nose, lips and chin.

The stores department would like to know what happened to C. W. Pearce's trousers, when he accompanied the work train north a short time 820.

ago.

M. M. Dick, division general car foreman, who has been on the sick list for some time, suddenly took a change for the worse last week and was hurried in business car No. 555 to the Mayo Clinic for an operation. Mr. Dick is suffering from mastoiditis and it is sincerely hoped that the operation will be a success and that Mr. Dick will soon be in our midst again, smiling and joking as of old.

the operation will be a success and that Mr. Dick will soon be in our midst again, smiling and joking as of old.

On May 5th, at the noon hour, we were all shocked to learn of the sudden death of our beloved chief train dispatcher, R. E. Farmer, death having occurred as a result of heart trouble. Mr. Farmer served during the World War in the railway transportation corps in France and came to our employ shortly after his return from across seas. A military escort of more than one hundred members of the Fort Harrison Post of the American Legion accompanied the body to Highland Lawn Cemtery. The funeral services, which were attended by hundreds of people, were the most impressive ever witnessed in this city. Mr. Farmer was a man universally liked and his untimely death will be felt by all. Our heartfelt sympathy is extended to the family.

C. W. Pearce, division storekeeper at Hulman Street, has purchased a new bungalow in the

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### Electric Heat in Lens Making

When a vacationist snaps a picture he puts his trust consciously or unconsciously in the camera's lens. The lens itself perhaps does not interest him as long as his pictures are satisfactory and the painstaking care that has gone into its production to insure its perfect performance may be a story little known to him. Yet a trip through the lens factory of the Eastman Kodak Company in Rochester, N. Y. would no doubt inspire a greater respect for the little lens in his camera.

The manufacture of lenses involves a combination of expert skill and exacting care and is attended with obstacles and difficulties at every step. From the critical inspection of the raw glass to the final adjusting and testing, the greatest care and skill are exercised to insure the perfect performance of the finished product. Not the least of these difficulties is the annealing of the pressed lens blank which involves a heat treatment of great precision. This problem has caused the lens maker no little trouble and has been the cause of much waste and delayed production, but this problem has at last been solved in a most efficient manner and electricity has once more extended its unlimited field of usefulness

At the Kodak Company's plant one will see huge bins of optical glass just as it comes from the glass makers. The glass is in rough slabs of various sizes usually five or six inches square and one or two inches thick. These slabs are first inspected most carefully and all defective glass containing large bubbles, stones or striae are rejected. The good slabs are sawed up on milling machines equipped with diamond saws which cut the glass into cubes each containing the required amount of glass for the lens into which it is to be pressed.

These cubes are placed in a gas furnace and heated until the glass is soft enough to be moulded. They are then removed and pressed in a die into a round disc. These lens blanks as they are called, are much the shape of the finished lens and it would seem that they were now ready for grinding; but we find that in the cooling down of the disc, strains have been introduced which would cause it to fly to pieces on a slight jar during the grinding or to warp them when the lens is finished.

The presence of this strain in a lens is only detected by means of polarized light as there is no change in the appearance of the disc due to the strain.

To remove this strain the lens must be heated to a temperature at which the glass is soft enough for the strain to relax and yet not so high that the glass would lose its shape or become warped. When this critical point is reached the temperature is held constant for a period long enough for the strain to be relieved and then cooled at such a rate that no new strains are introduced.

The General Electric Company has developed furnaces which do this heat treating with a precision and uniformity never before attained with fuel fired (gas or oil) annealing ovens and these electric furnaces are now at work removing defects and waste in this very important step in Lens making.

The lens blanks as they come from the pressers are placed in the electric annealing oven (figure 1) which is maintained at a temperature of approximately 400 degrees "F" while being charged. When the charge is all in the oven the heat is increased at a given rate until the annealing temperature of the glass is reached. This temperature varying between 800 degrees "F" and 1200 degrees "F" depending on the nature of the glass.

The steadiness of this acceleration is important. Fluctuations with fuel fired furnaces are considered small if they do not exceed plus or minus 18 degrees "F" but tests on the electric furnace show that they can be held to limits of 4.5 degrees "F" plus or minus, even with the temperature rising at the high rate of 225 degrees per hour.

the high rate of 225 degrees per hour.

Uniformity counts even more in maintaining the furnace temperature for the several hours necessary for the relaxation of the strains in the glass and in controlling the rate of cooling which takes from 24 to 48 hours or longer depending on the size of the lens blanks. During a long run of constant temperature the electric furnace varied only .35 of one per cent at 1580 degrees "F" and the cooling was accomplished with a steadiness never before attained in the glass industry. This perfect control and uniformity of temperature throughout the furnace are the qualities of electric heat which give it its superiority over gas and oil. Control is exercised automatically and with finer precision than is possible by turning gas jets, oil valves or other manually operated apparatus. Thermocouples are inserted at various points in the furnace. They are the heat detectives reporting to a recorder and controlling mechanism outside. (figure 11)

Where exact temperature cycles are needed for a series of anneals, they can be reproduced any number of times with hairline accuracy by operating the control instruments with a time keeping motor supplemented by a simple can set to produce the necessary rates of heating and cool-

produce the necessary rates of heating and coning.

With such automatic apparatus the worker in optical glass can set his furnace to perform any sort of annealing operation—even to a cooling of 10 or 12 degrees a week where such accurate retardation is necessary, and he can go off and leave the furnace with perfect confidence that it will do what he adjusted it to do. Even if the electric current should be shut off for a time, due to some accident, the insulation of the furnace would hold the temperature up for so long a period that the chance of damage to the glass would be slight. In a recent test there were several such shut-offs without injury to the furnace charge.

The quality of the glass annealed by electricity is likely to be higher because there are no products of combustion to be absorbed and no sulfuring of the glass. The annealing speed of the automatic electric furnace is almost twice that of the bulkier and carefully watched fuel-fired lehr.

When the lens blanks come from the electric annealing oven they are perfectly annealed and the grinding and polishing is begun with the assurance that when the lenses are finished they will be free from strain and that there will be no warping of the lens and that their surfaces will remain true for all time.

Deming Addition to Terre Haute and will move his family here June 10th.

Heard Above the Air-Hammer's
At Bedford Shops

"Red"

Lloyd Kirk, second-trick stati Air-Hammer's Rat-a-Tat-Tat

Lloyd Kirk, second-trick stationary engineer has bestowed upon his Chevrolet the mule-like name of Tobe. Reason: April 11th, Lloyd started to crank up, preparatory to coming to work. Tobe kicked. Result: Broken arm and Lloyd out of commission for several days.

We wish to extend our sympathy to Enoch Lively, car department oxwelder, in his bereavement occasioned by the death of his wife.

Pete Burkland, the new car department foreman, took charge here April 15th. An y'orter see the new building since Pete came. Lawn all sodded, shrubbery set out and window-boxes filled with flowers under the windows. Some class, we say.

we say.

Truman Fisher, third track stationary engineer.

Truman Fisher, third track stationary engineer, Forded through to Missouri on his vacation, leaving here April 10th.

Harry Kramer is our new boiler-shop foreman, succeeding Thomas P. Green, resigned. While we hated to see Tom or "The Ol' Man," as he was affectionately called by his men, leave, still we heartily welcome Mr. Kramer as one of us. He comes highly recommended, both as a fair, square man, and a first class mechanic, and as such we bid him a cheery "Top ov' th' mornin!"

Ladies, if you want to whip your husband and need some one to bold him, call Dick Lewis.

Twin City Terminals "Molly O"

Agent Fitzgerald of Merriam Park Station, is receiving numerous compliments upon the trim appearance of his station, especially the stove which has been given a coat of blacking and trimmed with gold leaf until it is truly "A Thing of Beauty."

This happened at small suburb of Minneapolis: Train was just pulling out when a woman came rushing along, almost in tears over missing her train. Just then conductor saw her, stopped and

took the lady aboard. As the train was again leaving the station a big Swede on the platform was heard to say: "Conductor, you are a yentleman, you are a yentleman."

Assistant District Engineer Emery had the misfortune to run his car into the ditch while on an inspection trip with state highway officials, receiving a wound on the side of his face that required medical care. He is recovering nicely but it still keeps him busy explaining how he did not set that black eye.

but it still keeps him busy explaining how he did not get that black eye.

Messrs, Fulnecky and Rice while on a motor car inspecting bridges in South Dakota were run into by a Ford. No serious injuries except from badly scratched faces where they slid along rails. The wheels were knocked off the motor car but the Ford escaped unscathed.

On May 8th Mr. and Mrs. Clarence Prescott entertained a party of fifty friends at their country home in honor of their fifteenth wedding anniversary. The party was informal and many of they ounger married set wore the bridal gowns of their mothers. Dancing was the evening's entertainment, after which a buffet luncheon was served.

Spring must surely be here, as Clarence Prescott seems to be suffering from a gardening "complex." Judging from the nicks on his fingers he must use a saw and hammer for planting. However, we learn extensive improvements have been made to his country estate, and his services are now available evenings for anyone needing a first-class carpenter. What was that we heard the other day about "He likes his garden but he loves his lawn mower."

Miss Margaret McGrath, from the trainmaster's office, and Miss Edith Arnold, from the superintendent's office, have exchanged places.

Andrew Peot, formerly cashier in city ticket office at St. Paul, has taken the place of William Golden, on auditing desk, depot ticket office, Minneapolis. Mr. Golden has been promoted to

Mr. Golden has been promoted to Minneapolis. ticket window.

Rail Rumbling From St. Paul

Don't be surprised, if ever you visit at White



Bear, Minn., and notice a big sign over a big store reading, "Melvin Kirkby, General Merchandise." Mr. Kirkby has resigned from the expense desk in the local freight office and now is a merchant at White Bear. Our best wishes go right along with him.

Possibly we may have another present office employe as a merchant by Fall. Tom Carney has planted a large farm with spuds and if the harvest yields well the city may boast of a new produce firm.

est yields well the city may boast of a new produce firm.

Mrs. Raymond Andreen, formerly of the cashier's office, entertained the young ladies of the C. M. & St. P. Ry. the other evening. Dinner was served at her new home and the girls reported a grand evening.

Florence, how about a few sandwiches and a little home brew for the fellows some evening. We will bring along our mouth organs.

Kitten ball has hit the freight house with a bang. Up to the present writing the clerks have defeated the freight house at least six or seven times. Mr. McCool registered three home runs in the last game played. Oh, you Babe Ruth.

You may cross Summit Avenue in safety now. You will not have to dodge a Dodge. Mr. Graven is no longer a novice at the wheel. I trust this will square me for what I wrote in the last issue. Have you played the new game, "Listening In?" Radio seems to have taken the country by storm. Just listen in once and you will be a radio fan for good. The C. M. & St. P. has recognized that fact by installing a radio outfit on the Pioneer Limited and on the strength of that I solicited several tickets to Chicago the past few days. Every little bit helps. Whoop her up!

### Minneapolis Car Department "Slivers"

Minneapolis Car Department

"Slivers"

Tal Hughes was a welcome visitor in Minneapolis April 28th, Harry Belond, April 20th, en route from the West.

G. Larson and E. F. Palmer visited in Chicago, April 19th, and H. Watson, paint shop foreman, on April 20th.

Passenger Car Foreman F. C. Piltz was a Milwaukee visitor April 28th.

The Powers That Be have decided to confer a leather medal on Oscar-Amble, the new clerk in our office, for the heretofore unheralded bravery in rescuing a family of four children who were overcome by gas escaping from a leaky jet. All have recovered, thanks to the unhesitating assistance of Oscar.

An afternoon of rest and quiet—Louise Heitzman off duty.

The Railway Business Women's Association of the Twin Cities were guests of the Women Employes of the Omaha, at a banquet April 21st at the St. Paul Athletic Club. Covers were laid for 600 and the very appropriate favors were lanterns and engines. I am glad to mention that the Milwaukee was represented by a goodly number and all spent an enjoyable evening, even tho all were not fortunate enough to win the Beautiful Deborah. We extend thanks to our hostesses thru the Milwaukee Magazine for the very nice time afforded us.

Now that the balmy days have come and baseball is in full sway, we will all be working our brains overtime inventing appropriate excuses to get off to see "the game." The "grandmother's funeral" no longer serves our purpose—the aforesaid funeral having taken place last summer as well as all previous summers.

Yells! Screams! Screeches! A little mouse made its appearance in the northwest corner of the car department office and poor Jimmy got the blame for all the noise. Please prepare us for the next appearance so we may have reserved.

James Ryan, Lawrence Quady and Einar Hau-ger visited in Chicago the first of the month. Have you noticed the improvement in the car department flag. Nike sure did his bit in making things look spring-like.

