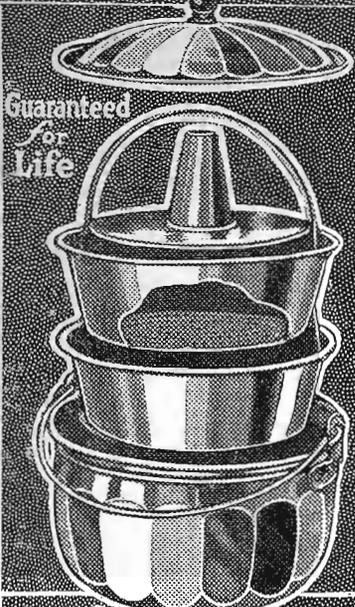


THE MILWAUKEE EMPLOYEES MAGAZINE

March 1922

**SIXTEEN MILE CANYON
Montana
C.M.&St.P.Ry.**

No Money Down



pudding Pan. Used like this for puddings, cakes, bread. Also milk dish. Two and one-half quarts.



Used as Colander. Handy to rinse berries. Also used as Strainer.



Used as a Double Boiler cooks cereals, no scorching. Steamy vegetables in top. Kettle Cover made of thick aluminum.



When used as Casserole ideal for baking apples, beans, scalloped potatoes, macaroni, etc.



Convex Kettle. This combination used for cooking and stewing vegetables. Bolged sides, easy to pour liquids off. Used as Windsor Kettle.



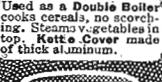
Corn Popper. This combination is what you want for special things—corn popping, crisping corn flakes, roasting coffee, etc.



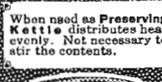
When used as Preserving Kettle distributes heat evenly. Not necessary to stir the contents.



Combination Cooker. Used this way for general purposes not so well filled by any other utensil. Ears of kettle hold bail upright or lowered position.



Self-Basting Roaster. When used this way makes juicy well-browned roasts. A perfect self-baster. Steam condenses on cover and drips back.



Used this way as Steamer Set. For steaming potatoes or corn on cob. Perforated bottom makes uniform cooking.



Used this way for Tubed Cake Pan. Removable tube. Cakes taken out easily without breaking.



Used as a Double Boiler cooks cereals, no scorching. Steamy vegetables in top. Kettle Cover made of thick aluminum.



Used this way as Steamer Set. For steaming potatoes or corn on cob. Perforated bottom makes uniform cooking.



Used this way for Tubed Cake Pan. Removable tube. Cakes taken out easily without breaking.



Used this way makes juicy well-browned roasts. A perfect self-baster. Steam condenses on cover and drips back.

A complete cooking set in this wonderful combination. Send only the coupon and we ship the set, all charges prepaid. Try it 30 days on free trial, and then if not just what you want, pay nothing and send it back and we'll pay the return postage charges. If you keep it, pay bargain price at end of 30 days' free trial. Send the coupon.

Wonderful Combination ALUMINUM Cooker Set

5 Pieces, Make 11 Utensil Combinations

- pudding Pan
- Double Boiler
- Casserole
- Preserving Kettle
- Strainer
- Convex Kettle
- Combination Cooker
- Colander
- Steamer Set
- Self-Basting Roaster
- Corn Popper

Made of best heavy-gauge aluminum—bright, beautiful, easy to keep clean, light to handle—guaranteed for life. This complete set gives you 11 utensil combinations. Outside kettle holds 6 quarts, inside pans 2½ quarts, other utensils in proportion. All highly polished on outside. Sun-ray finish inside. When not in use, all pieces nest together. You must see it and use it to realize what it really is. So send at once.

Order by No. 417DMA6. At end of 30 days' free trial, pay only \$2.75 if you keep it. Shipped from Chicago, prepaid.

Total Price Only \$2.75
Pay at End of 30 Days **2.75** Delivered FREE

Yes, yours to use a whole month before you even decide. Not a penny to risk. Sign and mail the coupon and the complete set goes on to you.

FREE BARGAIN CATALOG

5000 bargains similar to the one shown on this page in furniture, rugs, linoleum, stoves, ranges, silverware, watches, sewing machines, washing machines, dishes, aluminum ware, phonographs, gas engines, cream separators, etc. Anything sent on 30 days' free trial. Easy monthly payments on everything. Post card or letter brings it free.



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Send the 6-piece complete Aluminum Cooking Set No. 417DMA6, all charges prepaid. I am to have 30 days' free trial. If not satisfied, I will pay nothing and ship it back. If I keep it, I will pay your bargain price, \$2.75, at the end of the 30 days' trial. Title remains with you until payment is made.

Name.....
Street Address.....
R F D..... Box No.....
Town..... State.....
State Your Occupation..... Color.....

The Hartman Co. 3911-3925 Wentworth Ave. Dept. 4555 **Chicago, Ill.**
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ELECTRIC LIGHTS
AND ELECTRIC STARTER
DELIVERED FREIGHT AND WAR-TAX PAID

Don't Buy an Auto

AUTO, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

I have already given away many Autos. Now I shall give another one 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 five passenger touring car. Equipped complete with electric starter, electric lights and supplied with gas and oil. The car 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 Ford, 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 Auto 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 Auto 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 auto for you. Just think! An automobile 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 can win the auto, and share in hundreds of dollars in cash.

Write Me Today—Quick—Now

If you want an automobile, write me today and send your answer together with the coupon. I will tell you how you can get an auto free. Everyone who takes an active part in this Club wins either Auto, 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.....
My name and address are below. I want to win the new Ford Automobile.
(WRITE PLAINLY)

Name

Address

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YOUR CARD

Listen, Milwaukee Ry. Employees!

Would you like some personal cards bearing your name and the emblem of your railroad; the emblem printed in red, your name in black, on Superior Bristol Cardboard, size 2x3½ in., classy stuff, to show your business associates or your best girl or adoring family?

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

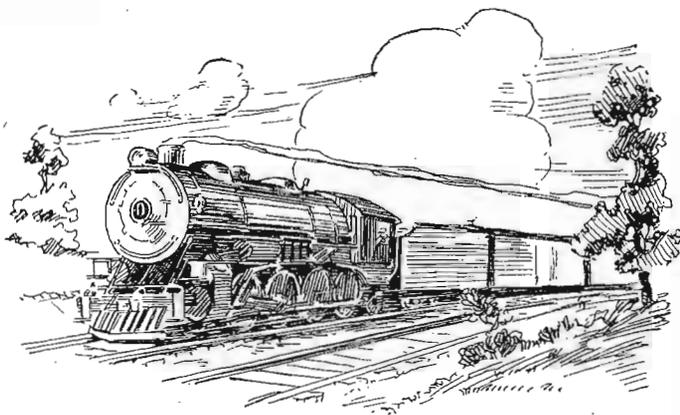
**C. M. & St. P. Ry. Employees'
Magazine**

PRINTING DEPT.

141 West Ohio St.

Chicago

JOHN J. BURNS



Efficient Lubrication a Necessity!

PROPER lubrication of railroad rolling stock is not an ideal to be hoped for, but a practical every-day working condition that must obtain on every railroad that secures full operating efficiency.

It is a conspicuously noticeable fact that railroads under Galena lubrication are not subjected to the annoying and highly expensive troubles that are always identified with improper lubricants and incorrect lubrication methods.

Another striking feature of Galena service is the mileage performance—always the maximum mark for each type of lubricant. Operating statistics show also that with Galena lubricants there is a decided saving in fuel consumption for like units of service. The ability of these super grade oils to protect and preserve bearing parts is generally known.

The manifold advantages of Galena lubrication service are apparent to the operating officials of hundreds of American railroads, who have daily demonstrations of its value as a positive aid in securing efficient operation.

*“When Galena Service Goes In
Lubrication Troubles Go Out”*



Galena-Signal Oil Company

New York

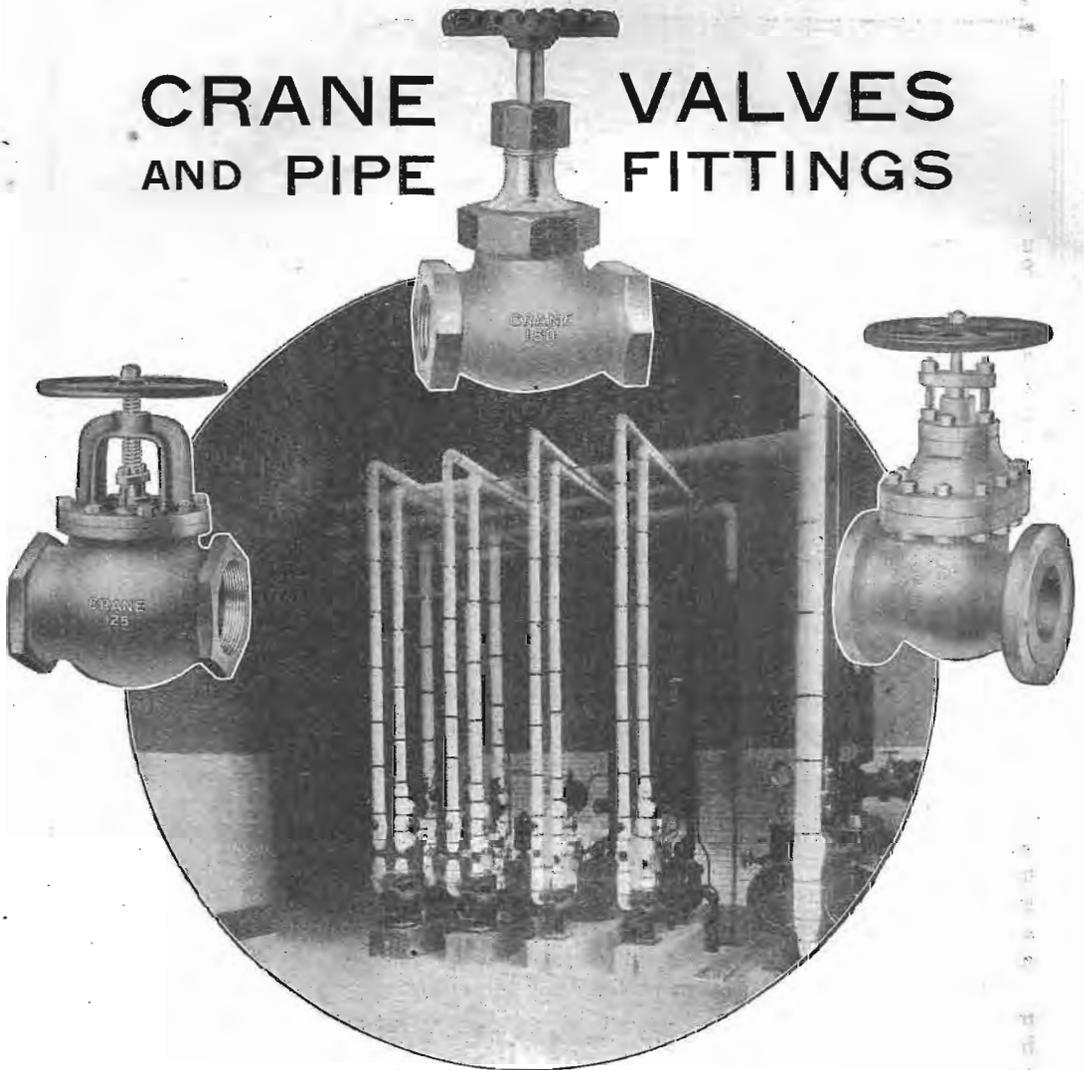
Franklin, Pa.

Chicago

and offices in principal cities



CRANE VALVES AND PIPE FITTINGS



VALVES of established wearing qualities, fittings that insure tight joints, and steam specialties that operate accurately under the exacting requirements of service, strikingly define our facilities for meeting all the demands of modern steam practice.

1855

CRANE CO.

1922

836 South Michigan Avenue, Chicago

Branches in 70 leading cities

Works—Chicago and Bridgeport

Early Days on the Railroad

Coincident with the announcement of the opening of a Department of History concerning the Chicago, Milwaukee & St. Paul Railway and its forbears, President Frederick D. Underwood of the Erie Railroad starts us off in the appended memoir of the late C. H. Pryor who did constructive work of very great importance in early days in Minnesota and South Dakota.

Mr. Underwood, who was "Once a Brakeman" on the Milwaukee, and occupied several higher positions here before he left us for the upward way on other railroads, is still looked upon by the veterans of the Milwaukee as one of us, and when he is good enough to contribute from his great store of kindly reminiscence, he is always sure of a warm welcome.

Every railroad is a story in itself, a romance interwoven with the lives and deeds of thousands of men—men who issued the orders and men who obeyed them—the dreamers, the thinkers and the many who worked dreams and thoughts into the realities that make civilized life in all its diversity.

The building of a railroad is romance of the adventurous type, where battling forces of humankind contest Nature's defenses, with all the fierce struggling that marks man's warfare against the great bulwarks of the earth's conformation; and from the shores of Lake Michigan to far Puget Sound, across the prairies and mountains, eleven states have seen the battle of the Milwaukee fought and have welcomed the victors with the steel trail. It is therefore the purpose of this new Department of the Magazine to gather as complete a file as possible of data and of reminiscence from those who have helped to "dig the Milwaukee in" and make it a permanent feature of the landscapes and the life of the great Ameri-

can public which it serves.

The first railroad built in Wisconsin was the Milwaukee & Waukesha, chartered in 1847, one year later, renamed The Milwaukee & Mississippi and now a part of the Prairie du Chien Division. Its first rails were laid in 1851, when it was completed to Waukesha. In 1854 it was extended to Madison, when there was a big celebration in the capital city over the first arrival of the "iron horse". That is all historic mileage over there on "the Prairie", and there are still a few veterans who recall the early years of that division; but there is probably but one survivor of Milwaukee & Mississippi days and that is our oldest and honored veteran, John M. Fox, who went to Janesville in 1855 in charge of the railroad's motive power. Ninety-five years young is Mr. Fox, and never from the time of his entrance into the company's services until he suffered a serious fall a few years ago, dislocating his hip, was he out of active, faithful, loyal service. Since his injury he has been given an emeritus title and an honorable retirement.

Mr. Underwood's story treats of construction west of the Mississippi, "out where the west began" in those years, and there, too, is storied land. Indeed, looking ever westward, to the shores of the western ocean this Milwaukee Railroad has history and romance in ten thousand miles of track, and stories well worth the while of all of us, both in the getting and the reading.

One of the Pioneers

Frederick D. Underwood

Charles H. Prior, whose long and valuable service on the Milwaukee Road, deserves more than passing notice, died at his residence in Minneapolis a few weeks ago. He was contemporaneous with Messrs. Merrill, Carpenter, Britt, and others of the first regime.

My railroad memory does not go back to the beginning of his service. He first came to the notice of trainmen by reason of a special rule on the back of the LaCrosse Division working time-card which read: "Charles H. Prior, General Roadmaster, will have charge of track, buildings, etc., and his orders are to be obeyed, etc."—rather an unusual thing to find on the back of a working time-card. (It would be very interesting, Mr. Editor, if you could dig up a LaCrosse Division time-card of about 1870 with that rule. I would give a good deal to see one.)

Upon the consolidation of the LaCrosse & Milwaukee and Milwaukee & Prairie du Chien Railroads he was in charge of maintenance of way, bridges, and buildings on both lines, with headquarters at Watertown, where the accounts of the Road Department were kept.

His picture appears in a group of officials and employes of the LaCrosse & Milwaukee Railroad, taken before 1865. In that year the LaCrosse & Milwaukee and Milwaukee & Prairie du Chien Railroads were consolidated and styled "Milwaukee & St. Paul Railroad", which was the name until the construction of the line to Chicago, when the name as now was made.

About 1870 he went to Minneapolis as superintendent of the lines west of the Mississippi. They were not then so designated, but geographically, that was his territory. The lines then in operation were the I. & M. from North McGregor to Minneapolis via Calmar, I. & D., Calmar to Algoma, and the H. & D. from Hastings to Glencoe.

Under his direct supervision in 1870-1872 the River Division was built, and about 1880 the short line between Minneapolis and St. Paul; the I. & D., was extended west to Chamberlain, with a branch from Marion Junction to Running Water, and the James River Line from west of Mitchell to Aberdeen. At the end of construction the operation of these lines was under his supervision.

In the meantime, the Southern Minnesota and Chicago, Clinton & Dubuque Railroads were acquired and came under his charge.

Mr. Van Horne (later Sir William Van Horne) left the General Superintendency of the "Old Reliable" to be general manager of the Canadian Pacific. After two years vacancy in the office of general superintendent, Mr. J. T. Clark came. Under him were four assistant general superintendents—Messrs. Prior, Earling, Olin and Rock—Mr. Prior having the largest territory and greatest authority.

Mr. Prior had great energy, was far-seeing and practical, and preached economy. He saw and helped Minnesota and the Dakotas grow from a very primitive standpoint to almost where they are now. He was chiefly instrumental in introducing the telephone in the Twin Cities.

To the end he retained his faculties, and outlived all his contemporaries with one exception—Charles W. Case, who grew from a locomotive engineer on the LaCrosse and Northern Divisions, worked up to assistant general superintendent on the Milwaukee, and finally was general manager of the Great Northern.

Card of Thanks.

The Committee having in charge the fund collected for the benefit of the late E. K. Stedman, and the prize offered on the ticket sales, has made its final report. It was anticipated at the first, that possibly \$300.00 might be raised, which could be used in relieving Mr. Stedman's condition if such were possible. The committee started its work on October 20th and the tickets went so fast that an additional number had to be printed. When the appeal was sent out to other divisions and the Lines East, at the earnest request of Sted's friends, the response was quick and most gratifying. Orders came in from all directions, and if the time had been longer, an even larger sum might have been realized. As it was, nearly one thousand dollars was raised. Now the Committee, in making its final report wishes to thank each and every employe as well as many who were not employes, who contributed. The committee appreciates that the large sum that was realized was made possible only by the hard work of many of the solicitors. A few of those who made special effort and deserve special credit are:

R. C. Mead, St. Maries, Idaho.
Miss Ruby Eckman, Perry, Iowa.
Mrs. Carpenter Kendall, Libertyville, Ill.
R. C. Peterson, Spokane, Wash.
J. E. Ricketts, Spirit Lake, Idaho.
W. E. Smith, Spirit Lake, Idaho.

Miss Rose Silvernail, Ste. Maries, Idaho.
C. H. Marvin, Spirit Lake, Idaho.

Following is a letter from Mrs. E. K. Stedman, conveying to Milwaukee Employes, her thanks and appreciation of the assistance rendered:

Spokane, January 8, 1922.

To The Milwaukee Employes:

The stress of recent events has prevented sending in this letter at an earlier date.

We so deeply appreciate the efforts put forth by the office forces and by all employes of the Milwaukee, in launching and completing the "Let's Help Sted" campaign. The extent of the response was a surprise to us and we wish to thank most heartily all who had a part in it in any way.

Mr. Stedman had been incapacitated for any kind of labor for many months. We cared for him in every way, still he failed gradually but steadily. I could always look back a few weeks and note to what an extent he had declined in that time.

It has been a trying time for us, but we have tried to face each day as it came, to meet it bravely and to do our very best. The very material help we have received in recent weeks has made us feel that, after all, we are not left alone, but that we are members of the big Milwaukee family.

Sincerely,

Mrs. E. K. Stedman and Family.

The committee sending out the report was composed of R. J. Thompson, conductor; R. C. Mead, engineer; H. E. Moody, Assistant Div. Acct.; K. K. Keel, brakeman. The prize was drawn Mr. George Jones, E. & B. carpenter at Ste. Maries, Idaho.

Big Power Plants on the Wisconsin River

*J. A. MacDonald,
Superintendent, Madison, Wis.*

Near Prairie du Sac, on the Prairie du Chien Division, is the largest water power plant in southern Wisconsin. The Wisconsin River Power Co. commenced the construction of the dam in the year 1911, completing it in 1915, enabling this wonderful natural resource to be utilized for supplying light, heat and power to the citizens of Wisconsin.

The Wisconsin River at the site where the development was made is 1500 feet in width, making it possible to construct the power house in the main channel. The power house is 329 feet long, and was arranged to contain

The construction of the power plant creates a head of thirty-four feet, and forms a lake nearly 18 miles long, which averages from one-third to a mile in width, although at one spot the lake is almost three miles wide.

The initial installation of machinery consisted of five units having a combined capacity of 14,000 kilowatts. At that time the principal market for the power was at Milwaukee, and the energy was delivered to The Milwaukee Electric Railway and Light Company at Watertown, over transmission lines



Power House and Dam, Prairie du Sac.

eight units, each consisting of a generator directly connected to and driven by four horizontal water wheels. Adjacent to and on the east end of the power house is located a log sluice, by means of which all floating trash, debris and logs can be carried past the structure.

Adjoining the log sluice is the lock, with a length of 170 feet and a width of 35 feet. The lock was built to conform to the dimensions of locks on the lower Fox River, permitting boats to pass from Green Bay up the Fox River to the Wisconsin and thence to the Mississippi River.

The remaining portion of the river is occupied by the reinforced concrete dam, which is 1,000 feet in length and which contains forty-one tainter gates, each 20 feet long and 14 feet high. The forty-one gates are capable of passing the largest flood ever recorded on the Wisconsin River with a very substantial margin.

connecting the plant at Prairie du Sac with the Kilbourn plant.

In 1915, the Madison Gas & Electric Company contracted for electric current from this source, and a double circuit steel tower transmission line was constructed between Prairie du Sac and Madison. The additional load on the Prairie du Sac plant, due to furnishing the power required for Madison, made necessary the installation of the sixth unit having a capacity of 3500 kilowatts.

The following year additional territory was added to that being supplied by the Prairie du Sac plant, when a contract was entered into with Wisconsin Power, Light and Heat Company. The latter company constructed transmission lines to serve Baraboo, Portage, Beaver Dam, Horicon, Ripon and Berlin, and a number of other towns.

In 1920, the transmission line was extended from Madison to Janesville in order to take care of the needs of the



The Kilbourn Plant. Milwaukee Ry. Bridge in Background.

Janesville Electric Company and the large manufacturing plant of the Samson Tractor Company located in Janesville.

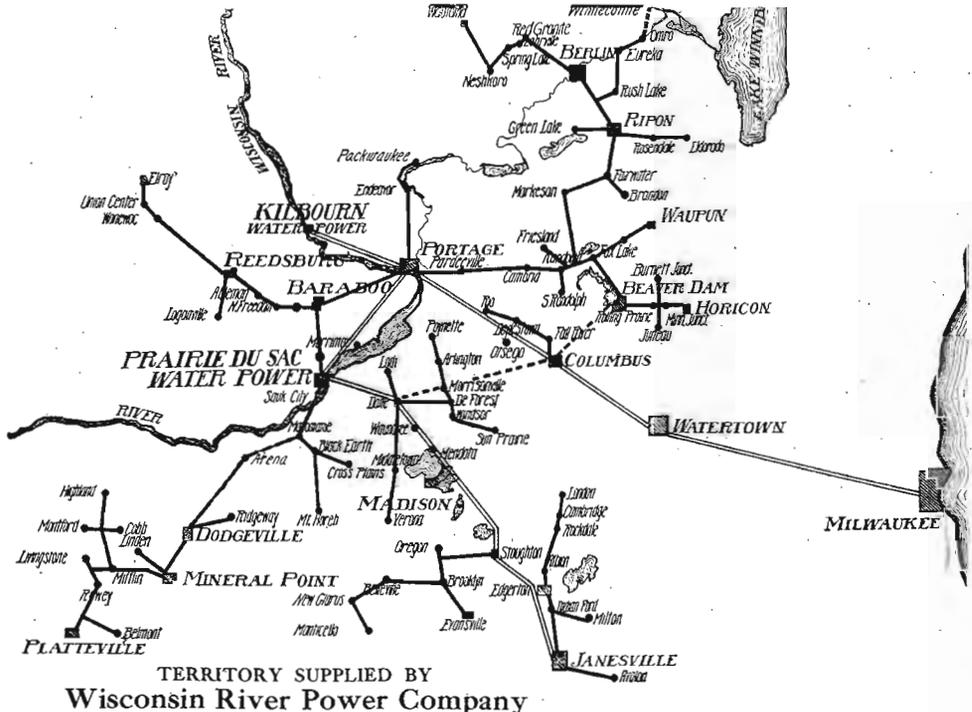
The extension to Janesville passed through Stoughton, and here a step-down substation was constructed from which are being served Stoughton, Oregon, Brooklyn, Evansville and other nearby towns. A step-down substation was located at Dane from which station a number of small communities are supplied with energy from the Prairie du Sac Plant.

The construction of the line to Janesville put an additional demand on the power plant, making it necessary to

install the seventh unit, having a capacity of 4,500 kilowatts.

During the past few months the company has been constructing a 33,000 volt transmission line from Prairie du Sac to serve the Mineral Point Public Service Company, and to supply Spring Green.

The requirements of this additional territory and the growth of the load in the territories previously served made it necessary to install the eighth unit. This unit is now in place and will be put in operation early in January. It will add 4,500 kilowatts to the installed capacity, making a total plant capacity of 26,500 kilowatts, or nearly 36,000 horse power.



The territory being supplied at the present time covers a considerable portion of south-central Wisconsin, which is indicated by the accompanying map.

The Kilbourn plant is owned by the same company, and was constructed during years 1907 to 1909, and was put in operation in August 1909. This plant supplies power for the cities of Kilbourn and Portage, while the major portion is disposed of to The Milwaukee Electric Railway and Light Company.

The Wisconsin River is narrow at Kilbourn, being not more than 350 feet wide at the site selected for the development. This space is entirely occupied by the dam, and it was therefore necessary to excavate over 200,000 cubic yards of solid rock in order to provide a suitable location for the power house and an entrance for the water.

The dam consists of concrete superstructure supported on timber grillage foundation. There are twelve gates, each 25 feet long and 8 feet high, provided to permit the passage of flood waters. The gates safely passed the flood of October 1911, which is acknowledged to be the largest flood experienced during the past thirty-five years.

The power house is slightly less than 200 feet long, and contains four main generator units, each driven by six horizontal water wheels mounted on a single shaft. Two small exciter units are located near the middle of the power house, and each unit has sufficient capacity to excite the four generators. The four main generators have a combined capacity of 10,000 kilowatts, or approximately 13,000 horse power.

The construction of the power plant has created a head of about eighteen feet, and has formed a lake about eight miles long. The celebrated Dells of the Wisconsin River are located above the dam, and the lake that has been formed has greatly improved the boating through the Dells, making some of the beauty spots more accessible.

The main transmission line steel towers are familiar to those traveling on the C. M. & St. P. Railway between Watertown and Kilbourn, and between Madison and Janesville. The transmission lines are controlled by automatic switches so in case one of the wires

should break, the switch automatically opens, killing the line.

Smiles.

Here's a Poser

If it is true that there are no cuss words in the Japanese language, how do the Japs start a Lizzie on a cold morning?—*Newark Ledger.*

A Mean Thing to Say

"I have so much on my hands at present that I don't know what to do."

"Why not try some soap and water?"

Mose was walking down the street one day and met Sam in front of the jail, handcuffed to the sheriff. "Lo, bo, whah yo' all goin'?" said Mose.

"Jus' goin' to jail," said Sam.

"Huh," responded Mose, "how long you all goin' to stay in jail?"