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

Most everyone around here seems to have spring fever so we won't have any Timely Topic to inflict on you this month. The one lady in our department, Miss Hendricks, was going to give us

### St. Paul's Progress

was manifested in 1887 when it was decided the historical old city hall was inadequate. With the city's advancement this institution kept step, consistently gaining strength thru its policy of service.

"For Saint Paul and The Great Northwest"

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Checking and Savings Accounts Deposits may be made by mail.

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out of each pay check should be your Savings Account. You owe it to yourself.



FIRST NATIONAL BANK MILES CITY MONTANA

one but she is using all her spare time making a caserole or something like that and forgot all about it. Seriously, this is your column of the Company Magazine and I am only forwarding what you send in to the editor, so if we don't have much of a write-up we are all to blame. Harold Shutzman has joined the Benzine Burners, having just purchased what was at one time a French Ford. J. T. M. thinks he has all the millionaire tramps cheated when it comes to quick moves, being in Chicago when the west end of the Missoula Division began to move around Drexel. It didn't look like blowing for a Yellow Cab even if some of the slides were that color.

O'Dore's crew was put back the last of March account of trouble incident to slides on the Missoula Division with the following men: Geo. Hessel, Lon Leach, Jimmie Doores, Story Chase, Dick Griffith, Arthur Junkin, Frank Morrow and Joe Parker.

Joe Farker.

Mike Biddle, coast division bond tester, was off a few days, going to Butte to attend some kind of a doings—now what does that mean?

Who got did?

Who got did?
Your correspondent received five postal cards, two of them mailed on the train, one in Chicago, one in Alameda, Cal., and one in Tacoma. Yes, I got all of them, but I don't figure I need any correspondence course in stock handling, bull throwing, or anything else. Thank yon.
Did you notice the new correspondent we have in the magazine? Mr. Cleveland's initials are E. L. C., and the heading of this column is "Mule." Real clever, just spell Cle Elum backwards. Yes, they sure have that stuff around there.

there.
Frank Milns is still in the hospital at Ellensburg and hopes to be out on crutches by June 1st.
The first mile of O. B. welded bonds are being installed on Section 5, west of Easton, for test. Mike Biddle is the chief welder, assisted by his rusty helper, Walt Edwards. When Mike gets his uniform, green glasses and high sped cap on he looks all same Barney Oldfield. Supervisor Allen is the chief welding inspector, so if the bonds don't come up to expectation—well, someone had to be the goat.
General Inspector Tyler is taking a course in salesmanship trying to sell some of the store department's million-dollar stock of D. C. signal material, scattered from Mobridge to Tacoma, that were removed when light signals were installed.

stalled.

Keep a close watch on the newspapers for scandal from Hollywood as Harry Wade is leaving on a two-months' auto trip ending there to visit his sister.

The following contributed by the chief drafts-

man: A Teddy Bear sat on the ice, As cold as cold could be, Suddenly he up and walked away, "My tale is told," said he.

Notes From the Local Office, Tacoma

Notes From the Local Office, Tacoma
Ed Collins, formerly chief clerk at the docks
and of late on the claim desk, has taken an indefinite leave of absence because of the unsatisfactory state of his health. We regret it very
much and hope that a rest will restore him to
health. We understand that he and Mrs. Collins
will spend some time in the beautiful Yakima
country where they have a fruit ranch and relatives. During Mr. Collins' absence Chester MacLennon is handling the claims.

Chester MacLennon's former position as counter clerk in the cashier's office, has been bid in
by Billy Woodard, formerly of the yard office
and for a short time past extra checker in the
freight house.

Mr. Norwood has bid in Billy Woodard's former

freight house.

Mr. Norwood has bid in Billy Woodard's former job as third chief yard clerk and will try his hand at weighing cars a while. He is going to be especially carefully about scrap iron.

Howard Baldwin, our popular former warehouse foreman, has taken the first brick yard clerk's job, vacated by Norwood, and will now recuperate from the strenuous pedestrian exercise he has been getting for some months past on the industry checker's job. It will be some time before he can accustom himself to pusitive time before he can accustom himself to writing car numbers any other way than while walking along at a rapid gait.

Don Williams felt as though he needed some exercise and bid in the industry checker's position. He will now be in a position to certify to the length of Tacoma's waterfront.

Keith Williams, who was on a thirty-days' vacation visiting relatives back in Iowa is again back on the job at the yard office.

Miss Gwendolen Gustander, who was off duty for some time because of protracted illness, is again back at work. On April 24th a number of her friends gave expression to their pleasure in her restoration to health by a surprise party on her.

on her.

Miss Sophie Hanson was off duty for a few days. Our matrimonial bureau and detective institute did some sleuthing and reports that a large and luxurious Franklin car is frequently seen standing at Miss Sophie's front gate aud that the neighbors say it usually leaves quite late. Our special investigator has now arranged to secure the license number at the earliest opportunity. (No, we did not mean marriage license.) Miles Story, who has been off for some time, is working as extra checker in the warehouse for the present. We are pleased to have Miles around.

around.

around.

Emmett Maloney, the athletic wharfage clerk and amateur detective, informs us that Miss Margaret Bolander may still be seen in the front seat of the powerful car driven by Ed, the famous one-armed driver. 'That is, he has two arms, but he can use only one for driving.

Ed Mider went to Seattle last Sunday for the Coast League opening game, but returned very much disgusted, having backed the wrong team. During his absence Dad Richardson presided over the engine with great dignity and ability.

It is reported on good authority that Bob Shipley, chief delivery clerk, has applied to the county commissioners for exemption from poll tax on account of overweight. The

tion from poll tax on account of overweight. The county commissioners are still studying the law to find out whether it really contains such a pro-vision, but after one look at Bob's rotund form they are said to have declared that if there is

such an exemption Bob would certainly be entitled to it.

F. J. Alleman is now driving around town in considerable style, having had a new top on his car. It has certainly deserved it, for Mr. Alleman's car is a long-suffering creature for a fact, with all the extra jobs put on it. The other day he actually tied a large-sized desk to its side and moved it over to the port commission's dock office in that fashion, but the car made never a squawk over it. A Ford, of course would not expect anything else, but for a Chevrolet it is a pretty good record.

Joe Gordon, one of our old reliables in the freight house has lately bought a house and five lots on McKinley Hill, here in Tacoma, and is becoming a regular, full-fledged agriculturist. We are going to look him up during the berry season.

We are going to look him up during the berry season.
"Tubby" Gleb, the fattest and best-natured trucker we have in the freight house, the other day received his annual spring bath in the shape of a bucket of water dumped on him from the top of a box car.

Mrs. Thiele was in the East for about six weeks, being called to Red Wing, Minnesota, by the very serious illness of her mother, who fortunately recovered, notwithstanding her advanced age of 87 years. Mrs. Thiele also visited other relatives at Milwaukee and elsewhere in Wisconsin, and Miss Esther Thiele also visited both of her grandmothers, her aunts and cousins in Red Wing and Milwaukee.

### Signal Department Bubbles-Lines East

John Ellefson, maintainer at Janesville, was in for a day recently. John says they are catch-ing all kinds of fish at the dam there in Janes-

Forgot to mention that Bob Bentley has a Dodge coupe. Bob says he is getting tired of it already. The trouble with Bob is he needs a companion to take him on his spins around the country. He is not really tired of the car but tired of his own company. How about it, Bob?

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J. C. Mill attended a conference at Washing-n, D. C., recently, relative to automatic train ton. control.

control.

John Regan lost his wife on May 1st through death. John has been married only eight months. The sympathy of this department is extended to him in his sad bereavement.

Joe Munkhoff is in Washington, D. C., assisting W. F. Seemuth to conclude the signal valuation. The correspondent and wife went to Kilbourn recently to pick arbutus. We met C. O. Sherrod, maintainer, there, better known as "Shorty"; also W. F. Auch, maintainer at Tomah. Shorty directed us to a nice patch of arbutus. Thanks, Shorty, maybe we can get up there and make a more lengthy visit.

### BOOTS MERRITT WENT FISHING



J. C. Mill made an inspection trip through the West recently.

B. E. Wilkerson and myself made a trip to Pembine to catch a few trout. We did catch a few, six in all. There had been a heavy rain storm the day before and we could see the worms lying on the bottom of the stream. While we didn't get many fish we had a very strenuous outing.

J. F. McConahay has been rewiring Roundout. Otto Olsen is putting the new locking in the machine. Bardwell is to be put into service in the near future. Bells at Cedarville and Black Earth have been installed.

nave been installed.

On April 23rd, the signal department bowling team, together with six other teams from the C. M. & St. P. League of Milwaukee, and a number of shop teams, journeyed to Chicago to bowl in the first annual C. M. & St. P. bowling tourna-

### Splinters from the "Wooden Shoe" "Red"

Machinist Helper "Boots" Merritt went fishing down at the coal dock. Boots had all the up-to-date equipment to catch fish, but after spending about three hours at the dock came back with quite a string of undersized perch—four in all. Only one kid got caught in the picture, but the other eight followed "Boots" home, thinking he may lay a fish down.

Conductor A. D. Krause had the sad misfortune of falling under the cars while switching at Meneasha, losing one of his legs below the knee.

Geo. Seims and Dick Jubert returned from trout fishing on the 7th. They got everything but fish.

trout fish but fish.

but fish.

Big rush on the ore. 75,000 tons of ore to be shipped. It later developed 7,500 tons. Apply Chicago Joint at Channing.

Engineer Geo. Buntin has taken 6 in 31. Only for a short time George. Chicago Joint will apply. Channing is such a nice place.

The D. M. M. office is undergoing enlargement due to the fact of the car department moving in

in.

The two new aspirants to moviedom are Caller
A. Proctor and Engineer Tean Cramer having
been the leading actors in a play staged at
Green Bay. Prospects for success are great.

Our sympathy is extended to Mrs. Geo. Madden and family on account of the sad death of Fire-man Geo. Madden. Fireman Madden had a serv-ice date of 1887. We all regret his death very

Fireman C. Waldo is contemplating a trip to

Fireman C. Waldo is contemplating a trip to South America.

Engineer Jay Parkinson laid off the 3rd in order to test out his car with an extended trip. We wonder if he took "them horses" along that W. A. Bender gave him.

Claim Agent Thos. Pluck has not been seen on this division for some time, altho we expect to see him most any time with his checker board suit on. There may be such a thing as Thomas not having it in service this early, as he wore it around this division until December.

Engineer Bert Clough rushed in to the R H office the other day all out of breath. When all the dust had settled we found out that Bert was after an Employes Magazine.

The freight office force go to bed early. No chance to get any sleep around the office. Adolph still chews gum.

Bobbed hair and Fords go together—so Maggie claims.

claims.

The freight office employes were notified to appear at 1 p. m. for a meeting. The gentleman that asked for the meeting failed to put in his appearance.

### Northern Montana Division

(Beg pardon for overlooking this item in our last Magazine.)

Born to Mr. and Mrs. John Kuraza, little Marie Evelyn, on March 21st, weighing nine pounds. Mr. Kuraza is clerk in the accounting department.

Evelyn, on March 21st, weighing nine pounds. Mr. Kuraza is clerk in the accounting department. Mrs. O. M. Edsil left Friday morning for Helena to spend Easter with her daughter. Miss Ruth, who is attending the Montana Weslyan College. During her absence Miss Lillie is attending to her duties as clerk in the superintendent's office. Conductor Frank A. Dore is now running on train No. 116 and 117 between Great Falls and Harlowton. He is relieving Conductor J. F. O'Hanlon, who is attending the Conductors' Convention in Cincinnatti. Ohio.

Willard Sams and Miss Marie Simpkins of Lewiston, were married May 1st and are spending their honeymoon in Kentucky. Mr. and Mrs. Sams will make their home in Lewiston, as Mr. Sams is working at the roundhouse here. Catherine Maxeiner, the talented daughter of Agent A. M. Maxeiner, took first honors in the Fergus County High School declamatory contest. She left for Missoula accompanied by Mrs. Mexeiner, where she will enter the state contest. John Kidneigh, son of Roadmaster Kidneigh, was a close second. Their many railroad friends extend hearty congratulations.

April was the heaviest oil shipping month that the Northern Montana Division has enjoyed. The refineries at Lewistown are doing a big business in the refined product, their business extending to Minneapolis eastbound, all through Montana and to several points in Washington.

ington.
The new

ington.

The new gypsum plant, operated at Gypsum, Moot. which business is handled by the Lewistown station, is getting into the market in fine shape, their shipments going over a car a day.

Mrs. C. H. Koch, wife of our genial tmekeeper in the superintendent's office, underwent a scrious operation at the Attix Clinic. She is getting along very nicely.