"Oh, jus' f'm now on," Sam called back as he disappeared behind the jail doors.

Not Such a Large Place

It seemed that when Rastus and Sam died they took different routes; so when the latter got to heaven he called Rastus on the 'phone.

"Rastus," he said, "how yo' like it down thar?"

"Oh, boy! Dis here am some place," replied Rastus. "All we has to do is to wear a red suit wid horns, an' ebery now an' den shovel some coal on de fire. We don't work no more dan two hours out ob de twenty-four down here. But tell me, Sam, how is it with you up yonder?"

"Mah goodness! We has to git up at fo' o'clock in the mornin' an' gatbah in de stahs; den we has to haul in de moon and hang out de sun. Den we has ter roll de clouds aroun' all day long."

"But, Sam, how comes it yo' has ter work so hard?"

"Well, to tell de truf. Rastus, we's kin' o' short on help up here."

Pat—"Mike was drowned last night."

Jake—"Couldn't he swim?"

Pat—"Yes, but he was a union man; he swam for eight hours and then he quit.—*Exchange.*

So There!

He (registering extreme irritation)—"Didn't some idiot propose to you before I married you?"

She (sweetly and calmly)—"There did."

He—"Then why the devil didn't you marry him?"

She—"I did."

Try This on Your Fella

She—"If you could have only one wish what would it be?"

He—"It would be that—that—that—oh, if I only dared to tell you what it would be."

She—"Well, go on. Why do you suppose I brought up the wishing subject?"

THE
MILWAUKEE EMPLOYEES
MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

Single Copies, 10 Cents Each
Outside Circulation, \$1.00 Per Year
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Things You Should Know.

Much propaganda is being circulated directed against private control of railways as a whole, and some critical things are being said about the Milwaukee Road in particular. While we know that not many of the Milwaukee employes have been influenced by these unfavorable statements, it is likely that they are not in possession of facts and figures with which to reply to our unfriendly critics and refute their charges.

Railroad statistics are all prepared and reported in a uniform manner under rules prescribed by the Interstate Commerce Commission, but, of course, these records are not easy of access to all employes. Therefore, the following facts are given for the benefit of employes and for their use in replying to any criticisms which reach them:

"Why is the Milwaukee Road not able to earn dividends like certain other roads in the West?"

While several of our neighbors did declare dividends in 1920, they were not able to do so out of that year's revenues, but were obliged to use money obtained from other sources or outside of that year's operations.

The roads serving the Northwest Coast have suffered more from lack of business than those in other sections of the country. This is shown by the following table of density of traffic—(Net Ton Miles Divided by Miles of Road) for the first 10 months of 1921:

	Aver. Density per Month	Aver. Gross Earnings per Month per Mile
C. M. & St. P.	\$ 75,000	\$11,480
Northern Pacific	78,000	11,736
Great Northern	68,000	10,163
C. B. & Q.	116,000	13,088
C. & N. W.	83,000	14,484
C. R. I. & P.	88,000	14,556
A. T. & S. F.	88,000	16,521

These figures indicate that the C. M. & St. P. was next to the lowest in volume of traffic and in Operating Revenues in these 10 months and the same conditions prevailed in 1920. This explains why the Milwaukee Road is not in position to pay dividends, even though its expenses are kept down in proportion to its decreased earnings.

One of the important lines in the Central

West, most often referred to as an example, is located largely in the fertile grain sections of Iowa and Nebraska, and is allied with certain other lines, through the ownership of its stock, so that it is assured of heavy interchange traffic with them over every mile of its main line North and Northwest.

In addition to this it has a line into the coal fields of Southern Illinois giving it long haul, heavy tonnage trains of coal from Southern Illinois to its distributing centers.

The Milwaukee Road has taken advantage of an opportunity to increase its tonnage in like manner, by leasing the Terre Haute Line reaching the coal fields in Southern Indiana, and favorable results already have been realized in elimination of freight charges on Company coal, which charges have amounted to between three and four million dollars per year. Next year, with expiration of old contracts with these mines, we will be able to secure a still greater proportion of our Company coal there as well as a large amount of Commercial coal for marketing on our line.

Taking over the operations of the Chicago Milwaukee & Gary Road (with no outlay but the payment of interest on bonds after two years) will also result in great economy in moving coal and other traffic to and from the Terre Haute Line by keeping it from the delay and expense of handling through the congested Chicago Terminal, delivering such business, instead, at Kirkland, Illinois, for movement West and North.

We are also asked:

"Why was the Electrification of the Coast Line carried out during the war while wages and prices were so high?"

The electrification of the Rocky Mountain and Missoula Divisions was begun in 1914 and completed in February, 1917. The operation of these Divisions was closely observed and proved to be so satisfactory from an economic standpoint that the Directors authorized electrification of the line between Othello and Seattle and Tacoma, and this work was begun in 1917. Contracts covering sub-station apparatus, wire and locomotives were signed in October, 1917, as well as a long term contract for current.

Therefore, at the beginning of Federal control this work was well under way. Early in 1918 the question of deferring this project was discussed with representatives of the Railroad Administration in Washington, and it was decided best to carry on the work to avoid heavy financial loss on account of commitments and the heavy expenditures already incurred. In addition about 40 steam engines would be released, which were needed on other parts of the road, and which would cost at that time about \$3,000,000, and there would be an important saving in Fuel Oil and relief of the tank car and oil tank situation on the Coast.

Another criticism heard is to the effect that if the Road did not have to pay so much interest on its funded debt it would

be able to take care of its payrolls on their present basis as well as other expenses.

The following table for the years ended December 31, 1916, and 1920, (1920 is the last calendar year available) shows just what we have had to contend with.

Year Ended December 31st

	1916		
Rev. Tons One Mile.....	10,747,323.000		
Av'g Revenue per Ton Mile.....	.741c		
Total Train Miles	42,148,000		
Total Payroll	\$ 49,210,000		
	1920	Increase	%
11,384,601,000	637,278,000		5.9
1.029c	.288c		38.8
37,561,000	Dec. 4,587,000		10.9
\$110,515,000	\$61,305,000		124.5

In other words, an increase of 125% in payroll was required to handle only 6% more tonnage and 11% less train miles. It must be clear to any one that an increase of over \$61,000,000 in payrolls (to say nothing of increased material costs) was a much heavier burden than interest payments amounting to less than one-third of that amount.

While those interested in embarrassing private control of railroads are anxious to cloud the issue, the fact is that the present financial conditions of the railroads has come about in the last few years and is attributable to what has happened in that period as reflected in above figures. This increase in expense was not due to private control, but private control is being criticised for its continuing effect.

Railroad Equipment on the Installment Plan

Reports that certain roads are buying equipment costing millions of dollars at a time when they are not earning enough to pay fixed charges may have caused some confusion in the public mind and some doubt that the roads are as poor as they claim to be.

Those who are interested, therefore, should know that Railroads lacking cash are able to purchase needed equipment on the installment plan, a small part down and so much per month for a period of years. Car and Locomotive Builders are willing to arrange such terms as are satisfactory to the railroad—thus enabling the builders to keep their plants in operation and giving the roads the equipment needed to take care of traffic requirements in the place of worn out and destroyed cars and engines.

The Milwaukee Railroad adopted this plan in contracting for locomotives last year and for coal cars this year.

Ticket Window Philosophy

"Jack E."

C. M. & St. P. What do these letters signify?

We read that the railroad bearing these initials has the most miles of any road in the United States. It links the Great Lakes with the Pacific. It connects the two large cities on Lake Michigan with Kansas City, Omaha, the Twin Cities and the Far West.

A great organization of some seventy

years growth offers and renders public service. Money has created this thoroughfare. Men of railroad wisdom manage this system's affairs. Multitudes of skilled workers contribute to the performance of its work. Every day the men and women, who manage and conduct the business of the Milwaukee road, contribute to the real significance of the titular letters. They can make these letters mean what they will.

If strife between employes and management exists, each fraction helps to impress the public with the thought that C. M. & St. P. means—"Chases men and steals purses". When each side accuses the other of unfairness and greed, it is little to be wondered at, if the public lacks faith in the company's integrity.

But if management and employes minimize their differences, avoid unnecessary disputes, labor together for mutual benefit, C. M. & St. P. signifies "Careful Management and Steady Plugging". Beheld in this light the buyers of transportation respect our road. The Milwaukee becomes an institution, which the public deems worthy of patronage—that patronage upon which her existence depends.

"When can I get the first train to Po-dunk?" a customer inquires.

"11:31 to-night," the ticket agent replies.

"Is there none any sooner?"

"No."

"Are you sure?"

"Yes, I am sure."

I wonder if there lives a ticket seller who has not had to face a customer and engage in some such conversation. Though he gives the information intelligently and courteously, the prospective patron holds his service unnecessarily, with apparently useless questioning.

Why? Some time, some where, that man has been fooled. He got the wrong information. Some ticket agent, either through ignorance or indifference gave the man on the other side of the window-ledge inaccurate advice as to trains. This petty annoyance, this loss of time, this conversation arises from some act of a ticket seller, in all probability, and not from perverseness in the mind of the traveler.

Ticket men! Here is a chance for us to break into this conversation phase of the game, by giving the patron the correct information. If one does not know, he can look it up quickly enough. Small things that take too much time in the doing, rob us of time for doing the big things. At the same time if one does not put enough time on the doing of a small thing to do it right, the other fellow will have to use more time than he ought, to make up for the unwise haste.

On January 28 J. B. Cawley was married to Miss M. Cosgrove at Lannon. She is principal of schools at Lannon so John, better known as Speck, will have a good teacher to help him post up on his conductor's exam.



Mechanical Department Representatives at Staff Meeting in Milwaukee, November, 1921.

Advantage of Electrical Operation in Mountain Districts

Paper Read by Frank Rusch, Supt. of Motive power, Tacoma, Wash., at Traveling Engineers' Staff Meeting, Milwaukee, Nov. 28th and 29th, 1921

We are, as you all know, operating electrically on the main line over five mountain ranges, formerly the most difficult parts of the system, being the Cascade and Saddle Mountains in Washington, and the Bitter Root, Rocky and Belt Ranges in Montana, a total of about six hundred and sixty route miles. We have two maximum gradients of 2% to 2.2% for about twenty miles; two grades of 1.6% to 1.7% and several of 1%.

In freight service on grades of less than $\frac{1}{2}$ % we can handle as much tonnage as the operating conditions will permit with one electric locomotive at speeds which may vary up to 30 m. p. h. On 1% grade ascending one electric locomotive will handle 3,500 tons; on 2% grade, 1,250 tons; on 2.2% grade, 1,100 tons; all at a speed of about 15 miles per hour. We ordinarily use a helper locomotive in freight service on mountain grades so that our average freight trains will run about as follows:—

1% grade	.....	3,500 tons
1.6% "	.....	3,200 tons
1.7% "	.....	2,800 tons
2.0% "	.....	2,500 tons
2.2% "	.....	2,200 tons

These ratings are based on the continuous capacity of the locomotives which occurs at 15 miles per hour at full trolley pressure of 3,000 volts.

In making comparison with the steam locomotives that were used prior to the electrification the tonnage rating and what was actually hauled over the Rocky Mountains is as follows and applies to freight trains only:—

2 Mallets, Butte Yard to Donald 2,250 tons
 2 L2 Engines, Butte Yard to Donald 1,600 tons
 2 Electric, Butte Yard to Donald .. 3,200 tons

2 Mallets, Piedmont to Donald 1,800 tons
 2 L2 Engines, Piedmont to Donald 1,400 tons
 2 Electric, Piedmont to Donald 2,500 tons

From this you will see that the tonnage hauled over this mountain is greatly in favor of the electric motors. I might add that the mountain grade from Butte Yard to Donald is 1.6% and from Piedmont to Donald on the east slope is 2%.

On the 2% grade over the Saddle Mountains in Washington two electric motors are hauling 2,200 tons at a speed of fifteen miles an hour, whereas two Mallet engines haul 1,600 tons at a speed of about eight or ten miles per hour.

In passenger service we are not using any helper power. These locomotives are built strong enough to handle 960 tons of passenger equipment over any portion of our track. They make good speed in ascending grades and their speed on level track is only limited by operating conditions.

In switching service we have electric locomotives at Butte, Deer Lodge and Othello. In special service we have used electric locomotives to push snow plows, on work trains and for wrecking outfits and obtained efficient results.

One thing which seems of considerable importance to the steam man in first operating an electric locomotive and which is soon likely to be forgotten with other commonplace things, is that no stops are necessary for fuel or water. When you consider the delays, train troubles and extra work of watering engines, encountered in mountain traffic, you can see that the complete elimination of such is no small item in bettering train operation. When you consider that a large part of our mountain district is through comparatively dry territory the elimination of pumping plants to supply this water represents economy. We use water certainly, to generate power in electric operation, but we do not have to pump it nor clean out the scale it may form in boiler tubes, nor transport fuel for long distances in order to heat it for use. We merely let it drop through turbine machines, extract the power and let it go on for further usage by others in its original form. Not only does this save work in getting fuel out of the ground, but it conserves the fuel itself for use in other lines and other parts of the system where such use cannot be avoided.

Another feature which applies to all kinds of service and of which we have good report is that although the electric locomotives weigh more on drivers than any steam power,

they are easier on curved track, at least, than the steam engines. On tangent track the difference is not so apparent but it may be stated that there has been no radical changes made in track construction since we electrified nor has there been any apparent reason for making changes. Considering that mountain trackage has a high percentage of curvature, this advantage of electrical operation is appreciable.

But in order to deal specifically in bringing out advantages of electric motive power in the mountains, it will be better to go more into detail and to separate the subjects into more parts. I can perhaps do this best by considering different kinds of service separately and by giving examples of actual operation.