A. M. Maxeiner, agent, was a delegate to the 20th District Conference of the International Association of Rotary Clubs, which was held at Missoula in April. Max was on the program covering the activities of the entertainment committees of the local clubs. While there he had a pleasant visit with Chet Tyndall, agent for the Milwaukee, who is also a Rotarian:

The Northern Montana Division is ranking high

The Northern Montana Division is ranking high in the matter of claim prevention. The monthly meetings have been very interesting. The enin the matter of claim prevention. The monthly meetings have been very interesting. The enthusiasm displayed by all of the employes in cooperating with their popular superintendent, H. M. Gillick, has developed a keen interest in the work. Last month there was not a shortage of freight from points originating on this division to any station on the Northern Montana. The trainmen and enginemen are to be congratulated

together with the station men for the fine showing made for their careful checking and handling of the merchandise cars in transit as there has been practically no breakage to freight handled, which adds to the excellent record of handling. J. Z. Ramsey, who has been agent at Square Butte for the past five years, has been transferred to Denton, one of the best stations on the divi-sion. He was given a farewell party by the Square Butte people as Jimmy has been very popular as our representative at that point.

"Gone, But Not Forgotten"

"Gone, But Not Forgotten"

Dedicated to our old friend, Charley Kock, and his broken Corn Cobs.

When but a boy,
It was great joy,
To think you were a man
By pulling out an old "Corn Cob"
And holding it in your hand,
And filling it full of "Peerless,"
The smoke of a millionaire,
And boys, I used it many a year,
And now I have gray hair.
But before it formed a habit
For fear I could not quit,
I've busted up my "Corn Cobs."
And took my final spit.
I thought I'd start to chewing gum,
But that is folly, too,
Just make up your mind to quit boys,
And Rose will help you thru.

### $\begin{array}{ccc} {\rm Milwaukee~Shops~Items} \\ {H.~W.~G.} \end{array}$

Ted Kirkby, assistant to Mr. Sillcox, moved his family to Chicago from Wauwatosa May 1st. Sorry to lose our good neighbors, but glad of

Mr. Bilty made another trip to Philadelphia to the Baldwin Locomotive Works on April 25th in connection with new locomotives being built for the Milwaukee Road.

In connection with new locomotives being built for the Milwaukee Road.

In the sudden death of E. A. Williams at Glen Ridge, N. J., April 20th, there passed away one of the Milwaukee Road pioneers. The remains were brought to Milwaukee for interment in the family lot in Forest Home Cemetery where services were held in the chapel. Mr. Williams started with the Milwaukee Road as locomotive machine apprentice in 1865. We worked with him at the beach in the old P. du. C. Shops, foot of Fourth Street, in 1874. He was later general foreman at Wells, Minn., then assistant general master mechanic and district master mechanic; later went to the Soo Road with Mr. F. D. Underwood, then to the Canadian Pacific and B. & O. and lastly assistant manager of the Eric Road in New York. Only two weeks ago Mr. Williams asked about Johning our V. E. A. and would arrange when he came on in June as he expected. A good old friend has gone from among us, and as Walter Alexander said, "Too bad in coming back to the city after 30 years to be carried right out to Forest Home."

The executive committee of the V. E. A. met at

The executive committee of the V. E. A. met at the union depot, Milwaukee, on the evening of May 5th. We hear that this year's annual meeting will be held in Milwaukee. Further announcements later. The matter of the pension questionnaire was taken up, which will probably reach the members as soon as the magazine does. Talking about baseball, we have the best little team you ever saw, composed of boys from the mechanical engineer's office and accounting department. The highly praised M. C. B. boys fell in defeat before them twice and one game was tied. First game score was 1 to 1, the second game was 7 to 2, and the third game was tied 2 to 2 when the M. C. B. boys quit. "He is safe or I won't play" was the M. C. B. boys slogan, and, of course, they quit. Anybody wishing a game, speak to Al.

T. P. Saveland was in Minneapolis the 5th and

game, speak to Al.

T. P. Saveland was in Minneapolis the 5th and 6th, then to Chicago the 8th. 'They keep "Save" up and down the line a good deal these days.

Our photo outfit was in Galewood the 11th and Dubuque the 12th, picking up some shop stunts and other items for the good of the service.

We called on Jno. C. Fox at Janesville the 12th and found him not feeling at all well this time. His seeing and hearing is somewhat dimmed and he has fallen away to an extent since we last saw

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will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our Paramount" Accident and Health Policies from the C.M. & St.P. Employes

All of our representatives are making a good income selling our "Paramount" Policies. If you are a salesman'' you can do the same.

General Offices

Accident and Health Department Saginaw, Michigan

him in July a year ago. Mary, the daughter, is a faithful attendant. Ed Hobbs, the veteran engineer of the M. P. Division, has been out to Janesville the last three weeks with Mr. Fox, his brother-in-law.

This sent over from the S. M. P.: Office is pretty dead, not much to say. Miss Rose Ritzinger had an operation for appendicitis and we are glad to hear she is speedly recovering.

J. J. Crowley and Mr. Callahan have moved their offices to the S. M. P. building, bringing with them Miss Ada Kutahl, who adds one more to our bobbed hair clan.

Charlie Rief, not wanting the girls to get ahead of him, had his head shaved, and Oh, how he looks. (No wonder the office is pretty dead.)

Mr. Jones, our valve man, returned from Dubuque the 12th.

Everybody was shocked to hear of the sudden death of Mrs. D. C. Curtiss last Thursday morning at the hospital where she was under treatment for blood poisoning contracted about a week ago. It was reported a day or so before that she was feeling better. Mr. Curtiss, our general store keeper, has the sympathy of the entire shops, and of the whole road and community in this sad hour. The funeral was private at the residence in Wauwatosa, where the remains were laid away in the Wauwatosa, where the remains were laid away in the Wauwatosa Cemetery on Friday, the the 12th.

#### Freight Claim Department

Freight Claim Department
Earl Hoff is again on the sick list.
Messrs. Heyn, Schirmer and Herman Grell were
up to the sale at Prairie Du Chien, held May 10th.
Julius Frey met with a serious accident. He
was examining some fire apparatus in his home
town, when his finger was caught and the tip for
about one-half of an inch was cut off. He is
going around now with his finger all tied up.
W. J. Wallace, who settled claims for the
Chicago, Milwaukee & Gary Ry., is now settling
claims for the C. M. & St. P. His desk was
moved to this office.

I. & M. Division

D. M. W.

We spoke last month of Mr. Renshaw's first attempt to drive an automobile,—I mean an Overland. Well his first experience was out around Minnehaha, a beautiful drive, everything fine and hitting on all four. Bang! Ren shoved down with both feet, got out, looked over the spark plugs, they apparently seemed O. K.. looked in his gas tank, plenty of gas and was about to climb back under the wheel when a polite young gentleman called his attention to a flat tire. Mr. Renshaw said he had a spare, but that was home, and the casing in question had a rip a foot and a half long, more or less, and he did not have any tire cement with him so he dug up twelve cents, got on a street car and left the old bus on Minnehaha Avenne all night. Anyone talking 2nd hand cars to Ren better see that his insurance is up-to-date or keep his mouth shut.

C. R. Parker has rigged up quite a handy contrivance on the Old Pullman and if he has good luck in getting his patent, Park wont have to telegraph anymore.

Conductor H. Bennett is back on the timebooks again. He is holding down the Decorah Line. Miss McCarthy, clerk in Roadmaster Larson's office at Austin, declares she is very much pleased as she has had the opportunity to personally meet the section foreman in Mr. Larson's district. On April 25th and 26th they were called to Austin to get pointers on how to keep up their "Material Books." "Mav" invites the foreman to "Come Again."

It is understood there will be three out of the accounting department that expects to join the "June" bride list. We have accounted for two sparklers but the third one is still a mystery. It is expected the application of vacation passes will tell the story. Provided autos are not used to throw us off the track.

La Crosse Division

C. W. Velser

Mr. and Mrs. W. G. Bowen, Mr. Bowen our former trainmaster, now at Perry, Iowa, express their appreciation of the beautiful present they received from the employes on the La Crosse Di-

vision in a letter under date of April 24th.

Conductor Ray Long, put his new uniform on and is relieving his old pal Dan Smith, on the

and is relieving his old pal Dan Smith, on the Viroqua Line for a few weeks.

Conductor A. M. Leavens, is back at the wheel again, now being assigned to Western Union Service, at Sparta. He boards with the Western Union crew. Oh Boy wait until they get next to his appetite and there will be a new assignment.

Wm. Keeney and James McMohon, two prosperous west end conductors have returned home from Hot springs, Bill having lost 30 pounds, while little Dick stuck around restaurants and held his own.

while little Dick stuck around restaurants and held his own.

Passenger Brakeman Frank Harrington, the oldest man in the service on the division has been at Rochester Minn, getting a little medical atten-tion. Perhaps a hunting trip would fix you out

Frank.

Passenger Conductor A. J. Moulding and Mrs.

Moulding spent a week visiting their daughter at

Sparta.

Extra Passenger Brakeman Harry Hoppe, of Portage has entered the window cleaning business. He reports business so good that he had to put on a few more men. Why not give Ehernhardt a job, he is looking for some work.

The wedding of Roy Haight, clerk in the car dept., and Miss Frances Ostrander of Portage, was quietly solemnized on April 19. The couple left on their honeymoon the same day for New York

left on their honeymoon the same day for New York.

The gunmen had better be careful around La Crosse. On May the 4th Special Agent George J. Gebman, got two yeggs who came from Minneapolis, and they had only been in town about 30 minutes when he picked them up single handed. He's just like Jimmy Deneen when it comes to getting the bums.

We all missed Miss K. Ryan, the trainmasters clerk while she was sick and we sincerely hope that she won't be off again until vacation time.

Dispatcher and Mrs. Julius Voltz departed on May 1st for St. Louis where Mr. Voltz will attend a convention of the White Shrine of the Eastern Star. Mr. and Mrs. Voltz will visit at Kansas City and Excelsior Springs before returning home.

Division Storekeeper, J. M. Hackett, moved his family from Milwaukee to Portage last week; they have taken up their residence on West Conant Street.

ant Street.

Wedding bells have once more been heard in our midst. On April 14th Miss Edna Chandler, formerly stenographer in division master mechanic's office, became the bride of Henry Akey of Pardeville. We extend congratulations.

Chief Carpenter, W. J. O'Brien, and Mrs. O'Brien are now numbered among the Portage residents, having recently moved there from Milwankee.

residents, naving recently moved there from anti-waukee.

"The flowers that bloom in the Spring, tra la" have nothing on our popular side-wire man at Portage. When we saw Oscar bloom forth in a pale gray suit with lavender tie, and socks to match, we were sure that Spring had arrived at

last.

On April 28th the wedding bells rang for Engineer R. W. Rhode and Miss Madline Frederickson, of Portage. Cigars were plentiful, good luck to the newly weds.

Mrs. Art Bernie, wife of 2nd trick operator at Tomah spent a few days visiting in Milwaukee. Pretty soft to be left all alone like that art, suppose you slept all the time Mrs. Bernie was gone.

Tomah had a regular party when another little baby girl arrived at the home of Switchman August Leak, more than cigars were passed out

John?

Adgust Lean, more than eights were passed out on the occasion.

Mr. and Mrs. Art Finnigan, Mr. Finnigan, our agent at Kilbourn spent a few days visiting relatives at Necedah. Art had a very broad smile when he returned so we know he had a good

time.
Our new Superintendent Mr. Frick, has been very busy going over the division having made a trip via motor car. If you ever have an occasion to go with Road Master John Kelly, be sure that he has enough gas, because it was just last summer that he and former Trainmaster Bowen, had to push the motor car from Oakdale to Tomah a distance of about six miles. How about that John?

VIGE-PRESIDENT OF PENNSYLVANIA OUTLINES TRANSPORTATION OUTLOOK OF NATION

Electrification Offers Possibilities of Future, Says Speaker at Club Luncheon

The Transportation Club, following a luncheon at its quarters in the Hotel Biltmore today, heard Elisha Lee, Vice-president of the Eastern Region. Pennsylvania System, sketch in outline the outlook of the railroads of the country, with respect to their physical development, their relations to the community, and their earning power and the probable changes in the character of their traffic.

The speaker told his audience that he was an optimist as to the future of the railroads, not because his eyes were closed to the hazards and difficulties ahead, but because he believed implicitly in the country and in the good sense of the people who, he said, had used this good sense to make this country the richest and most powerful nation on earth.

"I feel sure." he said, "that our people have too much intelligence to permit irreparable injury to these indispensable instruments of our welfare, or to allow their progress to be permanently hampered." Increased carloads, he said, had been during the last twenty years the chief physical development of the roads, added to increased trainloads, the result being the constant lowering of the cost of transportation, measured by the ton-mile and the passenger-mile.

"The long, heavily loaded freight train," Mr. Lee declared, "the counterpart of which no other country knows, made possible the industrial America of today."