First in importance there is the Freight Service in which we have reduced the number of engines required and the work of keeping them in service. We have practically reduced our running time between points by 40% and have increased our tonnage in the worst districts by about the same amount. In spite of increased tonnage the drawbar reports show a decreased number of accidents of this nature after the men have become accustomed to electric operation. The fuel consumption or kilowatt hours at the locomotive shows marked economy and there is no doubt but that with a sufficient number of trains operating, marked economy for the whole system is possible over steam operation.

Freight trains can be handled over mountain grades without stopping and due to the regenerative feature may be handled without applying an air brake on the whole train, unless for some reason it is necessary to come to a dead stop. The regenerative braking not only saves the use on brake rigging but also returns energy to the trolley which may be utilized in helping move other trains. Whatever may be the return on this regenerated energy the saving made in ease of train handling with less number of break-in-tows with consequent damage and delays, is an important advantage.

In connection with the regenerative braking feature, the various tests on brake shoes in making a run from Avery to Harlowton about one-fourth of the brake shoe was worn away in controlling the speed of the trains on mountain grade, while in the westward movement between these two points it showed approximately one-fifth of the brake shoe worn away. A conservative figure on the value of the metal dissipated through brake shoe wear during a thirty-day month period would be \$6,000; this is not including the saving in the way of cracked wheels through overheating. Both of these items of expense have been practically eliminated through electric operation.

We expect at some future date to combine regenerative braking which sends the current back into the wire and which we have at present, with rheostatic braking which consumes the braking energy in the starting resistors, so that we can use electric braking

at speeds down to practically a standstill. This will be a matter for experimentation but the possibilities of electrical operation are quite easily handled and are unlimited in variations which may be put to practical usage for improved operation.

Starting freight trains on ascending mountain grades is comparatively easy and not at all likely to result in draw bar damage. The helpers are placed in the middle of the train and the head locomotive can when starting let the slack back as far as the helper. The helper man then can advance his controller to give maximum tractive effort and is ready to follow with the slack when the head locomotive starts. With electric operation we have quit getting drawbars almost entirely in the mountains, the most of them cut out now when making stops on early grades.

We do not need engine watchmen with electric motive power and at any point where one of these machines is tied up it is only necessary for the enginemen to drop the pantographs and shut the doors and windows. This is particularly advantageous at helper tie-up points. At Butte and Piedmont when we first electrified we had as high as six to ten steam engines, mainly required for helper service. These were replaced with two electric locomotives, which have successfully done the freight helper work since. The passenger trains not requiring helpers have to some extent made this possible of course, but this itself is also another advantage of electrical operation.

Regenerative braking makes it a decided advantage to use a helper descending a grade as well as in going up on the other side. We have only one heavy grade on the Cascade Mountains where this is not applicable. Otherwise our helpers ordinarily go clear over the summits where used. It is common for a helper to go in a train upgrade to Boylston and down to Beverly then back to Kititas light with zero net consumption of kilowatt-hours, or regeneration in this case, making it possible to operate helpers in eastward traffic from this point at no fuel expense whatever.

The increased safety in having two locomotives in trains of this sort on heavy grades can be appreciated.

In passenger service the delays and rough handling necessary to the operation with helpers is entirely eliminated. The same locomotive which may haul the train at 50 miles per hour can also handle it with ease and certainty on a 2.2 grade.

Here again the regenerative braking feature is important. One who has tried to sleep in a passenger train through mountain districts and has been kept awake by application of brakes at frequent intervals can readily appreciate the comfort of an electrically operated mountain trip in which it is impossible to tell from the way the train is handled as to whether a grade is being ascended or descended.

The smooth ease of handling of passenger trains is a point of merit and occasions

many favorable comments from passengers about our service.

The entire absence of cinders and a certain amount of grime from coal burning locomotives is appreciated by the passengers. Complaints of delays caused by poor fuel, engine not steaming and sundry things have become things of the past. We do have our troubles with electrical failures, it is true, but these are nearly all in a class not to be called serious and fortunately are of uncommon occurrence. The small detentions here and there of large variety and frequent appearance in the past are not now evident.

In electric switching service we find that the energy or fuel expense at the locomotive has been more than cut in two over steam operation. The locomotives are quick in acceleration, easy to handle and because the engineer has little to look out for other than the operation of starting and stopping, he can lend his whole attention to the business at hand and thus getting as much work done as the yardman can attend to.

The maintenance of these machines is very slight and because of taking but little energy the extra demand for power that they require is not very noticeable at the substations which furnish it.

As to special service wherever the trolley wire goes the electric locomotive has given particularly good results. In rerailling cars or engines or pushing snow plows the uniform rate of speed for a given load and the ease with which the locomotives can be controlled make their use decidedly advantageous.

The rated tractive effort of an electric locomotive is usually given as that within the continuous or 24 hour capacity of the traction motors. This is 72,000 lbs. for our freight locomotives but does not mean very much as compared to the maximum tractive effort which the locomotive can exert. This is only limited on these machines by the slipping point of the wheels. With sand used on the rail they have been known to exert a tractive force of 160,000 lbs., and this could be maintained for a period of time until the tractive motors are in danger of overheating due to the large flow of current through them. Such strong tractive effort make these machines efficient in handling certain work under adverse conditions as mentioned above.

Because the tractive effort is nearly proportional to the current flowing through the motors regardless of the speed, it is very easy to judge train weights, proper ratings and other things may be ordinarily left to a dynamometer car. In fact, every electric locomotive is equipped with its own instruments so that it is a very good dynamometer itself, and in cases where the engineer runs into conditions of overloading, he can readily judge the amount and reduce as necessary. There is no argument as to whether one man can get more out of an engine of this kind than another—they are all placed on an even basis. Moreover, the normal running times are so well made uniform that the dispatchers do not have to figure much on the per-

sonal element of the engine-men in supervising train operations.

In conclusion, I may state that the results obtained from this kind of motive power in its operating features have been found desirable. There are possibly other benefits to be derived from electrification, but I have endeavored to stay within the limitations applying to the locomotives alone. There are disadvantages too, of course, and many ways of improvements and developmental changes as is true of all electrical equipment. However, the field for experiment and such changes is large, and with the successful electric motive power we now have, we have made the start, and further improved features can be inaugurated if necessary.



Miss Gertrude Skarolid

All who attended the annual dinner of the "Vets" at Minneapolis last September will recall with pleasure the young lady pictured above, who, by her singing, so delightfully entertained them during that evening.

Miss Skarolid is the daughter of a veteran, J. G. Skarolid, chief operator at Minneapolis Relay Office, and although still a high school miss, she has had excellent vocal training and her voice gives wonderful promise after she is able to give all of her time to its development and culture, which she soon expects to do.

Although she does not often sing in public, in the few times which she has appeared, she has made a very creditable record and gained a very high reputation in Twin Cities musical circles.

Miss Skarolid has recently been selected to sing the leading role in the opera "Chimes of Normandy", which will be put on by the Glee Club of her high school. The opera is to be staged two nights, and while the part which she will sing, calls for a wide range of soprano, no one who heard the young lady sing for the Veterans last fall will have any doubt that she will carry it through with much success. Miss Skarolid has sung in musical comedy, in St. Paul, and occasionally within the past three years at high school entertainments, the Teachers' State Convention and in some of the prominent churches of the Twin Cities; and at all, has both astonished and delighted her audiences by the strength and sweetness of her voice. She will be graduated from high school in June of this year, after which her entire time will be given to voice culture; and great things may be expected of her.

The Officers of a railroad are not of much consequence without the men behind them; and to have the men behind them, if they are willing and earnest, is what gets the answer.
A. H. Smith, Pres't, N. Y. C. Lines.

Education—The Answer to Excessive Rail Regulation

C. G. Juneau, Master Car Builder
(Reprinted from "Railway Review")

The following is part of a paper written by Mr. Juneau and printed in the "Railway Review", its purpose being in part a reply to questions raised by a member of the Western Railway Club, following the presentation of a paper by Mr. Slason Thompson, entitled "Regulation—Super-Regulation—Strangulation", as to what the railroads could do to overcome the handicaps of excessive regulation.

It was shown by Mr. Thompson that regulations of the carriers by commissions, boards, and legislators for two score years, has almost stifled the creative spirit that was once manifest among the enterprising people who built and ran the railroads in the last century.

This railroad is developing a plan for the education of its executives and employes based upon the premise that the more problems that can be settled effectively by the railroad men themselves in the course of their daily work, the less need for restrictions and regulations from without; and it is about this educational plan, as it applies in the Mechanical department that Mr. Juneau writes:

"It has long been my opinion that the answer to our problems is to be found in education and not in legislation. The fact that the railroad man is becoming an educator is due to actual necessity, and the railroad man has qualified for that position in the school of experience. As superbly described by Mr. Slason Thompson in the paper on "Regulation—Super-Regulation—Strangulation," regulation has done more to make railroads incompetent than to make them competent. Although reduced to a deplorable condition, the railroads are nevertheless an essential part of our national existence, and the fact that they are no longer good business propositions does not mean, as would usually be the case, that the capital and labor involved can be diverted to other fields. It is vital that railroads continue in successful operation. Realizing this, the various systems throughout the U. S. A. have been groping around for some way out of the blackness surrounding them, compared with which Egypt's night was as an arc lamp.

From time immemorial man has transported goods from one place to another, and the methods employed have, generally speaking, remained the same in principle. For instance, the modern ocean liners are but the advanced idea of the ships used by Caesar, whose ships likewise were only the then up-to-date version of the boats used for centuries previously. The experience of endless ages have been used to build up and advance most of our methods of transportation, but in railroading we have only the wisdom of a hundred years to help solve our problems. And as the U. S. A. contains some 60 per cent

of the railroad mileage of the world, and the remaining 40 per cent is scattered over the face of the earth, we cannot even turn for help to others, but must confine our studies to an analysis of our own experiences in the endeavor to solve our difficulties.

Education Must Accompany Experience and Conform to Changing Conditions

Examination of the industry of railroading reveals; first, that it is immense. Excluding agriculture, it is the largest single industry in the country, and it approaches in size a majority of the other industries combined. Its very immensity means to it many problems. Second, it is very complex in its make-up, including, as it does, a large and varied form of industries and activities. Wide experience is a first necessity to a successful railroad man. Third, it is variable, ever fluctuating in quantity and changing in character. The solving of the problem of how to handle a certain quantity of, say coal to-day, will be replaced to-morrow by a deeper problem, on account of the changing of the chief commodity to be moved to, say wheat, lumber, or oil. There is nothing tangible to guide railroads; and as business conditions change much more rapidly than it is possible to alter existing equipment or provide new equipment, only by careful study of all forms of industrial, agricultural and horticultural conditions, politics, money markets, and general world conditions can an intelligent forecast of anticipated demands upon the railroads be arrived at.

The fact that the undertaking is so immense at once suggests the thought that railroad employes should be drawn from particular schools or universities wherein they would be especially trained for one or the other phase of railroad work. No educational institution can produce a railroad man for the reason that railroading is complex and fluctuating. His education must accompany his experience, and must change to conform to the fluctuations in railroad conditions.

Lacking centuries of experience on which to base their judgment, unable to use the experience of other countries, and unable to turn to educational institutions to provide a trained personnel to grapple with their problems, the railroads' one chance of resurrection seems to lie in their own education of their employes.

Railroad Education Included Education of the Public

Although the railroads are servants of the public, it is astonishing what colossal ignorance exists in regards to even the simplest phases of their operation. This alone is a severe handicap to railroads in their present dilemma: but when public opinion is fed by contributions to a victorious press, by authors often ignorant of anything beyond the most elementary railroad matters, they are even further harassed. I do not refer to the press as a whole, but to a certain section of it which allows its remarks on railroad problems to take the form of destructive criticism. Such articles are not productive of any good, but do the railroads much damage. If the section of the press referred to

is attempting to harm the railroads, its attitude is a great success. If it is trying to better conditions for the public, it is a drastic failure.

Partially as a result of the attitude referred to, we occupy the very unpleasant position of having a large portion of the public believe that the railroads are nothing but a network of intrigue—rotten in morals, and with only sordid aims in view. To those who have devoted the best part of their lives to the work, not because they received adequate monetary or other reward, but because the word "service" meant to them what the colors mean to a regiment in battle, this is indeed their cup of bitterness. But the spirit and the sacrifice which have built this great network of railroads throughout the length and breadth of the country in face of apparently insurmountable difficulties, will never submit to such intolerable injustice. It is time for action. Let us concert our efforts to have the public know the cold, unblazoned truth. Have them learn that when a car inspector, in a few brief seconds, looks over a car, he passes the verdict that it is free from no less than 257 possible, safety appliance defects which can violate the law. The inspector has to know not only about these 257 defects, but the reasons why their prevention is necessary, and how to rectify each one if occasion demands. To pass one defect may possibly mean dismissal from the service. Let us teach the public something of the care and devotion which is bestowed upon the manufacture of an axle, a wheel, an equalizer or a locomotive. Let us help them to learn that the railroad man is not a rotter, not an ignoramus, but their efficient most loyal servant, and a fitting part in this great republic."

Reclamation on the C. M. & St. P. System for the Year 1921

The work of reclaiming discarded material on the Lines of the C. M. & St. P. Railway has increased enormously in the last two years, and it may be interesting to those actively engaged in this work to know what the records of the Reclamation Bureau show in this respect. When this Bureau was organized a little over two years ago the work of reclaiming discarded material was carried on without much regard to system and each one doing the work depended altogether upon his own ideas and his own devices in working up material which had become unusable as a result of wear or breakage.

Systematic methods have now been put into force with a view of, in the first place, defining clearly the meaning of the word Reclamation as distinguished from the word Repair, it being the desire of the Reclamation Committee to include in its reports only such material as has actually been saved from discarded materials resulting from processes clearly mapped out and defined by instructions given the various mechanical heads who do the work. There are many articles, which, in the past, have

been considered as unusable material and sold as such which are now, at a merely nominal expense, being up into condition where they answer the purpose of new materials, and as a natural result, the purchase of these articles is reduced accordingly.

"Nothing should be wasted and nothing is waste." This is our slogan. We want to get away from the use of the word "Scrap" as it carries along with it an idea of worthlessness. Rather it should be spoken of, or at least considered, as material in a certain state, and if those interested in the handling of this material would say to themselves, "this material has certain uses, now what shall I do with it," it would be the first big step toward Reclamation.

A glance over the Reclamation reports submitted to the officials of the Company each month show some very interesting conditions and in order that the readers of this Magazine may form some idea of what is being done along this line we give, below, figures showing the amount of Saving in handling the different classes of material for the year 1921. The figures given show the total savings for all items exceeded \$900,000.00. It is expected that the present year will show figures considerably in excess of 1921, due to more efficient methods of working up the material and systematic ways of reporting same.

Article:—	Amount Saved
Axles	\$ 7,221.79
Bearings, Journal	43,649.35
Beams, Brake Frt. & Pass.	78,395.79
Bolts	49,180.07
Castings, Steel	45,436.58
Couplers and Locks	15,185.97
Forgings, W. I.	127,128.62
Fittings, Steam & Air Br. Hose	123,752.12
Lumber	29,282.68
Lanterns, Lamps and Parts	15,040.66
Nuts	39,197.37
Rail	36,872.22
Springs, Coil and Elliptic	53,799.94
Signal Materials	13,214.10
Spikes, Track	3,233.09
Tools	23,870.82
Washers	2,945.38
Miscellaneous	218,815.04
Total	\$926,221.59

The Reclamation Bureau wishes to take this opportunity of showing its appreciation for the assistance that has been given it and for the work that has voluntarily been done, by the various departments in making it possible to save the large sums shown in the statement above.

—The Reclamation Committee.

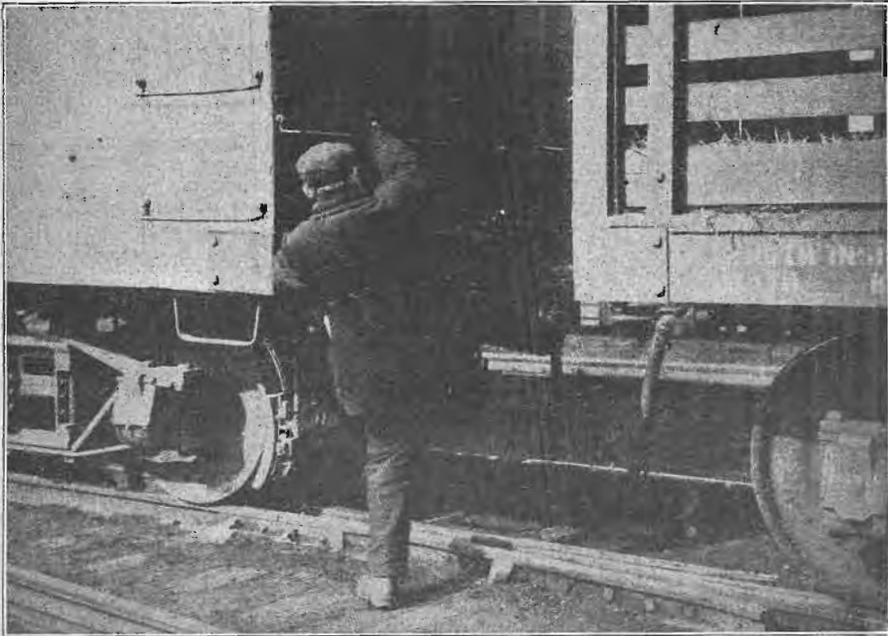
Lots of Responsibilities

The little four-year-old miss, being told to pray for her absent father, for her small brother who was ill, and the servant who had sprained her ankle, did so, and to her mother's astonishment, concluded as follows: "And now, God, please take good care of yourself, for if anything happens to you we'll all be in the soup."

SAFETY FIRST

A. M. Smullen, G. S. S.

He Took a Chance



Result: Smashed Foot

Do you pursue this dangerous practice?
Adopt the safe course and be sure you
will have two good feet instead of one.

**Remember, it is better to
be careful than crippled**

Courtesy, C. St. P. M. & O. Ry.

FROM THE BUREAU OF SAFETY
Attention Trainmen

The picture on the opposite page just shows one of the many ways in which trainmen and switchmen are injured, some times very severely, and the sad part is that this class of accidents, and especially the one appearing on the opposite page could be eliminated entirely, with just a little more co-operation, along the lines of Safety, by this class of Railroad employes.

It may be of interest, and also the cause of discouraging this practice, by giving the total number of deaths and injuries that occurred on the Railroads of the United States during 1920. As a result, one hundred and fifty-one (151) were killed, which is over twelve (12) a month. Two thousand four hundred and fifty (2450), or over two hundred (200) a month were injured, and no doubt a great majority of this two thousand four hundred and fifty (2450) were permanently disabled, so far as their work in the train service is concerned.

One of the strictest rules in the Standard Book of Rules warns employes not to go between moving cars, to couple, uncouple, open, close, or arrange knuckles of couplers and the kicking or holding draw bars in position to couple, with a car or cars approaching, is prohibited.

As a result of not complying strictly with the above rule, fifty (50) employes lost an arm or hand, one hundred and seven (107) lost fingers, sixty-three (63) lost leg or foot, and six (6) lost toes. These figures do not include the great number who received injuries not quite as serious as those mentioned.

I believe that the great majority of trainmen and switchmen appreciate the danger in performing their duties in this manner, and I know that only a few are guilty of committing acts of this kind, but to break up this practice entirely will necessitate the constant diligence of every employe, by calling the attention of the employe at the time he observes the act.

REDUCTION IN FATALITIES
1913 To 1921

This Diagram accurately Indicates the Remarkable Decrease Which Has Occurred in the Total Number of Employes, Trespassers and Others Killed on the Chicago, Milwaukee and St. Paul Railway since 1912.

Does This Safety Movement Deserve Your Personal Support?

Total Number Killed	Percent Decrease Under 1913 Basis	Year Ended
423	13.00	June 30, 1913
368	21.75	June 30, 1914
331	23.64	June 30, 1915
323	30.02	June 30, 1916
296	50.35	Dec. 31, 1917
210	60.52	Dec. 31, 1918
167	60.75	Dec. 31, 1919
166	62.82	Dec. 31, 1920
153		Dec. 31, 1921

The 166 Fatalities for 1920 Does Not Include Passengers As

NOT A PASSENGER WAS KILLED

in the movement of trains in that year although 1,050,521,012 passengers were carried one mile.

A. W. Smallen,
General Supervisor Safety
and Fire Prevention:

That Pioneer Limited Date

Editor Employes' Magazine:—

In the December Magazine appeared an item under head of "Inauguration of Famous Milwaukee Train" to the effect that the Pioneer Limited was inaugurated May 1898—and a correction in the January Magazine puts it 1888.

I made my first trip as sleeping car conductor on Nos. 1 and 4, in July, 1891. It was several years later that the general passenger agent offered a prize of \$25.00 for the best name for the train. We had only four or five sleeping cars on the train at that time, where now we frequently have ten. Only a few passengers—a half dozen or so, occupied berths leaving Chicago, and a few got on at Milwaukee. Tom Eccles was the train conductor and Theodore Bergeron, known as "The Count" was dining-car steward. Fred Tefft was the other sleeping-car conductor. They are all gone now to that "bourne whence no traveler returns", but the old Pioneer still keeps on going.

Fred Tefft was sleeping car conductor on the exhibition trip of the Pioneer Limited's new

train in the south and west. I was on the first trip of its regular run. It was known as "the only perfect train" and I venture to say it has no equal to-day, in its sleeping and dining car service.

W. Van Wie, Sleeping Car
Conductor, Pioneer Limited.

"Apologies to Henry"

A car owner chug-chugged up to the pearty gates and St. Peter asked what make his car was.

"Packard," was the reply.

"Park with the Methodists' cars over there," said Peter.

Another autoist arrived. (You wouldn't think there'd be so many try to get in, would you?) "What's your car?" asked St. Peter.

"Pierce-Arrow," said the applicant.

"Park it with the Baptists' machines."

Next arrival was asked the same question.

"Mine's a ford", he replied.

"Park it with the Christian Scientists", said Peter, "You just think you've got an automobile."

Only a Match

Chas. E. Hevard, Tracing Clerk, Tacoma

One day, while reposing beside a hundred or so matches like myself, I heard some one say, "Well, Bill, we may as well send this case of matches to the L. & M. R. R. Their storekeeper has just phoned me that they are badly needed." "All right," says Bill, "throw 'em into the truck and I'll shoot 'em over to the store-room." We were picked up bodily and thrown into the truck. If we had not been packed in tightly together we would have had our heads smashed as we struck head first, but we only got bumped. Say, I could have struck fire for a second, but I thought of the other matches and kept my head. Bumpy-bump we went over the tracks and with a flourish the driver backed up to the railroad platform. "Where's the guy that receipts for goods?" he shouted. "Don't know—ask that fellow over there." "Can you tell me where I can find some one to receipt for this case of matches?" he said to the second party addressed. "Yes, take it into that office and tell the clerk to sign for it."

The next think I heard was, "Say, Jack, kick that case of matches into the elevator and let the upstairs guys take care of it." The man addressed put us on the elevator and soon we were on our way. The elevator stopped and I heard a man say, "Well, I'll be hanged, if here isn't another case of matches with nothing to show where it is from or who ordered it. One of you fellows chase downstairs and see if you can get the delivery slip. Here's the slip from the M. & N. Store, but there's nothing on it to say what date it was ordered, no requisition number or anything, only one case of matches to the L. & M. R. R." "Well, go after the stock clerk and see if he can give you the requisition number. Did you get it?" "Yes, it says requisition 8-23-1." "Whew! And here it's the 29th of November, some service, I'll say. Well, unpack it and take out a couple of packages and ship them to Johnson, the Agent at Colville, he's in a hurry for some. He has had a requisition in for over a month now. Said he was almost out at that time and would have to beg, borrow or steal some until this order was received." "All right, where will I find a box?" "Downstairs under the platform."

"Is that the smallest box you could find?" "Yes." "Well, that box cost the company twenty-five cents." "Can't help it. I. C. C. says matches must be securely boxed and protected against ignition." "Well, pack it full of excelsior or straw, and mark it according to I. C. C." I was picked up and together with those in another package we were put in the box and some packing put around us and the cover nailed on. I was in the package nearest one end of the box. All at once I saw something coming through the upper corner of the box close to my head. It was the point of a nail driven in on a slant. Lucky for us we were packed in tight. Otherwise, I would have

had my head rubbed against that nail, and if I had I know I wouldn't have been responsible for what happened. Then I heard him say, "Throw that box on the elevator so that it can go in that peddler car on the K. & T. Branch." Together with a lot of other boxes of all sizes, I was put on the elevator. A man down below trucked us all off into a little space and put us in piles marked for different stations. In some way or another, I got in the wrong pile and I heard a man looking all over for me.

He said to his helper, "Well, I can't find that box of matches for Johnson of Colville. I don't believe they sent it downstairs. Scoot up the elevator and ask Jack if he sent it down." "Sure I did," says Jack. "Take another look." "Hey, Bill, I found it in the pile marked Leadville." I was picked up and thrown into one corner of the car. Before I knew it, I was buried under several boxes and castings. One casting dropped on the corner of the box and I almost scratched my head on that nail. After awhile, there was an awful jolt and I felt that we were moving. We stopped several times and I heard one man say, "Hey, Tom, did you see anything of that box of matches for Johnson at Colville? We are nearly there and I can't find it anywhere. I have looked everywhere and I don't believe they were put in the car." "Did you find them?" "No, I didn't, and here is the agent." "Frank, did you bring me any matches this trip?" "Well, the way-bill calls for a box of matches, but I can't find them. I've looked everywhere in the car. I don't believe they gave them to me." "Well, loan me a few until I can get another requisition in." "Here's a few to keep you going. If we find the box we'll drop it off on our way back." The train stopped at other points along the line, the men unloading boxes, packages and castings at each point. All at once I heard a man say, "Frank, weren't you looking for a box for Colville?" "Yes, I was. Did you find it?" "Yes, away in the corner under those boxes and castings. The box is about knocked to pieces on account of those heavy castings bumping against it." "Well, put it where we can find it on our way back and we'll drop it off at Colville. Hello, Mike, how's the section boss getting along?" "All right, only I'm out of matches, my requisition didn't get filled. Got any left?" "Not a one. Hold on a minute. I believe there's two packages in that box for Johnson at Colville. We couldn't locate it until after we got by. I'll give you one of them. The box is broken so he won't know where they went." "That's fine, that will help me out. Thanks, Frank." "That's all right, good-bye." Away we went on to our last stop. The next day we started back; at Colville we stopped and the broken box was dumped on the platform truck. "Hello, Johnson, here's your matches." "Looks like it had been in a wreck." "Yes, found it buried under some castings and boxes." Johnson ripped off the cover and the nail just missed my head again as it twisted out.

"Only one package, and I ordered two. Funny thing, couldn't send two like I ordered." "Maybe they thought you would light your pipe instead of your fires," said Frank. "Well, I'll order four next time," said Johnson. "Won't do you any good," said Frank, "Superintendent will cut your requisition in half." "I suppose so," said Johnson, "but it makes a fellow sore to think the company's so stingy with their matches. I don't see why they don't put a sheet iron box on your train and give you a supply of matches, torpedoes, fuses, and flags and let you distribute them along the line as needed. It wouldn't be much trouble to you and it would save the cost of the boxes and time and labor packing, to say nothing of the shipments lost on the way. We could give you the requisition and you could send them to the Superintendent after they were filled." "Yes, that might help, but I don't suppose they would ever do that."