Motor vehicle and air transport, he brought out forcibly, were coming to have a great significance as competitors of the railroad, and both must be viewed with respect. The motor car, he said, is already here, and the air service may some day become a powerful force in transport, he brought out forcibly, were coming to have a great significance as competitors of the railroad, and both must be viewed with respect. The motor car, he said, is already here, and the air service may some day become a powerful force in

### **Baldwin Locomotives** on the Milwaukee System

Fast passenger engines, heavy freight haulers and switching locomotives have been used on the Milwaukee for many years.

We are justly proud of the fact that our locomotives have had a part in the development of this great Railway System.

Baldwin Locomotive Works Philadelphia

Dubuque Shop Jingles

Dubuque Shop Jingles

"Oossie"

A brand new baby daughter (the first babe, by the way), came to Chief Clerk Al Tschudi's home upon the 8th of May. (Olive and Lucille have chosen her name—but Al sez baby's mother will tend to the same.)

Ye scribe, last month, got her notes in late, but really it made her glad, cause folks inquired "where is your page?" and never before has she had the slightest idea her humble words had ever at all been read. (That's a slam, it surely am; get busy and send her some news. Fiction's all right, but facts are more bright. Won't accept no flimsy excuse.)

The "Ladies' Aid" were beautifully entertained recently in the brand new car of E. W. K.

The engagement of Miss Jean Cameron and Joe Secker is announced; wedding to take place in June. The congratulations and best wishes of all clerical forces at Dubuque and Dubuque shops are extended to this couple. May they live forever—and of married life grow tired—never!

Discussion held in nearby office:—

—never!

Discussion held in nearby office:

L. H. The name "Buick" will go down into history cause it stands for a dandy car.

G. F. Not so, my boy, not so—"Studebaker" beats yours by far.

Weak voice from the rear—"I think the name of "Wallace" (while it doesn't mean any car) will illumine history's pages—to me, 'tis the sweetest name by far. (who said it?)

Rain, rain, go to Spain, never show your face again—that is what we have to say nearly every doggened day.

Rain, rain, go to Spain, never show your face again—that is what we have to say nearly every doggone day.

Our artist, Clarence Brophy, got promoted 'tother day—from clerk to special apprentice. His friends all say "hooray."

Bill Mason is taking LeRoy's place as clerk in the boiler shop. LeRoy is raising chickens; now watch the markets drop.

Oscar O. he fell a victim to Mr. Dan Cupld. purchased a dandy nice big sparkler for his Katherine, so he did.

Lloyd Moore, who was car foreman clerk, has

Its "Perishable title now with his name. Its "Perisha uit Inspector," Congratulations, Lloyd, Ernit

Clara came down one morning, singing quite merrily—we got water that deep in our cellar (3rd finger, left hand you could see)—it's some ring, that we all did agree.

A little girl met number nine one evening not long ago; a dear little boy stepped off of the train—and I turned my head, don't yer know.

Our Peggy and Albert are both quite sick. We all hope they'll get well just awfully quick.

A certain man in this here town bought a beautiful Easter lid, his friends when they beheld it, their smiling faces hid; but owner of said skypiece caught the expressions and he swore that never again upon his head would that Easter hat be wore.

never again upon his head would that Easter hat be wore.

The following with apologies to A. Posen:—
Al sez—When April showers useder fall, he'd give his little bumberall to some poor dame "no trouble 'tall', but now—

THOSE DAYS ARE GONE FOREVER.
Sully sez—He liked to figure overtime, gave him a feeling most sublime, but now it surely is

him a feeling most sublime, but now it surely is a crime that—
THOSE DAYS ARE GONE FOREVER.
Walter sez—When he would hand out back-pay checks, could read the names without his specs, and not a soul did he ever vex, but—
THOSE DAYS ARE GONE FOREVER.
As this goes to press we hear that James Tigerman, our shop accountant, is transferred to Savanna; that Henry Prior, pay roll maker, is made shop accountant, and that John Sullivan, time-keeper, is made payroll maker. Who said checkers?

East Wind

Mile A Minute

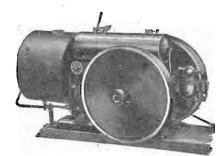
With the advent of the fishing season, all eyes are on Mr. Fowler and the legal department, watching for their next move.

Our most sincere sympathy is extended to Emily and Roy Dougherty in the loss of their mother, who passed away in Elgin, Ill., May

## **WOOLERY ENGINES**

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Wonder who the little girl in assistant to president's office is? Seems to know everyone especially a young man connected with the Santa Fe, who has bright red hair. Well, anyway, we are "for" her and when it comes to speed on the typewriter, we'll say she has the world beat! Also, we want to know what the attraction is up in Michigan?

typewriter, we'll say she had called his up in Michigan?

Thomas John arrived at the home of Mr. and Mrs. M. H. McCurdy Wednesday, April 19th. This news reached us too late to appear in the May Magazine, but we trust we are not too late to extend hearty congratulations. Mr. McCurdy is employed in Superintendent Christoffer's office. We note in West End Scraps the inference made to Chicago weather and feel called upon to this time return evil for evil. A gentleman in the elevator enroute to his office was heard to remark very disgustedly, "Huh! another rainy day. Regular Seattle weather."

This announcement is a little late, but May Conroy, engineer auditor's office, surprised everyone by appearing with a diamond engagement ring. Won't be long before the bells will be ringing.

ring. Won't be long before the bens will be ringing.

For advice on all subjects pertaining to matters of the heart see our expert "heartician"—Mr. Peter McKenna. Consulations may be bad at all hours. (And we'll say he certainly knows his business.)

all hours. (And we'll say he certainly knows his business.)

Have you heard that "Doug" of 1233 has taken up light reading. Oh! yes, very light.

When a girl wears a gentleman's ring, wonder if it means anything serious?

Dorothy Hallwachs, Mr. Whipple's office, has not been quite so active knocking down the sticks in the alley recently because of illness. However, at this writing she is back to work and feeling better. It was even rumored she visited her favorite haunt, the Mandarlan Inn, for luncheon so now we know she is better.

H. V. Scott, of 1314, had six box seats for the Sells-Floto Circus, good Thursday, May 4th, for his cookie, himself and two other couples. He was prepared for a pleasant evening despite the fact that the circus had been gone for about two weeks. Somebody must have hit him on the head with a banjo for he woke up Thursday afternoon and found they had a used-car show on at the Coliseum. It is the opinion of the force in 1327 that he fell out of his high chair when he was young.

Congratulations are extended to Mr. and Mrs. Whitt, who were married during May. I can't vouch for the cigars, but the candy sure was fine. Mr. Whitt is a member of Mr. Whipple's office force.

youch for the cigars, but the candy sure was fine. Mr. Whitt is a member of Mr. Whipple's office force.

Have you ever heard the story about the St. Maries Roundhouse? We respectfully refer you to Miss F. M. W. of Mr. Greer's office.

They must be leading a high life in the vicinity of Roscoe as we have a report that small grain on the Aberdeen Division is all in.

We strongly suspect that "the littlest girl" in 1233 will soon be leaving us. Setting the date is the only hard thing about it, she says, but the odds are on the merry month of June.

Why is it that Hank Weiss and the other boys who have acquired a "storm and strifle" wheu looking over the building plans of a home, seem to be interested mostly in the cellar feature?

Card of Thanks.

Card of Thanks.

We wish, through the Magazine, to extend to our many friends, our grateful appreciation of their kind attention, and our thanks for the many beautiful floral tributes sent in token of their sympathy in our bereavement of a beloved wife and mother.

Wm. C. Dougherty, Roy Dougherty, Emily Dougherty.

Iowa (Middle and West)
Ruby Eckman

James Jensen an engineer in Council Bluffs passed away April 20th following a week's illness.
Engineer Jake Brown who was off duty for several months on account of an injury, returned to work about the first of May.
Car inspector Charles Lutze who had his arm badly injured a couple of months ago returned to work on the repair track force at Perry May 15th.
Betty Mae Marchant, the little daughter of

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**A A** 

Train Dispatcher Curtis Marchant of the Perry force was entered in a baby contest in Des Moines the last week of April. The young Miss tied with two others for first prize.

Thos, Pendy and Walter Sheets have gone to Dibuque to complete their work as boiler maker

apprentices.

apprentices.

Airs. Edward Griffith returned to her home in Mobridge, South Dakota. May 1st after a couple weeks visit with relatives in Marion and Cedar Rapids and with friends in Perry.

Louis Anfanson and wife are the parents of a new baby boy born the latter part of April.

Conductor Francis Cummings left May 2nd for Bradford, Pennsylvania where he will spend a few weeks visiting relatives.

J. E. Murphy has returned to work in the signal department at Coon Rapids following a long lay off on account of sickness.

Operator Lester Losey and family returned May 10th from Arizona where they have been spending the winter.

and department at Coon Rapids following a long lay off on account of sickness.

Operator Lester Losey and family returned May 10th from Arizona where they have been spending the winter.

Engineer O. V. Robinson and wife are the parents of a son born to them on April 22nd. at their home in Perry.

Master Bernard Rogers, son of Engineer Wm. Rogers at Council Bulffs, doing some movie stuff for the benefit of some young companions, fell down a ninety foot embankment and came out of the deal with one broken arm and the other wrist badly sprained. Bernard who is eleven years old said he felt like an angel when flying thru the air and people near at hand who witnessed the performance thought he would be nothing short of one when he landed.

Motor car 3002 has displaced the engine and coaches which has made up the equipment on 34 and 35 the short passenger run between Perry and Manilla. Gerald Gordon of Marion was the instructor until Engineer John Rogers and other extra engineers qualified for the run.

C. E. Evitts who is a clerk at the round house as well as a member of the B. of L. F. & E. went to Texas early in May as the delegate to the annual convention. Mrs. Evitts accompanied him. Mrs. Wm. Leaf of Marmouth, N. D. came to Perry to attend the funeral of Irene Hardy. While in Perry she visited with her husband's parents, Mr. and Mrs. John Leaf of the Milwaukee family. Miss Irene Hardy, the youngest daughter of Engineer George Hardy, of Perry, passed away at San Marcos, Texas, April 30th. Miss Hardy and her mother had gone to Texas for a visit with another daughter and Irene was taken sick soon after her arrival. Her father and sister Katherine were summoned but were notified at Kansas City that she had passed away so they remained there until the funeral party arrived on their way back to Perry. Burial was made at Perry on May 5th, the funeral service being conducted by the Bastern Stars in which organization she was a faithful worker. Irene was one of the most hopular of the younger set at Perry and the sympathy

#### Iowa & Dakota Division

H. S. F.

Herman Frazee. Ticket Agent at Mason City, has purchased a Ford Sedan. We suggest that he carry a large can opener in his tool kit.

It is rumored that Robt. Quandahl, ticket cierk at Mason City, purchased a bungalow in the College addition. Must be Bob is contemplating a partnership deal, altho' we haven't heard just

when the party will come off.

Mr. Cody's office reports a fine increase in business this month and we hope these reports con-

ness this month and we nope these reports continue.

Effective May 12th, the Mason City-Murdo, sleeper will be discontinued. This car will run between Murdo and Sloux City hereafter.

Charles Engberg, extra gang foreman, at Mason City, has been confined in one of the local hospitals due to an attack of la grippe or flu. Our last report shows him improving.

Agent C. H. Croat and wife contemplate taking a trip to Kent, Washington.

Mr. and Mrs. Jimmie Collins have returned to Emmetsburg from a honeymoon spent in the west. Jimmie says its great. Our only comment is, The first hundred years are the hardest. Opr. J. F. Kelly of Beulah took a leave of absence to assist in the opening of the fishing season, spending it with his daughter Avis at Storm Lake.

Son, spending it with his daughter Avis at Storm Lake.

Agent P. A. McNeff and family of Monona are taking an extensive trip through the west.

Agent H. Miller of Postville starts on a two month vacation pretty soon. Where do these guys get all the money?

get all the money?
A third trick has been put on at Jackson Jct.
Olga Reisinger received it on Bulletin.
"Still Bill" Miller at Sexton says business is picking up since the paving Company completed their spur and started operations there.

#### So. Minn. East I. McCarthy

Engineer August Damm left Austin on April 28th for New York City. He sailed May 2nd on the Aquitania for Christiana, Norway, where he will spend two months.

Conductor and Mrs. R. C. McCoy left Austin April 28th on a trip to Cleveland, Buffalo, New York City and Boston. They are delegates to the National O. R. C. Convention which is held in

Cleveland.
Engineer Fred L. Peck and wife and daughter Dorothy left May 2nd for Houston Texas. Mr. Peck is a delegate to the Twenty-Ninth National Convention of the B. of L. F. & E. which is to be held there the middle of May. They will also visit in Galveston and San Antonio before returning home. They plan to be gone a month.
Baggageman J. D. Williams has gone to Dallas, Texas on a business trip. Before his return he expects to spend some time at Lyford, twenty miles from the Gulf coast line.

Edward Zender and Miss Hazel Hanson of Manson, 1a., were married at Manson on April 27th. Mr. Zender is employed as boilermaker in the Austin roundhouse. Best wishes of R. R. friends go with this young couple.

with this young couple.

On Saturday afternoon, May 6th, the office force planned an informal dinner, the occasion being the birthday of Eleanor Moran, enginemen's time-keeper. Superiutendent and Mrs. Meyer, Chief Dispatcher Sorensen, Dispatcher Valentine, Roadmaster Larson and the entire office force enjoyed the spread. The decorations were sweet peas and daisies. Miss Moran was presented with a beautiful bouquet and a box of candy. The candy being the only surprise of the day, the chief clerk "spilling the beans". Last but not least there was an angel food birthday cake with "numerous" candles.

Dispatcher Valentine and Accountant Galligan

an angel food birthday cake with "numerous candles.

Dispatcher, Valentine and Accountant Galligan have each purchased new Studebaker cars. Bob says that it is pretty hard to spend a Sunday in Austin and leave a nice "Little Six" in Lanesboro. Iver Iverson has been appointed coalbouse man at Wells.

Peter Schaefer of the B. & B. department has started a chicken ranch at Adams. He has taken to Jersey Joints. If you want to know anything about chickens, ask Pete.

Agent J. R. Ibsen of Peterson spent a few days in Chicago.

Ethel Mady of the superintendent's office spent a week in Minneapolis and while there she was bridesmaid for her sister.

Mrs. O. Quarstad, wife of section foreman of Lanesboro spent a few days visiting her two daughters in Minneapolis. On her way home she spent a short time at the Evenson home. How is batching Odin?

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M. McInerny of the Austin roundhouse and wife spent a few days in Escanaba Michigan called there by the death of Mrs. McInerny's father.

F. R. Bloom, second operator at Ramsey is enjoying a month's vacation. O. A. Langen of Kas-

joying a month's vacation son is relieving him. Operator Hoff of Lanesboro, who is taking vocational training at St. Paul had the misfortune his arm. Here's hoping for a speedy

recovery.

Conductor O. H. Waters is to be commended for reporting a rough spot in the track between Armstrong and the doubling track which turned out to be a broken rail. His prompt action in reporting this, no doubt, avoided serious trouble.

While driving over First street crossing west of depot at Winfred, S, D. on motor car, an automobile struck hind end of motor car which carried Chief Carpenter Auge of Wells and A. Yappen, assistant engineer brakeman maintenance of Chicago, Ill. Mr. Yappen was cut over both eyes and badly bruised. Mr. Auge sustained a bruise on the forehead over the left eye, but is able to be around again. around again.

Minneapolis Shop Happenings

James Nellins

The car department is doing some rapid-fire work on the schedule 5 and 3 box cars, and the work is progressing nicely and making gains on cars coming under this class of work.

The shop employes were given a genuine treat on April 11th, when Mr. Dudley Crafts Watson, extension director of the Minneapolis institute of fine arts, gave a most interesting and instructive lecture in the machine shop and Mr. Watson proved himself to be a regular man and good fellow. He also gave demonstrations in sketching and silhouetting. It was sure a treat and men appreciated his work by generous applause.

Foreman Joseph Kinney, car department, has rather stolen a march on us in-as-much as he has gotten the drop on the gang by being first to get office painted up in the usual spring cleaning up and his place appears very neat in its suit of new clothes.

The wife of Car Department Bolleau recently underwent a serious operation but to the good news for all, she is recovering.

Reclamation Department men T. R. Morris and Sylvester O'Gar transacted business at those shops on April 12th, 13th and 14th. It is always a pleasure to see those men here as they are among the class who can do their business with a smile. The base ball games are now in full swing and that is one place about the shops where friend-ship ceases and it is a game for blood and for sport and the fellows are getting into the game and will make things interesting for other teams in the city's Commercial League.

H. Hanson, from the pay master's office in Chicago, was with us on April 17th, 18th and 19th on business connected with the above named office. He made friends with every one he met here and all found it a pleasure to do work with him and let him come again and find what a welcome waits here for him.

Things don't look familiar in the store department office. Billy Hughes is absent, sick and the familiar face and figure of that veteran is missed.

Things don't look familiar in the store department office. Billy Hughes is absent, sick and the familiar face and figure of that veteran is missed. Trust his absent is only temporary, as he is a

good man and it is hard to keep such a fellow down.

down.

The entire boiler shop force, and the many friends of Boilermaker Apprentice Jno. T. Johnson, are sympathising with Mr. Johnson on account of the death of his wife, the sad event occuring on April 19th. The lady had been sick for a long time and it has been a trying for our young friend and a season of continued anxiety and his friends surely show their sympathy in his sad bereavement.

ment.

Another sad event to mention is the death of John Kittelson, engineer of the Hastings and Dakota Division. Our friend John died on April 21st after a long sickness which incapaciated him from performing any work. It does seem strange that we will no more see this live wire about the place for he was a regular dynamo in his actions and movements. His funeral was held on April 24th and in spite of the down-pour of rain an immense crowd of his friends turned out to pay their last respects to this lad who will be seen here no more.

The heckswith shop great thinks they have the

immense crowd of his friends turned out to pay their last respects to this lad who will be seen here no more.

The blacksmith shop crew thinks they have the champion base ball team and that they are going to clean up the others before the season gets very far. Well there are some regular sports and regular fellows in that shop and they may make their claims good. As yet they are a little stiff jointed and the aroma of Sloans liniment is in evidence. However other teams look out.

The popular and efficient clerk of the boiler shop, Miss Clara Kundson, caused a surprise by resigning her position on April 15th and on May 6th was married to Jas. Peterson. The employes of the boiler shop bid her good-bye in a way she will not soon forget, about closing time the boiler shop quartet entered her office and sang "I Leave You Boys To Get Married". Then when she tried to pass out through the shop door she found the crowd gathered there with all sorts of noise-making devices and the noise they made would drown out the Armistice day, or a New Years Eve celebration, and with this send-off, our smilling and popular young lady left us.

The shop league base ball season opened officially on March 10th, 1922, games played between the Machine Shop Colts vs Boiler Shop Regulars, batteries for the colts Herbert and Brooms and for the Regulars Edlund and Ott. The Boiler Shops Regulars taking the game by a score of eight to two. This may appear a one sided game but it was due mainly to Edlund's effective pitching and his support from his catcher Ott. The stores Department va Blacksmiths Lillienfield and Kline, score nine to two for the Stores Department. This was due to the hurling of Brecken and lellis and for the Blacksmiths Lillienfield and Kline, score nine to two for the Stores Department. This was due to the hurling of Brecken and very brief practice on the part of the Blacksmith team and the latter will give a good account of themselves after a few more warm ups. Terminal Superintendent G. A. Vandyke pitched the first three ba

The Saturday afternoon closing is now on for the summer. It is surely a privilege and a favor that all should appreciate.



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A girl baby surprised Roundhouse Machinist Roy Ronning and wife by gaining admittance to their home on April 8th and iusists on staying and the little Miss cannot be blamed for knowing a good place when she sees it. Congratulations from all your working pards Roy.

River Division Engineer Chas. Adams is on the rails again after a long visit in sunny California.

H. and D. Division Engineer Joseph Deming is missed due absence account severe attack of rheumatism.

matism.

### Iowa (East) Division and Calmar Line

J. T. Raymond

Baggageman F. A. Dougherty, was called to Madison, S. D. on account of the death of a rela-

Manison, S. D. on account of the death of a relative.

Engineer Lem W. Rice has the reputation of being a first class "brake artist" on a passenger train, but has not yet gained that fame in handling his new automobile. This auto took a notion to demolish the Perry Methodist Church and actually got clear up on the lawn before "Lem" found, and applied the emergency.

Miss Idelle Fullerton has returned to Marion from Council Bluffs and has accepted a position in the Atkins round house office.

Miss Helen Cate, stenographer at Atkins round house has gone to her home at Perry on an indefinite leave of absence. Miss Cate likes Marion quite well and may return before very long.

Agent C. A. King of Miles was away for several weeks vacation visiting relatives in Kentucky. F. W. Berhens acted as relief agent during his absence.

sence.

Conductor J. A. Hall was laid up for a while, account having a foot injured while unloading way freight at Preston. Conductor Correll was on the way freight run during his absence.

Conductors John Higgins and James Cunningham went to Excelsior Springs on a ten days vacation.

Conductors John Higgins and James Cunningham went to Excelsior Springs on a ten days vacation.

Mr. and Mrs. L. R. Curtis have gone to Phoenix Arizona for an extended stay for the benefit of Mr. Curtis' health. We sincerely hope that their brightest hopes in this respect, will be realized.

Engineer F. V. Winsor of Miles City, spent ten days in Marion and vicinity visiting with his mother and other relatives.

Engineer Frank Williams and wife of Savanna visited several days in Marion at the home of their brother Conductor Fred Williams.

Dispatcher and Mrs. R. C. Merrill attended the wedding of her sister in Chicago. The bride and bridegroom accompanying them on their return home for a visit

Miss Alice McGuire, roadmaster's clerk at Marion was off several days first part of May account sickness.

Engineers Leonard Taylor and Fred N. Spruage

account sickness.

Engineers Leonard Taylor and Fred N. Spruage accompanied by other Marlon friends spent Sunday April 30th at Savanna where they assisted in organizing a rural Sunday school near that place, also conducted religious services in the evening at the Methodist Church. Engineer Walter McRae and Savanna friends gave them a royal welcome. The deepest sympathy of a wide circle of railway friends is extended to Star M. Klink of Superintendent Marshalls office, in his great bereavement, through the death of his beloved wife, who passed away May 9th after a long illness. The funeral was held at the Congregational Church. The floral offerings were very numerous and beautiful, testifying of the loving regard for the memory of the deceased.

Inspector A. DeGarmo whose headquarters were at Marion, has been transfered to Missoula, Mont.

at Marion, has been transfered to Missoula, Mont. His departure from this territory is very much We wish him success in his regretted by all.

new field.

Born to Mr. and Mrs. Frank Higgins, a son, May 15th. Congratulations.

#### "Shop Accountant Bits" Irm.

F. S. Brand was pleased to see that all was K. at his office after his short trip to New Orleans.

The M. C. B. ball team's balloon of vanity was bust when they lost their first game to the Shop Accountant team. Proof enough that nothing is impossible nowadays.

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We are all waiting for that \$1,000,000.00? Prize Derby Automobile race that was going to be held. We hear that another entry was made—Charles Adolphsen driving a Studebaker light six.

Bob has decided that the Universal car is the best. He claims it takes him there and brings him back. That is better than some of the others will do.

Now that our ball team is playing on home ground we are developing some splendid players—Pete, three home runs in one inning with no errors.

Someone suggested having the roof of the paint shop sloped after watching Art Newbauer bat for one game.

for one walter

Walter we must congratulate you upon that beautiful little something on your lip.

W. DeSote has proof that the Chalmers car will go from 1 to 70 miles an hour. He said it "stands in the book". Marge with her Hup has called his little bluff and a little race would be

called his little bluff and a little race would be real interesting.

Some girls in this office were thinking of starting a lady barber shop. Can hardly blame them for thinking of this after looking around the office on some days.

Claire is going to leave us to take that fatal step. Did I say fatal I meant vital. We wish you loads of luck and happiness Claire.

Katherine is leaving us also for her heart craves for the excitement of downtown and a change of scenery.

#### Chicago Terminals Gun E. Sampson

On May 1st Engineer Ed Wardle closed his 52nd year in the service of this company and is still in the harness, working from 7 A. M. to 3 P. M., making engine reliefs at Bensenville yards. His many friends, and he sure has many, are more than pleased to see him able to be among

more than pleased to see him able to be among Drippings from the Ice Bunkers Spud Bar

The other day at Aberdeen, S. D. there was a serious commotion in the freight office, heads were getting together and lips were in motion. One would have thought there was a secret session going on, but it developed that it was only that Bill Lee was smoking a cigaret. Bill cuts loose occasionally and we would not be surprised if some day he should happen around with a bull dog and a cane. and a cane.

A. B. Estes of Mitchell has a Ford roadster. A faithful dog has nothing on this car wherever Art goes you can be sure the tin goes too.

R. B. Smith and wife, of Mobridge spent a few days in Aberdeen visiting with relatives. Roy was glad to get back to Mobridge as he said the street

cars were annoying.

Ray Larson of Miles City is the proud father of a new daughter and reports both mother and daughter doing fine.

After the wrecking crew at Avery finished with E. A. Peterson, when he returned from his honeymoon, we take it that once in a lifetime will be sufficient for Pete. Stamp-pad ink can be utilized for various purposes according to what he has to say.