"Well, good-bye, and if you see anyone of that store-room bunch tell them to not be so stingy with their matches." "Good-bye, I'll do that." "Say, Johnson," said a switchman, "give me a few matches." "It will be only a few as all they sent me was one package." The switchman picked me up, rubbed my head against his thumb nail and I spit fire, but he just laughed and lit his lantern with me and then his pipe and threw the stub at the coal bucket but I fell short and dropped on the floor, where I lay until the agent had time to sweep the floor.

Engineer Schicker Writes in the Company's Defense

The Janesville Gazette recently took occasion to criticize our service and the coaches in use on the Mineral Point Division, Engineer Otto Schicker of that Division took up the cudgels in behalf of the company and wrote the editor of the Gazette the following letter. Editor Gazette:

A few days ago I read two items in your paper in regard to the service and coaches on the Mineral Point division. As I am on these runs and know just what this equipment is, I take exception to what the editor wrote. In the first place, the coaches are in first class condition—big, with lots of room, and kept in this condition the year around; and I would like to have him show me on any railroad in the United States a better lot of coaches on a local run. If the company should have to put on steel cars we would have to have bigger rails between Janesville and Mineral Point, and a bigger engine to haul the cars on account of heavy tonnage and to make all the stops. If you remember, the company put three new engines on these runs, costing between \$65,000 and \$70,000, in order to make the time and overcome all engine failures, and these runs have been 97½ per cent on time since these engines have been on the runs. As I see it—and I still consider I am a Janesville boy—the C. M. & St. P. has been giving the city the best service and a big pay roll, which is spent in your town, and as it looks now there is more to come if everything goes right, and your paper should boost the road instead of knocking it. Take a look around and see if you can see any better equipment on any other road on any local passenger train. Some time ago you were working and writing about putting a passenger run out of Milwaukee to Janesville on a faster schedule, and our officials did put it on, cutting out Wauwatosa, Elm Grove and Lima Center in

order to make the time. Well, in about two weeks these three towns had gone to the railroad commission and had an order issued to have this train stop, and we have to stop. That is a sample of how far the railroad company can go. Instead of taking off men and runs, the St. Paul has increased the crews, laying over at Janesville from six to 30, and each crew is composed of five men, with average pay at \$175 a month. As I said before, your paper should boost for this company and we might get another increase when everything settles down again. I hope you will put this in print.

OTTO F. SCHICKER, Milwaukee, Wis.

Engineer Schicker's letter to the Gazette was printed and through the newspaper came to the attention of President Byram, who appreciates loyalty at its full value, and he immediately wrote his acknowledgments and thanks to Mr. Schicker. His letter says:

January 30, 1922.

Mr. Otto F. Schicker,
68½ 32nd Street,
Milwaukee, Wis.

Dear Sir:

I have just been reading your letter to the editor of the Janesville Gazette with regard to the passenger service on the Mineral Point Division, and I am writing this letter to tell you that I appreciate very much your very effective defense of the company.

I wish more of our employes would make it a point to refute unjust criticism of this kind whenever they are made. It has become a habit on the part of a good many people to criticize the railroads without just cause, and unfortunately too many newspaper writers have fallen into the habit so that it is very gratifying to me as head of the C. M. & St. P. Railway Company to find that one of our employes is so interested in the Company as to take the trouble to write a letter in its defense. If all of our employes would do the same it would make a tremendous difference in the attitude of the public towards the Company and its affairs.

Yours truly,

(Signed) H. E. BYRAM,
President.

The Senate Talks

The senate sits on the lid of hell

Talking.

Busily occupied for a spell

Talking.

Europe is shaky, credit gone,

Famine threatening, gaunt and wan,

But the senate noisily keeps right on

Talking.

"Peace." men cry. "It is time to quit

Talking.

There'll be hell to pay and you're aiding it.

Talking.

The world is troubled by bolsheviks,

Trade and business are in a fix."

But the senate is dabbling in politics,

Talking.

The senate sits on the lid of hell.

Talking.

Seeming to think it can do things well

Talking.

It will sit and talk and talk until

The lid blows off—as it doubtless will—

And the senators sail through space, but

still

Talking.

Berton Braley.

Current News of the Railroad

Loadings.

As has been said before on this page, car loadings while not forming the basis for an absolute barometer of general business conditions do, to a considerable degree, picture the situation.

The following table comparing 1921 with the previous year shows the tremendous effect on our business of the universal depression which Capital and Labor alike earnestly hope will soon give way to better things.

1922 has made a fair start, our average for the month of January being 4,829 and for the first fifteen days of February 4841.

	1920		1921	
	Total Loadings	Average per business day	Total Loadings	Average per business day
January	155,914	5997	110,185	4407
February	153,299	6317	100,274	4360
March	166,598	6170	115,538	4279
April	128,088	4922	110,612	4254
May	147,094	5884	115,119	4428
June	151,192	5813	124,631	4794
July	153,144	5890	116,520	4661
August	162,081	6234	141,033	5223
September	158,882	6355	134,915	5397
October	167,323	6436	145,099	5581
November	145,034	5801	112,954	4518
December	116,480	4480	109,151	4198
Total	1,797,132	5854	1,436,031	4708

Train Accidents.

The following tabulation of train accidents causing damage to Company equipment and property in excess of \$150 shows a gratifying tendency:

	1918	1919	1920	1921
Number of Accidents	651	793	841	454
Average per Month	54	66	70	38
Revenue train miles per accident	56,292	46,204	45,855	76,670

It will be noted that 1921 shows a very much better result than any of the three previous years, both in decrease in the number of accidents and the increase in the revenue miles per accidents.

Accidents are due generally to thoughtlessness, carelessness, or negligence on the part of one or more individuals. If train and enginemen live up to their rules and car and locomotive inspectors live up to theirs, our casualties will be reduced to those which are entirely unavoidable. The results shown indicate that care and attention has been given this important subject.

Efficiency of Government and Private Control.

Apropos of the testimony of former Director General W. G. McAdoo and Walker D. Hines, before the pending Interstate Commerce Commission Hearing, the following outstanding features for the railways as a whole may be interesting, comparing operations under Federal and Private control:

In December, 1917, when the Government took over the railways, they had 1,703,748 employes. In January, 1920, one month before they were returned to private operation, they had 1,953,571.

During 1919, the average number of men employed was 1,913,422, while in 1921 under private control, the average number was 1,656,615, or 256,807 less. During the latter period the railways rendered more passenger train service than in 1919 under Government operation and handled only twelve per cent less freight traffic and yet employed thirteen and one half per cent less men.

The traffic handled in 1919 was less than in 1918, but this decrease in traffic handled was accompanied by an increase in operating expenses. On the other hand, while under private operation in 1920, an increase in traffic was accompanied by a large increase in expenses, as soon as the traffic began to decline the operating expenses began to be reduced, and, as a consequence, in the first eleven months of 1921, the total expenses were \$1,070,000,000 less than in the same months of 1920.

It may be said that a large part of the reduction in expenses and in the men employed has been due to deferring of maintenance work, but the Railroad Administration in the latter part of 1919 did not use for maintenance any larger part of the money spent for operation than the railway companies have been so using recently. In both October, 1919, and October, 1921, expenditures for maintenance were forty-six per cent of the total expenses of operation.

The most significant fact of all is that under Government operation the number of employes and operating expenses constantly increased whether traffic increased or not, while under private operation, a reduction of traffic has been accompanied by an even greater reduction of employes and expenses.

Postcard Solicitation of Passenger Business.

NAME	OCCUPATION	RESIDENCE	REPORT MADE
Columbus Crawford	Dining Car Waiter	Chicago	Two Tacoma to Chicago
C. C. Dimock	Operating Department	Chicago	Eleven R. T. Chgo. to Minneapolis
Ralph J. Ralston	Adjuster	Aberdeen, S. D.	Two Pros. St. Paul to Seattle
T. A. Biggs	Conductor	Sioux City	Two Sioux City to Detroit
T. A. Biggs	Conductor	Sioux City	Eight Sioux City to Chicago
T. A. Biggs	Conductor	Sioux City	One Kaylor to Great Falls
T. A. Biggs	Conductor	Sioux City	One Scotland to Galesburg
T. A. Biggs	Conductor	Sioux City	One Sioux City to Florida
T. A. Biggs	Conductor	Sioux City	One Sioux City to Milwaukee
T. A. Biggs	Conductor	Sioux City	Three Sioux City to Chicago
H. W. Barnett	Claim Department	Chicago	Two St. Paul to Chicago
H. W. Barnett	Claim Department	Chicago	Two St. Paul to Chicago
Mr. Canton	Conductor Rvr. Div.	Minneapolis	Four St. Paul to San Francisco
J. P. Fahey	A. F. A.	Minneapolis	Two St. Paul to Chicago
Joe Harrington	Engineer	Minneapolis	Two St. Paul to New York
Wm. F. Powers	Flr. & Gr. Agent	Minneapolis	One St. Paul to New York
Wm. F. Powers	Flr. & Gr. Agent	Minneapolis	One St. Paul to Chicago
H. G. Rudd	Distribution Clerk	Minneapolis	One St. Paul to San Francisco
F. W. Ruth	Minneapolis Terminals	Minneapolis	Two St. Paul to Chicago
G. A. Van Dyke	Supt. T. C. Terminals	Minneapolis	In daily touch with Minneapolis office regarding movement of passenger business.

F. L. McMullen	Pilot	Chicago	One Chicago to St. Paul
C. H. Ordas	Supvr. Motor Cars	Chicago	Two Chicago to Seattle
C. H. Ordas	Supvr. Motor Cars	Chicago	Two R. T. Sum. Tourist Tickets
Wm. Wilkinson	Engine Inspector	Aberdeen, S. D.	Two Aberdeen to Chicago
Wm. Wilkinson	Engine Inspector	Aberdeen, S. D.	Two Pros. Seattle to Aberdeen
Mr. Steffen	Conductor	Sioux City, Ia.	Ten Sioux City to California
Wm. Martin	Brakeman	Sioux City, Ia.	One Sioux City to Chicago
W. A. Jenkins	Conductor	Sioux City, Ia.	Two Westfield to Florida
H. G. Edwards	Frt. Claim Agts. Off.	Chicago	Two Chicago to California
R. P. McCord	Supt. Trans.	Chicago	One R. T. to LaCrosse
R. P. McCord	Supt. Trans.	Chicago	Two R. T. to California
Edw. H. Bannon	Trainmaster	Milwaukee	Two Pros. to Pacific Coast
Mr. Boardman	Aud. of Expen. Off.	Chicago	One Chicago to St. Paul
Mr. Boardman	Aud. of Expen. Off.	Chicago	One Minneapolis to Chicago
Mr. Melgaard	Purchasing Agent	Chicago	Two & One-half R. T. to Los Angeles
Jas. Hardie	Conductor	Spencer, Ia.	Two Lohrville, Ia. to Terry, Montana
W. A. Murphy	C. C. Master Mechanics	Aberdeen, S. D.	One Hamilton. Mont. to Hutchinson, Minn.
Fred C. Rieboldt	Painter Foreman	Milwaukee, Wis.	Two R. T. Milwaukee to Portland
Mr. Melgaard	Purchasing Dept.	Chicago, Ill.	Two & One-half R. T. Pros. California
Wm. McHarg	Conductor	Ottumwa Jct. Ia.	Three Pacific Coast
Clarence G. Mickta	Revising Bureau	Chicago, Ill.	One Chicago to Seattle
H. Belond	M. C. B. Inspector	Milwaukee, Wis.	Four Pros. to California
T. A. Biggs	Conductor	Sioux City, Ia.	Three Sioux City to Chicago
T. A. Biggs	Conductor	Sioux City, Ia.	Two Sioux City to Des Moines
T. A. Biggs	Conductor	Sioux City, Ia.	One Sioux City to New York
A. B. Steffan	Conductor	Sioux City, Ia.	Two Sioux City to Chicago
Sam Forley	Porter	Sioux City, Ia.	One Sioux City to Chicago
L. E. Soper	Conductor	Chicago, Ill.	Four R. T. Chicago to Calif.
W. H. Young	Agent	Spirit Lake, Ia.	One Spokane to Spirit Lake
Adolph Lage	Janitor	Davenport, Ia.	Three Des Moines to Los Angeles
J. L. Tidball	Conductor	D. M. Divn.	Two Des Moines to Chicago
J. L. Forward	O. S. & D. Clerk	Spokane, Wn.	One Spokane to Detroit
J. L. Forward	O. S. & D. Clerk	Spokane, Wn.	Three Spokane to New York
J. N. Dyer	Ticket Clerk	Spirit Lake, Ia.	One Spokane to Kingston, N. Y.
K. Hudson	Agent	Dalkena, Wn.	One Spokane to Houston, Me.
Mr. Boardman	Aud. of Expend. Office	Chicago, Ill.	One Chicago to St. Paul

My Old Friend Bill

Of all my friends, for good or ill,
 There's no friend like my old friend Bill.
 I'm never sad when Bill's along—
 Why life is just one glad sweet song
 With Bill. He satisfies one so:
 And what he'll do you always know.
 I tell you, it's a lonesome day
 For me with my friend Bill away.
 He's popular, too, and hard to hold.
 And good—he's just as good as gold,
 And such a generous hearted cuss!
 He takes you 'round and makes no fuss,
 But what you like or want, just say,
 And Bill, old sport, is there to pay.
 Of all my friends, for good or ill,
 There's no friend like old Dollar Bill.

At Home

Hazel M. Merrill, Editor

The Editor of this Department has been getting letters addressed to "Pattern Department, 141 West Ohio St., Chicago." That address is incorrect. To insure prompt delivery, orders for patterns should be addressed to 1341 Railway Exchange, Chicago.

Fashion

Everyone loves a change, even Dame Fashion. No sooner has a novelty been laid aside and pronounced passe than it is trotted out again and becomes the thing.