A gentleman from this department working at Seattle has been very quiet about the Seattle Coast League team. The last time we glanced at the paper we found that they were in the cellar position. Guess that accounts for the silence.

Windy City notes have omitted making any mention of "Green Hose" Madison Willis. Suppose he has taken to the far end of Michigan Avenue and they have not been able to get a line on him.

At this time of the year everyone realizes how important we are, the reason is obvious. What would they do if the water coolers were without

we would like to have A. H. Waskow of Bensenville demonstrate his pedestrian ability at Miles City where the ice house is so far away from the yard office it takes a half a day to make the round trip. It use to be, "Why did they build the ocean so near to the shore" but now, "Who built the ice house so darn far away."

If the Chicago office and the inspectors would send in some dope we might be able to make the refrigerator department's column more interesting. The Editor will take care of all items, so let them come.

us for so many years and only hope that he may still remain one of us for a long time to come. Pat Cary had the misfortune to slightly sprain the ligaments of his lower limbs. It was not serious as P. C. was able to stay at work. He was of the opinion that no one sympathized with him but we have it from good authority that the entire office force offered to assist him in applying the entire contents of one of our "First Aid" packages to the injured limb but that he absolutely refused their assistance. Glad it was no worse Pat. Safety First, we must look where we walk and walk where we look.

Switch Tender Johnnie Holland is now one of the moneyed men of Bensenville, having started a savings account in the First State Bank of that place. Good boy, Johnnie, you can't start any younger now. Keep it up.

Wrist and ankle watches may be the latest styles but we never heard of the old fashioned girl who wore her watch securely fastened to her waist, laying it down in the office wash room and leaving it there.

Yardmaster James O'Keefe, Labor Foreman Chas. Mac, are the proud fathers of sons, while Harry Cammeron and Kenneth Leigh are passing the cigars account of the arrival of daughters since our last report. We welcome all the little ones, we're glad they have come to stay, for they must take our places when we have passed away.

Joe Jellie sure was on the job when he discovered a piece of over-heated waste near the oil house at Bensenville recently.

The fuel conservation committee is on the job and the majority of our employes are taking a deep interest in making the coal go just a little further than ever before. While the engine crews are doing their best to burn as little coal as possible the foremen of crews are arranging their work so that every move made counts and unnecessary movements eliminated.

Wonder why we can't get some items from Bensenville roundhouse and Galewood any more. Is it that they are all too busy or doesn't anything

work so that every move made counts and unnecessary movements eliminated.

Wonder why we can't get some items from Bensenville roundhouse and Galewood any more. Is it that they are all too busy or doesn't anything happen that would be of interest to our renders? Give it up, we don't know which it is.

Yard Clerk "Swede" Seaverson, has tired of the long morning and evening rides to Chicago, so has made Bensenville his headquarters. He says that every place has its drawbacks. In the city you can't sleep but have no room for a garden to work in, while out here you have the garden but the air is so fresh and pure that you just can't work a garden but want to sleep.

Foreman Corkhill has erected a cottage on his lot which he bought of Engineer Art Pierron.

Last month we reported that O. M. Utrick had left us to work in Car Accountant Hoy's office. Well he didn't stay away from us for very long. Says the outside work appealrs to him more. Well we are sure glad he likes to be with us here but we know some one else who is also glad "Minnie" came right back in our midst.

Account of reduction in force Tom Collins is working a night shift but at that he carries a high powered flash light so we know if any broken rails show up he will see them.

Switchman E. R. Bishop embarked upon the sea of matrimony Saturday; May 6th. Mr. and

Switchman E. R. Bishop embarked upon the sea of matrimony Saturday; May 6th. Mr. and Mrs. Bishop have our sincere wishes for a world

Mrs. Bishop have our sincere wishes for a world of happiness.
Trainmaster M. F. Washburn made a flying trip to Milwaukee May 5th.
Chief Clerk Mulvanny of the assistant superintendent's office, served on the jury for two weeks. however, he did not get a chance to send some of the "Flappers" to jail, as he would like to have done.

done.

J. W. Blossingham has taken the position of trainmaster at Western Avenue, Union Street and Kinzie Street, vice J. M. Quinn. who has resigned. We welcome Mr. Blossingham to our midst and assure him of the close co-operation of all the employes in the Chicago Terminals.

Try this on your piano to the tune of "Smiles." There are rules that make us scrappy, There are rules that make us mad; There are rules that tell us to be careful, And a few we think are bad, There are rules that warn us of our danger, There are rules that help us in our work. But the rules they give us for our SAFETY Are the rules we must not shirk.

### What is Acetylene?

Acetylene is the gas liberated from the dissociation of calcium carbide when in contact with water. Acetylene is a colorless gas, and has a distinctive characteristic odor. It is the richest gas in carbon contents known, hence, when combusted with pure oxygen the result is a very high temperature flame. The oxyacetylene flame has no equal. All metals are conquered by it.

No other gas has benefited man more in so short a time. is none more dependable and economical to the railroads.

Acetylene cylinders should be noticed promptly. These cyemptied promptly. linders cost many times the value of the gas they contain, therefore, their speedy return to the filling stations are of vital importance.

We shall tell you of acetylene's mother in the next issue.

### Gas Tank Recharging Co.

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All kinds of Pressed Steel Work
A. M. CASTLE & CO.
CHICAGO, ILL. SEATTLE, WASH.

#### C. V. & Wabash Items M. M.

It is very encouraging to watch the heavy trend of business on the C. V. & Wabasha Divisions during these times of business depression. There does not seem to be any depression on these Divisions as the freights are from three to four hours late due to the unusual run of business. R. E. Thompson, cashier at the freight depot, has assumed the new title role of agent at Wabasha, former agent J. T. Brandt having taken a six months' leave of absence. Olaf Lund, freight clerk, has taken the position of cashier which was made vacant by R. E. Thompson.

We were all very sorry to hear of the accident that Traveling Engineer W. C. Blase met with some time ago. He is greatly missed and all wish him a speedy and safe recovery and that he may return to work soon.

On account of the reduction in force of ma-

return to work soon.

On account of the reduction in force of machinists, Will Shepherd, formerly working days, has been assigned to night work. This does not make it very pleasant, but Will, if you are missed at home, remember the day employes around here miss you also to be converting doing around.

at home, remember the day employes around here miss yon also.

There's going to be something doing around this town when Frank Poeschel, third trick operator, becomes acquainted with his new Ford coupe, which he recently purchased, as all the girls like Ford coupes, not to say anything about Frank.

From the stories of goslings, cows and chickens told by Sharp Brown one would think Sharp is operating a farm similar to that of Cy Thompson's, but hiowever he may not have all conveniences and places of anusements as we have not heard of any dauce pavilion there.

An important change in the departments was made at Wabasha, effective May 1st. The mechanical and car departments have been consolidated and these two departments now come under the supervision of Roundhouse Foreman John Pleming. This work is not new to Mr. Fleming for he has had charge of cars at other points during his years of service. Former Car Foreman, John C. Houts, still remains in the service as car inspector. This will mean a great saving for the company but will give considerable additional work to Mr. Fleming, but John is a very conscientious and conservative worker and is always ready to put forth all efforts when the company interests are concerned.

Miss Margaret Maber, roundhouse clerk, will have charge of the clerical work at both offices.

Maurice M. Wheeler, engineer on the C. V. freight, has been appointed on the Fuel Conservation Committee. Paddy makes a very active member on this committee for it has been noticed that he practices fuel conservation daily on this heavy freight run.

We were expecting that some of the employes

he practices fuel conservation daily on this heavy freight run.

We were expecting that some of the employes would make application for a vacation during the hot spell of weather that we had a few days ago but none have been received.

Trainmaster J. E. Hills is frequently seen descending freight trains at this station. It seems that J. E. H. is kept pretty busy.

Engineer Jerry McGraw, who is now taking his ten day lay-off on the Wabasha Division, is soliciting orders to mow his neighbors' lawns. We are unable to figure out whether Jerry is doing this to play the part of the Good Samaritan or whether he needs the exercise and wants the work.

The following is a recipe that has been in great demand at this place and ye scribe thought perhaps the readers might be able to use it to good advantage in their various and respective posi-

Take a large quantity of cheerfulness and let it simmer without stopping. Put with it a brimming basinful of kindness, then add a full measure of thoughts for other people. Mix into these a heaping tablespoon of sympathy. Flavor with essence of Charity. Stir well together and then carefully strain off any grain of Selfishness, Let the whole be served with love sauce and Fruit of the Spirit. of the Spirit.

### The H. & D. E. J. R.

T. K. Williams will be our new agent at Lang-What he should do would be to get on the

main line and work off some of that fat.

W. C. Westfall was off a few days, relieved by "Chuck" Adams, and he by Julius Kalberg, the man that switches from both ends and the middle at the same time and gets them all out on time.

Mr. Sizer is now the proud owner of a new Willys-Knight sedan, all equipped with hot and cold water, steam heat, electric lights and bath. Maybe some day we will have a chance to have a ride in it.

That live bunch at Milbank had another one of their "Get-together" meetings the 11th of April, the purpose being to talk over and get together on the proposition of saving coal. Leave it to them to do the necessary at the right time. There were about 50 present at the meeting, showing that all the railroad men around that place are interested in bettering the conditions on the "Milwaukee." Mr. Flanigan had charge of the meeting and gave those present a very interesting and instructive talk on the different ways of saving fuel, also some pointers on "Safety First." Messrs Hemsey, Grove, Reeve and Boughton also gave some of the ideas they had for saving coal, after which a committee consisting of A. Grove, H. Letts, J. G. Hammer, M. J. Hokland, L. Prevay, H. Moss, C. Lenhardt and F. Phelan were appointed. Now watch that bunch put over what they start.

On the 4th day of May, this year, another good

vay, H. Moss, C. Lenhardt and F. Phelan were appointed. Now watch that bunch put over what they start.

On the 4th day of May, this year, another good man went wrong. Another man signed away his life's freedom, and promised to stay home at night instead of running around with the boys. Roy Holzer and Miss Madge Williams were married at the latter's home near Appleton. It seems funny, but they all fall sooner or later, and the longer they wait, the harder they fall. The happy couple left on No. 16 to spend about six weeks in the east.

Roundhouse Foreman C. E. Lenhardt, of Milbank, spent a few days visiting in Minneapolis. Roundhouse Foreman Brossard made his "once every two weeks" trip to Aberdeen last Saturday. Carl Gulbrandson, of Milbank, very seldom misses a Sunday in Montevideo. In on 18 and back on 3 and right to work. Understand it is getting pretty serious.

Harold Murphy of the master mechanic's office of Aberdeen, and Leo Ludkin, of the freight office, were in Montevideo last Sunday.

F. L. Paul, master mechanic, spent a couple days in Chicago last week on company business.

Wm. DuCharme has been engaged as sten-

ness. Wm.

ness.

Wm. DuCharme has been engaged as stenographer for the Chief Carpenter, V. E. Engman and Roadmaster O. P. Ronning. He is formerly of the Soo Line offices at Minneapolis.

Pebbles from the Musselshell

4-11-44

J. J. Foley, D. F. P. A. and M. E. Randall, T. F. & P. A. returned recently from an auto trip to Broadus, they had a very hard time getting through on account of muddy roads.

This section of the country had quite a May snow storm turning to rain the middle of the month, after several inches of snow fell it commenced to rain, the result was everything was like a lake around Milestown.

Sam Burbridge, Conductor on 15-18 is planning on putting in a large acreage of the tubers on his ranch in the vicinity of Ryegate.

Crop conditions around this division are the best in years and every one is very hopeful that the same conditions will hold good for the next six weeks.

Considerable interest is being manifested in

six weeks.

Considerable interest is being manifested in Hydro-electric project at Mobridge, the voters of South Dakota will express their sentiments by an election to be held this fall, if the proposed project is looked on favorably by the voters it is estimated that an amount of at the least estimate of \$420,000,000 will be expended and which will in the ultimate tend to a great development of the country along this and the Trans-Missouri Division.

vision.

G. Buchanan of Sumatra was a recent Miles City visitor.

Description of Sumatra was a recent Miles with the sumarrant of the sumarran

John Brennan car repairer at Marmarth had the misforture to have his left leg crushed while crawling under a car in the yards, it appears that after leaving work and on the way home he recollected that he had left his coat in the



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roundhouse and returning for same crawled under a string of cars, the train starting and crushing him, he was rushed to the Miles City hospital on special train and is now getting along nicely—

ing him, he was rushed to the Miles City hospital on special train and is now getting along nicely—Safety first.

H. E. Keltner operator at Carterville sustained a very bad fracture of his leg due to a fall, he was brought to the local hospital and is now getting along very nicely.

W. H. Montgomery. Agent at Calabar is also in the hospital receiving treatment for pleurisy. Ira Rodgers of the superintendent's office has been selected as a delegate to the Brotherhood of Steamship and Railroad Clerks convention at Dallas Texas, Ira will have to be careful while he is on his trip to the South that some of those wild Texans don't brand him as a maverick.

Jack Kittenger has re-entered service as conductor on the steel train now re-laying heavier steel on the East end.

A. A. Welsh of Marmarth is the proud father of an eight pound son born at the local Miles City hospital the early part of the month.

It is contemplated to move the roundhouse and some of the other buildings from Othello Washington to Miles City re-erecting them as car sheds for repair track, if this contemplated improvement goes through the employes of the car department will enjoy working indoors during the winter and rainy weather.

### Twin City Transfer

All the fellows are kidding claim clerk Nelson. A baby boy welcomed his home on the 18th of March. They are trying to tell him St. Patrick brought the little fellow. Can be did he says.

Did you see the wide smile all over Hagen's face the 29th of March, also did you note the little package under his arm. This was none other than the old cigars. A big 10 lb. boy was the reson

other than the old cigars. A big 10 lb. boy was the reason.

And look here. Our explosive inspector, Cary Myron, was all puffed up the 4th of April. A big baby girl was his new visitor. The cigars came pretty fast for a while. Congratulations and best wishes to you fellows.

Married life seems to agree with Hagen. Hisbelt is getting too small entirely. I think though this only befell soft drink proprietors. Perhaps we had better follow him home nights.

Rex and the ladies were present at the last Happy Harp dance. Of course one was Wifie. Fisherman Jack Young can hardly wait until the fishing season opens again. Lookout all you worms—beware of Jackies hook.

Lockwood is with us again for a while. If his truck moves according to the line of talk he hands out, we could get along without the rest of the force.

he hands out, we could get along without the rest of the force.

Have all you fellows noticed that checker Lundeen strolls down to the hardware store every noon. I am beginning to think there's something to this. Perhaps we better put a federal man on his trail. There may be something real in linseed oil after all.

The surest sign of spring around the Twin City Transfer is when Thori brings the bulbs and shrubbery around. We expect this very soon. What has happened to our friend Jerke. We have not heard any comments on Rice street or Maggie lately. We miss this very much.

### Sioux City & Dakota Division H. B. Olsen

H. B. Olsen

Patience and tolerance, though long-suffering, are the virtues of a giant, and they are sure to bring their reward. The largest engine labors patiently up the longest hill, but it carries its heavy train through to the end of the run.

W. D. Griffiths attended a safety first meeting at Sioux City, which was a most successful gathering and much was accomplished. Miss Hannah Graneg, bill clerk, Sioux Falls, spent Easter with home folks at Canton.

Dispatcher C. L. Jacobs was forced to absent himself from duty a couple of nights owing to illness. "Jake" says it's his first time off the job in two years on sickness.

Oh where, oh where has the little blue capgone,

gone, Where, oh where can it be? (go ask W. D. G.) Any one seeking information as to the ways

and means of the safest way to bet-call on Norman

orman C. Agent L. Agent L. G. Moore, Baltic, took a ten days' vacation and during his leisure took the Consistory in the Masonic Order at Sioux Falls. Leo is a "32" now. He was relieved by relief agent

is a "32" now. He was relieved by relief agent G. H. Nance.

Engineer Glenn Payne is sporting a beautiful new sedan and Glenn says he does not believe any of his fellow-workers will be struck or run down by his car as on the front is the warning to "Dodge Brothers".

Misses Hildred Kenna, car clerk, and Marie Hanson, stenographer, Sloux Falls, recently spent the week end at Minneapolis with friends.

Conductor Buck Jenkins being laid up with a crippled foot and unable to take his run, was relieved by "Billy" Opperud, our obliging extra passenger conductor.

Passenger Brakeman, Alex Porter, enjoyed a visit from his parents in Sioux City last week. Alex is one of the oldest passenger brakemen on the division.

Henry Salzer, traveling auditor with headquarters at Spokane, Wash., is In Sioux Falls meeting his scores of friends and assisting Auditor "Bob" Lamphere while there. Mr. Salzer was "raised" on the S. C. & D. and his visit is most welcome.

Conductor Gamel on train No. 76 was forced to leave his run on account of illness, and return to Sioux City for treatment. Conductor Geo. Robinson directed the movements of No. 76 Into

Robinson directed the movements of No. 10 later Sioux City.
Gaylord Hunter, son of Engine Foreman Ray Hunter, Sioux Falls, has gone to San Diego, Cal., where he will visit for some time.
W. Helmhold, flagman has gone to Ogden to visit his mother.

W. Helmhold, flagman has gone to Ogden to visit his mother.
Conductor Atkins of the S. M. Division, visited in Sloux City with friends last week.
"Al" the Fat Boy in superintendent's office, is surely an all-around man. Recently the electric lights went out of commission but Al immediately came to the rescue and restored the service.

Is she or is she not, that is the question, what do you say Hannah?
Conductor W. B. Anderson is on a ten days' leave of absence visiting near Kadoka, S. D.
Traiu No. 6 out of Sioux Falls detoured over the G. N. to Lennox, was delayed some forty minutes enroute. Conductor Opperud directing the movement of this train went into Sioux City just 15 minutes late. We learn Supt. Rummel lost the cigars with Chief Dispatcher Givens on the time of this train.

Eng. Foreman Ray Hunter and family were taken to a surprise in Sioux Falls last week when about 36 of their friends arrived uninvited and spent the evening with them on the occasion of their nineteenth wedding anniversary. Games and dancing provided amusement and Switchman Jack Haffy was the high score winner.

The Sioux City Chamber of Commerce have chartered a special train on the "Milwaukee," leaving the initial point May 31st, and will visit practically every town in South Dakota on the "Milwaukee" again which goes to show our service is superior.

Third Operator Muench at Elk Point was sur-

"Milwankee" again which goes to show our service is superior.
Third Operator Muench at Elk Point was surprised on April 25th, when a gun-man ordered him to "stick em up" which he did willingly, while the robber helped himself to some loose change and got away with it.

Mrs. A. J. Edmonds, wife of former master mechanic of Sloux City, but now of Milwaukee, is visiting friends in Sloux City.

Do you know ten per cent of the injuries to railroad employes are received in train accidents. The other ninety per cent are received in the everyday individual mishaps.

Trans Missouri Gossip

M. F. H.

Mrs. H. V. Wyman of Marmarth visited at
Mobridge recently.

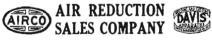
Mrs. C. K. Todd arrived in Mobridge to spend
some time with her husband who is working
second trick in the Relay office.

Elmer Peterson, station helper at Faith, has

been assigned as car clerk at Marmarth.

L. H. Larson spent several days in Minneapolis st month. He had intended to stay much last month.

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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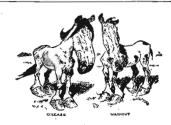


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longer but everyone went fishing, so he had to come home.

come home.

Dan McGrath has been at the Mobridge hospital for several days suffering from a minor accident.

J. L. Downs has taken the Isabel run and A. C. Bunker is now on the local freight.

B. P. Shields, M. Obst and O. A. Johnson attended Masonic lodge meeting at McIntosh, May

J. R. Price has purchased a new Coupe and it has rained every day since. Even if it is equip-ped with a "lid" that doesn't prevent the rain

has rained every day since. Even it is equipped with a "lid" that doesn't prevent the rain from damaging the roads.

Dora Anderson spent the week-end recently with friends at Bowman, N. Duk.

T. A. Dodge has resigned the agency at La-Plant and will again take up his old position

Plant and will again take up his old position of traveling auditor.

Mr. and Mrs. A. A. Childers of Marmarth are the proud parents of a baby boy.

Cecil McNeeley laid off for several days to put in his potato crop. Evidently he expects to be the "Potato King" this fall.

Floyd Brown and family left recently for Red Hill, Ark., to remain until June.

Herman Lindow recently of Miles City, is now located at Marmarth as local storekeeper.

Roderick Weir, who was injured some time ago, has sufficiently recovered to be able to leave the hospital.

Arvid Arvidson Ross Baker and John Cooley.

hospital.

Arvid Arvidson, Ross Baker and John Cooley were at McIntosh, Sunday May 14th, attending A. F. & A. M. meeting.

Louise Hand has bid in the stenographic position at the storekeeper's office.

Thos. Sholtzen, car inspector, who had his foot crushed several days ago, is doing well and we hope to see him completely recovered in a short time.

The depot at Mobridge is receiving a coat of paint which will help the appearance of the station a great deal.

E. J. Stock is visiting at points in Wisconsin and Michigan and expects to be gone several

and Michigan and expects to be gone several months.

L. H. Hourrigan made the trip to Thunderhawk recently to look after his farming interests.

We understand that Ada Lowis, mechanical department timekeeper has changed her name. We believe that it now "Iona Ford."

C. W. Corry has just returned from Rochester, Minn., where he had accompanied his wife who will undergo an operation.

#### C. & M. Division Flashes (Buck)

(Buck)

Lack of news last month made the notes very conspicious by their absence. Had several expressions of regrets account of the blank space for our division but no contributions. S'matter everybody, does nothing happen that would be worth while publishing?

Engr. W. B. Chamberlain had his leg broken when lever came out of engine on train 4. May 17th. He took his train into Chicago and then was taken to the hospital. We are all very sorry to hear the bad news, Bill and hope for a speedy recovery; want to commend the St. Paul spirit that was in back of the prompt and faithful action, taking a train 23 miles after an accident of this kind.

Everyone has all the available roadmaps, resort circulars and time tables within handy reach.

Everyone has all the available roadmaps, resort circulars and time tables within handy reach, figuring on the summer vacation.

What do you think of our Depot Park?

Now that G. T. C. and Clink bought new cars wonder who will be the next one? What say,

wonder who will be the next one? What say, Eric?

A. W. Erdman was recently in our midst, looking very fit. Wife's cooking, Al?

Now that our Safety First meetings and Classes on Rules will be consolidated, we should have a splendid turnout on the first Sunday of each month. Every train and engine man should make special efforts to attend these meetings, 10:00 a. m. daylight saving time, Room 10.

The Waukesha twins will now stand up and sing "Going to Work at Midnight Account of Daylight Saving."

Co-operation between employes—an excellent

Co-operation between employes—an excellent motto—one our extra men in Milwaukee and Chicago can well afford to think about!

For the benefit of those that come in late, Miss

E. B. insists that we did not descend from mon-

E. B. insists that we did not descend from monkeys.

J. W. Blossingham is now trainmaster at Chicago. Our best wishes for success go to our former assistant trainmaster, the best we can say—"A Man among Men".

Hark! The big shadow is receeding across the horizon. Business is booming, two gravel trains on the J Line for over a month and a second Rondout switch run. Now for a slight increase on the Main Line and Kid Normalcy will again be the ruler.

Our side wire Operator Andy Barber, is getting

Dur side wire Operator Andy Barber, is getting next to the trials and troubles of a Dispatcher and will soon be a full fledged "TD".

A hot box epidemic has started, but the car department are right on the job, have carforeman riding several freight trains to be right on the job in detecting cause for so much of this

Pickups from the Aberdeen Division "Scoop"

The long stenographer made a business trip to St. Paul recently. Understand he is investigating a new water cooling system with the intention of having it installed on his pencils.

Conductor J. J. Cully has been reported on the

We are glad to see him back too, as he is the only one from whom we can get time returns on

Conductor W. R. Foster, who has been spending the winter in Washington has returned and is busy punching hat checks on the west line again.

again.

Ray made another trip to Minneapolis. It must be that those special meetings are being held in serial form as it is getting to be a regular schedule trip for him.

Captain Bill and Division Accountant Kauppi returned from Minneapolis and brought their families with them. They both intend to make Aberdeen their future home. Bill is comfortably settled in his home on South Arch; where he has a garden and everything. No more "Hungry Man's Joint" for the boys.

B. & B. Foreman Ove C. Oveson had the great misfortune to have his right arm badly lacerated and also broken in two places, while cleaning out the well at Rosoce. He is gettling along nicely and it will not be long before he will be out and around.

and it will not be long before he will be out and around.

C. N. Williams, who has been relieving at "RN" in the absence of W. H. Amundson had taken to the woods again, resuming his regular position at Mellette.

Agent R. C. Donehower, accompanied by his family, attended the Knights of Templar convention at New Orleans. The party left Sioux Falls in a special train and on the return tripstops were made at various points of interest in the southern states. Mr. Donehower was gone about two weeks and reports a very enjoyable time.

time.

It is with deep regrets that we received the news of the death of M. Lutgen, father of Cashier Leo Lutgen, who passed away after a brief illness May 3rd. Heartfelt sympathy is extended to the bereaved family.