Just at present, we are lengthening our skirts, sleeves, and waist-lines, and it seems only a short while since we were told long skirts were a thing of the past and they could not be too short, while now it has been predicted that another season will see the return of the ankle-length, tight skirt. It is rumored that the manufacturers have had a hand in this conspiracy with Dame Fashion, as so little material was being sold they were almost in despair.

All skirts for spring are longer, except those for sports wear. Evening gowns have dropped to the ankles, in many instances; afternoon frocks of silk and crepe should be seven inches; and while one-piece dresses and tailored suits have dropped less, still they have had somewhat of a come-down, and from 8 to 10 inches is considered proper. There is a new circular skirt in evidence which swings just far enough from the ground to show the feet. Hemlines remain uneven, some of the newest panels being tucked or plaited. Waistlines are long and somewhat out of place, usually being shown at the hip bone, and often a garment has the appearance of having two or three waist-lines. Sleeves are playing some peculiar tricks. Sometimes the sleeves and their draperies are so long that they help to form the uneven hemline, and again so small and short you can scarcely find them. There are sleeves with single puffs and double puffs; leg o' mutton sleeves; sleeves slightly full at the top with side cuffs buttoning snugly from wrist to elbow, with the fullness hanging out in a rever; also full peasant sleeves drawn into an embroidered wrist-band. Neck-lines are both high and low, with many new fichu collars, high in the back and low in front, and a new fence collar, which is formed by a biasband standing straight up to mark a round neck line. Trimmings are droopy, even to the hat trimmings, which sometimes droop to the shoulders.

Black having held first-place for several seasons, must retire to the background and make way for the bright magnificent colors of spring, some of which are mastic, putty, flame, brick-red, etruscan red, mauve, and other pastel shades, blue, violet, bright yellows, browns, etc.

The thing of paramount interest in the early spring is to decide just what kind of suit or tailored street dress to buy. The tendency this season, is to the straight line suit, belted in at a low waistline. Many of the smart suits are of tweed and home-spun, while the new Kasha cloth (a camel's hair-like material) will be widely used for street dresses, as well as the favored wool crepes and tricorines.

GOOD THINGS TO EAT

Beefsteak En Casserole. Have a choice cut of tenderloin or porterhouse steak cut two inches thick, and trim into good shape free from fat and bone. Broil over coals or under flame of gas stove. Will take 20 or 30 minutes. Prepare following brown sauce: Melt 3 rounding tablespoons of butter; add one slice of carrot, one slice of onion, small piece of bay leaf, sprig of parsley, and cook until brown. Add 3 rounding tablespoons of flour, and when well browned, add gradually one pint brown stock, cook thoroughly, strain and season with salt and pepper. Add $\frac{1}{2}$ teaspoon kitchen bouquet, and if desired, one cup chopped mushrooms. Put sauce in casserole and keep very hot. Carve the steak without fully separating the slices, place in casserole with sauce. Serve from casserole. Will serve 6 or 8 persons.

Delicious-Quick-Dessert. Soak $\frac{1}{2}$ lb. marshmallows, cut in halves, over night with one can shredded pineapple. Keep very cold. About 1 hr. before serving, add one pint of stiffly whipped cream, and serve very cold.

Raisin Pie (Very Good). Place a coffee cup of milk in double-boiler. When it comes to a boil, add a large tablespoon of flour, $\frac{3}{4}$ cup sugar, $\frac{1}{2}$ tablespoon salt, yolks of 2 eggs well beaten. Then add 1 tablespoon of butter, and 1 cup chopped seedless raisins. When thickened, take from stove and add 1 teaspoon of vanilla, and pour into pie shell which has already been baked. Beat the whites of the eggs to a stiff froth with 2 tablespoons of sugar, drop on top of pie, and brown in oven.

Brownies. 2 small squares Baker's Chocolate, 1 cup sugar, $\frac{1}{2}$ cup butter, $\frac{3}{4}$ cup flour, 2 eggs (Unbeaten), 1 cup walnut meats.

Melt chocolate and add butter. Then add the sugar, and cream together. Put in the flour, then eggs, not beaten, and stir. Dough will be very thick. Add nuts. Bake in shallow buttered baking pan from 15 to 30 minutes in moderate oven. (Try with straw.)

Household Helps

To save time in poaching eggs to serve with spinach, cook the spinach in the usual way and place on a flat dish. Take out portions of it by pressing a tumbler over them; these portions can be piled into the remaining spinach. Drop broken eggs into the holes left by the tumbler, and place dish into hot oven. Eggs will poach in a few minutes.

Banana Salad. Cut bananas in halves lengthwise and place on lettuce leaves. Decorate with salad dressing and popcorn. It is a change from the usual walnuts or peanuts and is very artistic and economical.

Spread thin slices of toast thoroughly with butter and add a mixture of sugar and powdered cinnamon. Toast for a few minutes longer and allow it to become saturated with the melted mixture, and they are then ready to serve.

By way of variety, add dates to your custard pie. Stone dates and cut them in small pieces, allowing one-half cupful to the standard recipe for one pie. Add the dates to the custard mixture, and pour into the pastry-lined pie-plate. Bake in the usual manner.



3892-3571. Ladies' Costume—Slip 3571 cut in 4 Sizes. Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. It requires 3 yards of 36 inch material for a Medium size. Blouse 3892 cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure, and requires 3 3/4 yards of 40 inch material.

TWO separate patterns 10c FOR EACH pattern.

3900. Ladies' Dress—Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 3 1/2 yards of 54 inch material. The width at the foot is 2 1/4 yards. Price 10 cents.

3870. Ladies' Dress—Cut in 6 Sizes 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 4 yards of 49 inch material. The width of the skirt at the foot is about 2 yards. Price 10c.

3894. Girl's Dress—Cut in 4 Sizes: 10, 12, 14 and 16 years. A 12 year size requires 4½ yards of 42 inch material. Price 10c.

3523. Girl's Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size will require 3¾ yards of 36 inch material for skirt and suspenders, and 1¾ yard for the waist. Price 10 cents.

3873. Girl's Cape—Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 12 year size requires 2¾ yards of 34 inch material. Price 10c.

3887. Girl's Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4¼ yards of 32 inch material. Price 10 cents.

3400. An "Easy to Make" Apron—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium Size will require 2¾ yards of 27 inch material. Price, 10 cents.

3877. Ladies' Apron Dress—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 6¾ yards of 27 inch material. Price 10 cents.

3895. Misses' One Piece Dress—Cut in 3 Sizes: 16, 18 and 20 years. A 16 year size requires 4½ yards of 36 inch material. The width of the skirt at the foot is about 2 yards. Price 10 cents.

3876. Girl's Dress—Cut in 4 Sizes: 6, 8, 10, and 12 years. A 10 year size requires 3 yards of 38 inch material. Price 10c.

3883. Child's Romper Suit—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires 2¾ yards of 32 inch material. Price 10 cents.

CATALOGUE NOTICE

Send 12 cents in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1922 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.

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

West End Scraps. James T. Ritch

Charlie Finlarson put the grand finale to a string of feminine hopes when he deserted the ranks of single men on February 3rd, and married Miss Laura Coleman at Tacoma. We all join in wishing Mr. and Mrs. Finlarson the greatest of happiness and luck.

Les Neuman, erstwhile "Cornerer of the Peanut Market," blew in on us the other day. He still thinks Seattle has it over the Rocky Mountain Division when it comes to good weather.

A. L. Sedgewick, having heard of the clemency of Seattle winters, and being unprepared to meet with its occasional cold spells, found himself one bright morning with a bunch of frozen pipes on his hands, which burst as frozen pipes are sometimes wont to do. We can only surmise what kind of blue language, "A. L." used.

About the middle of February, Charlie Goetz and Roy Dougherty visited us for a short time, and while here, endeavored to brighten up the chill atmosphere with a bit of cheerful smiling, which may also account for some of the soulful looks on the faces of our feminine friends in the north end of the White Building.

Miss Norquist of the Passenger Department has decided that she prefers the Frisco Clime to the Seattle weather, and Hogan hasn't been feeling very well ever since.

H. J. Whatmore came to work the other day with a slightly discolored optic. As he did not offer any explanation none was requested, and we merely took it for granted that he had bumped his eye on the door.

Miss Baldwin of the Transportation Department is taking a leave of absence and spending it in a visit to Kansas City and points East. Miss Anna Keogh, is keeping up the good work during her absence.

Tom Hughes is still doing special work in Seattle, and we hope he stays a while this time.

Roy Hays was ill a few days last month, but as you can't keep a good man down, he is back again.

As we understand it, everyone enjoyed the off week.

We have heard that Lee J. Donnelly, formerly secretary for Mr. Nicholson, and now located with the McCormack Lumber Co., is going to be married in the near future. All who remember Lee wish him the best of luck.

La Crosse Division O. W. Velsler

Another mark of distinction comes to the La Crosse division when Special Agent Chas. S. Smith, of the La Crosse District office, in charge of V. L. Scholl, was called to Milwaukee to accept the appointment of federal prohibition enforcement director taking charge of a department with several hundred men. This is a reward for faithful services. And a warning to put shades on your cellar windows, so Charlie's men can't look in.

George Birchler, the most popular passenger brakeman on the division, spent a week at Forrest, Wis. George says that he needs a rest after all the excitement at the La Crosse Winter Carnival. George says that it was the thrill of a life time, when the Carnival Queen, stopped the chariot, got down and gave him a salute with the lips.

A representative rink of curlers competing in the Wisconsin Bonspiel here put the Milwaukee Road in the limelight on Feb. 2nd, when Engineer Geo. Marshall's Milwaukee Road Engineers won over McCullough's Lodi rink 11 to 8 in the Conkle event. Good work George.

Conductor J. Mullen is in New York spending a few weeks with his daughter and Mr. F. D. Underwood, president of the Erie Railroad, who is an old friend of Jerry's.

Car Inspector Otto Grothman of the Portage yard handed out cigars to the boys the other day when he announced that a baby boy had arrived at his home.

Ray Kewatazky, brakeman and Miss O'Rourke, have been very prominent figures in the La Crosse Winter Carnival which took place from January 25 to 28. Ray is very prominent socially both in Milwaukee and La Crosse.

Passenger Brakeman Elmer Wright is devoting his evenings in La Crosse as a roller skate instructor. That's right, Wright, you've got the right idea.

Train No. 18 on January 20th, had a very fortunate derailment at Lakeside, about 3:30 A. M. Several cars were derailed when the train was brought to a stop by Conductor Chas. McLaughlin, which saved many passengers from being injured. A broken rail was the cause which is thought to have broke from the 28 below zero weather on this morning.

On January 18th the depot at Chaston, Wis., burned to the extent of a \$1500 damage, caused by a stove exploding.

The best way to get an idea of just what is going on at the La Crosse get-together meeting is to attend. Come prepared to tell a half a dozen good stories because everyone else has a few good ones.

Conductor J. P. Moran, Brakeman Mike Ternes, and Baggageman Hy. Bartram, were called to La Crosse the second week in February to attend a law suit. That pleased Mike because he would be there with Stormey Stolz.

The sympathy of the entire division is with the bereaved family of Mr. A. Z. Taylor, former General car foreman of the La Crosse Terminal. Mr. Taylor was a member of the Veteran's Ass'n, and had been in the employment of the Milwaukee for more than 45 years.

Brakeman C. H. York died from injuries received while coupling his train at Columbus on February 13. Mr. York had been in the service of the railroad for the past ten years and will be greatly missed by his fellow workers.

Edward Sowle, more commonly known as the infant of the Tomah Shops office, maintains that there is no greater crime that a girl can commit than to cut a dance on a fellow. Wait a few years Ed, and we think you'll find that they can do meaner things than that.

Mr. Terry has increased the reward offered in the last issue, for the return of two pairs of ladies' woolen hose. He is afraid that if they aren't returned soon, he will have to buy silk ones to replace them.

Carl R. Pick, Jr., wishes to add that anyone answering his "Companion Wanted" notice in last issue will also have to qualify as private secretary as his correspondence has increased noticeably in the last few weeks.

Everyone has been getting interested in socks since Mr. Terry has advertised for some. Mr. Harris, our asst. storekeeper, reports that he has discovered the latest fad: dark wool ones embroidered with red roses. Perhaps it was em-

Special Commendation

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

Aberdeen Division Brakeman George Lemar discovered a broken arch bar on C. B. & Q. 45266 at Roscoe, January 23, no doubt thus averting a serious derailment.

Section Foreman F. B. Mobarly, Cragin, Ill., discovered brake rigging down on caboose on extra west 8247 February 7, and stopped the train. He also stopped transfer engine 9524 on February 11 account dragging brake beam on N. Y. C. car 51272.

On February 3 while train 263 was passing the way freight, C. & M. Division conductor, who was on the way freight, discovered a bent axle under N. & L. car 15763. Train was stopped and car set out, thus averting a serious derailment.

K. C. Division Operator R. M. Johnson, Newton, Mo., because of keen watchfulness, discovered a broken rail on house track west of public crossing at Newton. He reported same for repairs without delay.

K. C. Division Operator S. E. Moore, Moravia, Ia., discovered dragging brake rigging as train 74 was passing Moravia, January 18. He succeeded in getting train stopped, thus averting a possible accident.

C. & M. Division Conductor Henry M. Schmitz on February 7 discovered a broken rail west of Caledonia and took prompt action to protect No. 16.

John Abbas, section foreman, Forrestou, Ill., discovered dragging brake beam on train extra 8236 January 26; also on January 27, extra 8239, he noticed supporting bar of truck down and hitting ties. In both cases he stopped trains and without doubt averted a serious derailment. Such watchfulness is greatly appreciated by the management.

Illinois Division Brakeman E. E. Lothair, while inspecting train on extra west, January 29, at Davis Junction, found a broken arch bar on SE11649. Car was set out without further damage.