#### Milwaukee Terminals Renay

Renay
Sakes, alive, course I haint married. Can't a
poor, tired, little girl go to New York to look
at the high buildings, without everybody back
in Milwaukee trying to spoil her few chances.
I'm sorry to have disappointed so many, but
then you know "It's politeness to wait until
you're asked."

Notes? Why are they harder to find than
hen's teeth? And all the promises I got for a
good supply and look at what I got. Yes, Clem
and Ed you should have a guilty conscience.
Here's hoping you do a little something next
month.

Girls, have you noticed the west view of H. Arthur in his vest? Better look now, cause it's going on the top nail July 5th Glad to see Switchman Fred Phillips back on the job after his serious illness of a month.

H. H. HEWITT President

W. H. CROFT First Vice-President

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**PAINTS** 

VARNISHES



Noticed our chief clerk lately? Smiles all over. George, Jr., is getting in practice to be a future President of the Bowling League.

Yardmaster Ustruck ought to land some big ones this summer for he will Hupmobile from

We have many suspicious characters among us these days, among them being Wm. Dietrich and a few others, seen recently digging dandelions near Reservoir Park. Why for?

Mabel Madsen-why the mud baths? Rheumatism?

Katherine and Nellie are practicing for the theatrical game. What's your cue, Katherine?

theatrical game. What's your cue, Katherine? Walter at Chestnut St. has been jollying the public into thinking he is spending his Sundays in Waukesha with his sister, and up pops a little reliable bird with the inside information that its not Waukesha but Chilton, and not his own sister, but someone else's. Walter, order that car of sand now.

Al, who you "rushing" now? Be careful, you know what they say about auburn hair.

Hank and Marie are going fifty-fifty on a set of Wallace Records. We sincerely hope they bring results.

Agent Ross is back from New Orleans all smiles. He had charge of the Knight Templar Special and from all reports, he handled it to the complete satisfaction of all concerned.

You are a regular checker player, Frank, but then, that isn't a reducing exercise. Better join Hank and Marie.

It seems very easy to get a line on the station doings but if some of the yardmen don't come across with a few notes, Ed Daliman is going to scalp them, so please get busy. He wouldn't mind getting hung for anything except "murder."

You should been with me to the party last ght. "Hard Times" was the order, we all did look a fright.

The gang was all there, the cops were there too the judge fined the dudes and he fined quite a few.

They served fat hot dogs and punch, instead tea. I'm not sure about the others, but it of tea.

The music was great; there was plenty of chance to show other people how good you could

The thing is interesting, important you will agree they raffled off stock in the C. M. & St. P. The happy lucky winner was Mr. Albert Ott. He's now going to save it, until it's worth a

lot.

I think you should join the Milwaukee Road Club. Have a good time! Don't sit home like a dub!

This has reference to the Hard Times Party given by the Milwaukee Road Club at the K. of P. Hall at 35th and Cherry Sts. on Wednesday April 26, 1922. One share of C. M. ST. P. common stock was rafiled off, all paid up members having a chance of winning the stock.

#### R. & S. W.

M. J. Cavey

M. J. Cavey

Fred Lindeman, an employe of the Milwaukee for more than 35 years, passed away at his residence in Freeport, Tuesday evening, May 9th., after an illness of several weeks' duration. Mr. Lindeman was one of the best known railroad men in this section, having served the company as operator and agent for many years, and was termed by those who transacted the largest volume of business with him as the "Gentlemanly Agent," on account of his untiring devotion and courtesy to them. The remains were brought to Delavan on train No. 8, and were met at the station by a large number of friends and escorted to Spring Grove Cemetery. Pythian services were conducted at the grave, he having been a member of the Delavan Lodge for many years, and also member of the O. R. T.

Business is getting better every day at Racine and undoubtedly the Case T. M. Co.'s machinery the boys notice along the line bring back past and pleasant memories, and makes us all think we have passed the rough and rugged turn.

### PILES CURED WITHOUT SURGERY



No knife, no scissors, no clamp and cautery, no "red hot" iron, no electricity, no confinement or hospital bills to pay WE CURE EVERY CASE OF PILES WE TREAT BY DR. McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU NEED NOT PAY ONE CENT

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory cure. Send now for complete information on an

#### EASY AND POSITIVE CURE BY

### DR. MCCLEARY'S MILD SERUM-LIKE TREATMENT

BEFORE YOUR CASE BECOMES INCURABLE

We will furnish you the names and addresses of over 7500 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—First—No matter what you have tried without success, your Piles can be per-

manently cured, positively and easily, by our treatment. You don't need to despair or suffer any longer.

despair or suffer any longer.
Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

#### BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Commonwealth National Bank Missouri Savings Bank Central Exchange National Gate City National Bank Columbia National Bank Home Trust Company
We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also Free Book on Rectal Diseases and "Curing Piles Without Surgery."

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A complete repair shop in itself. Sews anything heavy or light, leather, shoes, harness, bugg tops, canvas, belts, etc. \$1.00 Postpaid C. A. MYERS COMPANY, 6321 Woodlawn Ave., Chicago, III.

Some people get their daily exercise by listening to the phonograph records, but H. J. Beamish gets his by handling baggage and practicing the old "motto", early to bed and early to rise, makes a man grouchy, bald and wise.

F. Horton has been wearing the brass buttons on the Racine-Corliss Stub.

We boast of the finest stub passenger equipment on the entire system since the 2802 has been returned from the shops equipped with electric lights and all the difference between the Racine-Corliss stub and The Pioneer Limited is, the former is not quite so long.

cine-Corliss stub and The Pioneer Limited is, the former is not quite so long.

Jas. Smith, one of the Racine switchmen is getting foxy in his old age. Last March he took a plunge in the Root River and never even caught cold. James went out of sight and cause up minus a pair of spectacles. Every string of fish

cold. James went out of sight and cause up minus a pair of spectacles. Every string of fish he sees now he gives them the once over, expecting some day to locate the lost articles. Jim lays his irou constitution to the practice he had before the Volstead act became so prominent.

Fishing is going to be good before June 15th, because old man Herman has plans all laid out for the little gray home in the north.

Fred Palm, the white hope of the Home Guard Spur, is painting up the car so it will look as good as the rest of the Fords. Fred is receiving daily lessons in French and English grammar.

Pat Lavin lass returned from his honeymoon, having spent about two weeks in Seattle. It is rumored he took a side trip to Canada, but no evidence was in sight when he reached Corliss. Pat says he had things pretty high when he was on top of the L. C. Smith building in Seattle, 42 stories in the air.

H. J. Beamish has moved, and Conductor Horton says, "Beamish picked out a house on top of a hill so that he could drift to work on roller skates, and have the boy come after him with a small express cart after the daily grind is finished."

W. J. Robinson, our stern New York friend, Is still received.

ished."

W. J. Robinson, our stern New York friend, Is still wearing his hard hat and is paged at the Badger Hotel, while prominent guests are assembled in the lobby. If you want to know how to make a weekly street car pass last 30 days in Racine, get the dope from W. J.

"Watch for results, say it with flowers" around Racine roundhouse. J. A. Gregg says he knows the flowers will grow as they are planted near the engineer's locker-room.

Chas. Brunnellson has leased his sand sucker and is figuring on trying his skill at firing the way-freight.

and is figuring on trying his skill at firing the way-freight.

Wm. Wissing's regular engine busted a flue on train No. 71 and was tied up in Savanna for repairs. William had the pleasure of running engine 8110, Engineer Chas. Mill's regular engine on No. 72, the stock pick-up, and Wissing praises her to the highest. Tom L. Bradley, head brakeman, was very interested in his work following such a nice engine.

Train 64, Geo. Stauffer, handled two cars goats April 28, enroute Los Angeles, to Chas. A. Stevens, Delavan. The goats are very valuable, prices running as high as five thousand dollars each. Frank Kennedy, please keep an eye on the goats.

goats.

Mrs. G. H. Pietsch, wife of G. H. Pietsch, died at her home after an illness of many months. Mrs. Pietsch was born in Stockton, Minnesota, August 18th, 1874. She is survived by her husband who is chief train despatcher on the Milwaukee Railroad, at Beloit, and son Harold, also by two brothers I. W. Gwinn of Stockton and Roy Gwinn of Zumbrota, Minn. The bereaved husband and son have the heartfelt sympathy from us all. A box of wedding (not cake) but candy was received by the office force from Mrs. Harry Bronson, nee Grace Brodeman, who was recently married. The same was enjoyed by us all. Thanks,

The same was enjoyed by us all. Thanks. Grace.

It is not what you do, but how you do it. Success is the answer to a little better service.

CARD OF THANKS

We wish to express our sincere thanks to the officers and employes of the C. M. & St. P. Ry. for the kindnesses shown us during our recent bereavement in the loss of wife and mother. We wish especially to thank those who sent the floral offerings.

G. H. PIETSCH SON HAROLD



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The Air is Full of Music, News and Entertainment. It's all Free. All you need is a Receiving Set to hear it. We are going to give a number of sets Free. Apply for one today. Ouick

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#### 600,000 SETS NOW IN OPERATION

It is estimated that there are more than 600,000 receiving sets in operation throughout the country. means that more than a half million homes are daily enjoying the latest news and concerts, free of charge. Think what this means to your home and family.

There are more than 75 broadcasting stations in various parts of the U.S., with regular daily programs. Any home anywhere today is within reach of all of this. All you need is a set to "listen in". Here's the opportunity. Write at

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# How You Can Make From \$50 to \$200 a Week

The Amazing Story of E. A. Sweet, Who Suddenly Found That He Was Worth \$1,000 a Month

This is the story of E. A. Sweet of Michigan-as he told it to usthe story of a man whose income suddenly jumped to more than a thousand dollars a month. It is worth reading, for it tells exactly how anyone can do the same as Mr. Sweet did and equal his success.

"For a good many years I worked for a salary. I was an electrical engineer making from \$150 to \$300 a month. Like almost every other man who works for a salary I was dissatisfied, for I felt every day that if I were only working for myself instead of someone else I would make more money. It wasn't only that, either. I just didn't like the idea of having someone to boss me of having someone to boss me— someone else to tell me how much I was worth—to hire me or fire me just as he pleased.

me just as he pleased.

"How did anybody know what I was worth? How did I know? I didn't, and that is what worried me. I wanted to know. Maybe I was worth five, ten or even twenty times as much as I had been getting. In other words, after a good many years of hard work with a certain measure of success I came to the conclusion that I was getting nowhere and that it was high time for me to do something on my for me to do something on my own hook if I ever wanted to be more than just somebody's em-

"That was only a few months ago. Today I am making more money than I ever dreamed of making. own boss and last month my net more than \$1,200. profit was

"This is how it happened. One day I read an advertisment in a magazine. The advertisment said that any man could make from \$100 to \$300 a month during his spare time, or that he could make \$200 a week if he only had the necessary ambition.

"It was only natural that I should hesitate a bit before answering this advertisment. It seemed almost too good to be true. Frankly, I doubted whether it was possible. But I thought to myself that certainly there could be no harm in writing, so I clipped out the coupon and mailed it.

"I realize today that mailing that coupon was the most important thing I ever did. All that I have today—all the success that I have earned—is due to that one little act of mine.

"My work has been pleasant and easy. I am the representative in this territory for a manufacturer of raincoats. This manufacturer sent me a little eight-page booklet that tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

"This raincoat manufacturer is the Comer Manufacturing Company, of Dayton, Ohio-one

of the largest manufacturers of high-grade rain-coats in America. These coats are nationally advertised, but they are not sold through stores. All that I do is to take orders. I do not have to buy a stock of coats. And the beauty of the proposition is that I get my profit the same day that the order is taken.

"The little eight-page booklet which the Company will send to you will tell you exactly how you can do as I have done. It will tell you how to get started right in your own territory, and will tell you where to go, what to say, and give you all the information you will ever need.

"In my first month as a Comer representative That was a start, but it was only a start. My second month netted me \$600, and last month I hit the bull's eye with a net profit of more than \$1,200 for my thirty days' work.

"One year ago my life was limited to a \$200 a month income. I worked eight hours a day. Today my income is from \$600 to \$1,200 a month and I work four hours a day. A year ago I was not sure of my position. Today I am the sole owner of my own business. I still consider myself a greenhorn and I expect my profits to grow just as much in the future as they have grown so far."



### A Special Offer to Railroad Men

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote

to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio. Th's is their special offer. They will send you, without any preliminary correspondence or red tape, a complete selling outfit with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now and in less than a week you can be making more money than you ever believed possible.

### Mail This Coupon at Once

The Comer Mfg. Co.,

Dept. V-58, Dayton, Ohio.

I am ready to start as a Comer representative if you can show me how I can make from \$50.00 to \$200 a week. Please send me, without any expense or obligation to me, complete outfit and instructions.

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