Illinois Division Conductor Andrew Davis discovered sand board down on SRL 7242 at Godfrey Yard January 17. Car was set out without further damage.

Section Foreman Leo Lombardo, Cragin, Ill., discovered brake beam down on PRER 3313, while train was pulling into Galewood Yard, February 8; and immediately signalled train to stop, thereby no doubt saving an accident.

H. & D. Division Conductor J. M. Adams, while deadheading from Ortonville to Montevideo on evening of February 9, stepped out on rear platform of train when about five miles east of Odessa, and discovered something dragging in train. He informed conductor in charge of train, air was pulled and train brought to stop. Investigation discovered a pair of wheels derailed, due to broken wheel. Had train gone much further, there would undoubtedly have been a serious derailment.

Section Foreman R. Reppine, Steward Junction, Ill., while observing a freight train passing, discovered a brake beam down, with brake shoe riding on top of rail. He caught the caboose and notified the conductor to stop the train, thus averting what might have been a serious accident.

Dubuque Division Conductor P. J. Handley discovered broken arch bar on tank of engine 6569 while switching cars at Rebo January 26.

Switch Tender Edgar Emory, Milwaukee Terminals, for prompt action in case of derailed car near Grove Street, Milwaukee, on January 14, as train 65 was pulling out of the yard. He immediately notified Burnham Bridge and no doubt averted a serious derailment.

H. R. Jacobs, agent, Panora, Ia., noticed brake beam dragging on 1st section of train 194 while passing his station. The attention of the train crew was immediately called to the defect, train was stopped and the beam removed.

Superior Division Brakeman Edw. Opitchka,

discovered car derailed on extra 8021 east, January 28 at Elkhart, account of a broken rail and had train stopped immediately, before any serious damage was done to train or track.

S. M. Division Conductor Edward Jahren, extra 2617 west, at 8:40 P. M., January 15, when two and one-half miles east of Baroda, noticed fire flying under one of the cars in his train. The train was stopped and a broken truck frame under MP32664 was found. He skidded the car into Baroda and placed it on siding without assistance, and with a delay of but one hour and fifty minutes to his train.

Illinois Division Conductor W. R. Gregg discovered broken arch bar on COX5080 and set car out at Davis Junction on November 25. This no doubt averted a serious accident.

Illinois Division Brakeman Geo. O'Rourke discovered broken arch bar on C. & E. I. 85004 at Leaf River December 3, thus averting a more or less serious derailment.

On the morning of January 13 M. C. Jacobs, ticket clerk at Perry, while waiting on the platform for a freight train to pass, noticed a brake beam dragging on MC 91679. He called attention of the dispatcher to the defect and Conductor Burnham's train was stopped at Bouton to notify them so the defective parts could be removed. "Jack" received a letter of commendation from the superintendent as the discovery of the defect probably saved an accident.

Conductor Harley Michael, while working as a brakeman on the middle division way freight January 5, noticed a brake beam dragging in extra 8659, Clark conductor, as that train was passing him at Huxley. He was unable to get word to the crew of the extra so notified the dispatcher who stopped the train and had the brake beam removed. He was given a letter of commendation from the superintendent for his watchfulness.

Conductor Edward Banyard showed his willingness to help out in any emergency on January 14. He was braking for Conductor Rathman on the way freight with the Sunday layover at Ferguson. In company with the balance of the crew he was deadheading from Ferguson to Perry on 19 to spend Sunday at home. Engine 6520, which was handling 19, failed for steam and lost time on the middle division on account of dirty fine coal which had been furnished the engine. Learning of the trouble the engine crew were having, Banyard voluntarily pulled down coal and helped fire the engine, thereby preventing a complete engine failure and serious delay to an important train. Superintendent advised him that the loyal spirit exhibited was appreciated.

John Lytle, signal maintainer, Savanna, secured passenger from Savanna to Kansas City, en route to Batesville, Ark.

Kansas City Division Brakeman Harry C. Doan secured two passengers from Davenport to Jacksonville, Fla.

K. C. Division Conductor Wm. McHarg secured three passengers January 11, Davenport to Los Angeles, after they had made reservations on another line. In this connection, Trainmaster T. P. Horton says:

"Due to engine trouble on Illinois Division No. 25 left Davenport one hour and fifteen minutes late; but by co-operation, 25 arrived only 35 minutes late and party made connection at Kansas City with Santa Fe for Los Angeles."

Section Foreman J. G. Perlantis, Chehalis, Wash., secured two passengers from Chehalis to New York, via C. M. & St. P., to Chicago.

Good Service Appreciated

Superior Division Yardmaster J. F. Sullivan, Green Bay; Conductor F. O'Malley; Brakemen W. Lear and I. Setagard; Engineers E. Johnson and A. Mantueffel; Firemen M. McFarland and L. McMillan and Section Foreman H. Lear were the employees referred to by George R. Pulford of the Monarch Tractor Company, Watertown, Wis., in the following letter to Superintendent Johnston. The writer of the letter was one of

a number of passengers caught in a snow storm the night of January 22, on train No. 703, which was stalled at the Tully Mine.

MONARCH TRACTOR COMPANY
Watertown, Wisconsin

Iron River, Mich.,
Jan. 23, 1922.

Mr. L. T. Johnston,
Supt. Superior Division,
C. M. & St. P. Ry. Co.
Dear Sir:—

Just a line or two to inform you of the good work done on the part of Mr. Sullivan, yardmaster at Channing and Conductor O'Malley and crew in getting train No. 703 into Iron River through the snow drifts on the night of January 22. We were around twelve hours from Channing to Iron River, but with such men in charge as Mr. Sullivan and Mr. O'Malley we had nothing to worry about.

Conductor O'Malley and Mr. Sullivan walked from Tully's Cut where we were stalled, to Iron River to get help and bring back sandwiches and coffee, which were very much appreciated for some of us had last ate at Green Bay the day before at nine A. M. Before doing this they had done all possible to get us going.

And with the thermometer registering around twenty-five or so below zero they deserve a lot of thanks. Also the rest of the crew, section men included, who were called out to help shovel the train out. I, myself, am a former employe of the Milwaukee, having worked on the H. & D. Division for some five years, so I know what it is to buck snow and cold weather and with a smile as did the boys last night.

A little praise or pat on the back does not hurt anyone for it makes a fellow feel that his efforts are appreciated, and I, for one, want to thank the boys for their "stick to the ship" spirit. Also the Milwaukee is to be commended on having such men as Mr. Sullivan and Mr. O'Malley in their service.

Respectfully yours,
George R. Pulford,
Monarch Tractor, Inc.,
Watertown, Wis.

An Agent Who is a Real Asset

The following letter to General Passenger Agent Haynes conveys some well-merited commendation to George Ramsdell, our agent at Lake Andes, S. D.

W. T. McELROY COMPANY
Ottumwa, Ia.

October 21, 1921.

Mr. Geo. B. Haynes,
General Passenger Agent,
C. M. & St. P. Ry., Chicago, Ill.
Dear Sir:—

The writer, in company with several other business men of Ottumwa, has just returned from a hunting fishing trip at Lake Andes, South Dakota.

Knowing, as we do, that you are more apt to receive complaints rather than commendation, and feeling a sense of appreciation that I feel should be voiced, I want to say that your agent, George Ramsdell, at Lake Andes, is a real asset to the Milwaukee system. He is a bureau of information for that part of the country, and goes to painstaking effort to make tourists, hunters and fishermen comfortable.

Mr. Ramsdell was a total stranger to our party but we feel now that he is a friend of long standing.

Yours very truly,
(Signed) W. T. McElroy.

Cared For a Sick Passenger

The following letter of commendation of S. C. & D. Division Conductor E. F. Reck is a well-deserved recognition of a Good Samaritan act:

THE GARST STORE

Coon Rapid, Ia., Dec. 3, 1921.

General Passenger Agent,
C. M. & St. P. Ry.

Dear Sir:—

Several days ago I was coming from Sioux City to Coon Rapids on your train No. 6. Across the aisle from me was an old woman in peculiar dress, so peculiar in fact that I was tempted to smile. She had her hand to her face all the time. I took it to be grief, as her clothing was all

black.

Shortly your train conductor, who I found out afterwards was E. F. Reck, I believe, came along. His attitude was entirely different. He found out that she was in distress from a severe case of neuralgia. From another passenger he got some aspirin and got her some water. Everything he could do to make her comfortable, he did. A few stations further on he came in with a little package of medicine which, I assumed, he had wired ahead for. In all, his solicitude for the woman's comfort was something I had never seen duplicated by a trainman before.

I don't know Mr. Reck. He doesn't know me. But I felt that his act should not go without mention, and inquiring his name from the brakeman, decided to take this means of calling his action to the attention of the higher officials.

Very truly,
(Signed) Warren C. Garst.

Dining Car Steward Arthur E. Morley

The following letter from C. L. McFaul, general agent of the Southern Pacific System, Chicago, is a splendid testimonial to Milwaukee esprit de corps manifesting itself in giving good service and making friends and future patrons for the railroad. The letter addressed to General Passenger Agent Haynes is as follows:
Dec. 14, 1921.

My Dear Mr. Haynes:—

I left here for the Coast on December 1, on your No. 19 and, while it is unforgivable, I have forgotten the name of the dining car conductor on that train. Your records will probably show. However, I want to tell you that the service in the car was splendid and that I have never seen a man work harder to please customers than that man did.

One of the things that struck me as particularly worthy of more than ordinary commendation was that the last meal he served, he showed that he did not know who I was and was not being nice simply because he thought I was a railroad man; for, as I was finishing my dinner going into Omaha, he asked me my destination and I told him San Francisco. He wanted to know from me if the service was satisfactory and when I told him "yes", he said he would appreciate it if I would use the Milwaukee on my return trip, and asked me my name and where I was going to stop in San Francisco, that he might have your passenger man call on me and see that I was fixed up nicely for my return trip; or given any information I desired; and then I handed him my card and told him how much I appreciated the service he had rendered to me, but that I was not a paying passenger and, consequently, would take care of my own reservations, etc.

The spirit shown by this gentleman is the spirit I wish we could inculcate into all of our employes. It is certainly refreshing, and I know you will be as pleased with his efforts as if he had secured a whole carload of business, because the man made the try, and that is the big thing in this world.

Yours very sincerely,

(Signed) C. L. McFaul.

The name of the dining car steward referred in the foregoing is Arthur E. Morley, and his fine service and attention to the company's interest is fully appreciated by the management. As Mr. McFaul said, it is the spirit that all employes should cultivate, for it makes not only personal friends, but friends and business for the company.

I. & D. Notes
H. S. F.

Robert Quandahl, ticket clerk at Mason City ticket office, returned from a short visit with friends at Northfield, Minn.

O. A. Beerman, chief dispatcher, spent several days in Kansas City on business.

Miss Stella Glennon, clerk in the Division Master Mechanic's office, is now working in the same capacity at Austin, temporarily. Miss Glennon is being relieved by Miss Millie Carney.

We were all sorry to hear of the misfortune which befell our veteran conductor, Elial Hoxie, who fell and broke his hip while performing his duties as station master at Marquette, Ia. Mr. Hoxie has been in the service fifty-four years and one of the oldest conductors on the system.

Engineer Theodore Pattschull returned to work February 2, so we will scratch him off the injured list.

Conductor Michael M. Burns is again back on his run out of Sanborn, after several months' leave of absence.

Passenger Conductor Elmer E. Bradberry is back on his regular run out of Sanborn.

Conductor Earl E. Bruns, who was hurt last September, is reported improving and we hope to see him back to his duties within a short time.

At the safety first meeting which was held at Mason City January 17, the following committeemen were appointed for the year 1922:

East & Middle

D. W. Kelly
John Bauer
R. H. Janes
H. Gasper
C. A. Montgomery
V. Hansen
G. P. Hodges
C. G. Heinhold
F. T. Ballow
E. H. Dickhoff
Paul Pattschull
Fred Schweer
C. H. Wiley
F. V. Walters
R. W. Kellar
E. A. Potter
Chas. Engberg
Jos. Shovin

West End

D. W. Kelly
John Bauer
R. D. Miller
P. McMahon
J. A. Ferrell
F. E. Smoot
G. P. Hodges
R. Bashaw
C. A. Peterson
E. M. Stanton
J. R. Quass
L. J. Donahue
J. W. Shelby
Jos. Blades
Wm. Rollinson
E. McGrath
S. M. Grundland
Robt. Montgomery

Thomas Dugan, switchman, Mason City yards, is layed up, account of breaking one of the bones of his wrist.

Faye O'Neill, formerly yard clerk in the yardmaster's office, has taken the position of clerk in the store department at the round house.

Howard Hurley, caller at Mason City, has returned to work after several months' leave of absence.

Conductor C. H. Wiley is now "Grandpa Wiley" a daughter having been born to his son R. E. Wiley, and wife.

Extra Operator E. L. Hathaway is in Three Forks, Mont., on a business trip.

J. P. Collins, second operator at Emmetsburg, has taken a leave of absence and is visiting relatives in Illinois. He is being relieved by Operator R. Lassance.

Pick-ups from the Aberdeen Division

"Scoop"

R. W. Anderson, superintendent motive power, and C. N. Curtis, general storekeeper, were recent visitors at Aberdeen.

Harvey J. Lucas and Lester E. Mills successfully passed the examination and are now full-fledged conductors. No more delayed trains now.

W. O. H. is now in the snap-shot business. If anyone wants any picture "tooken" he is ready to answer all calls at any time of the day or night.

Beulah Davis, who has been Superintendent Harstad's stenographer, recently severed her connections with the Milwaukee in order to accept, so we understand, a position—oh, well—they all are doing it now. We can now see the idea of all the lunch cloths and so on. The "Long Fellow" from the roadmaster's office has been appointed to fill her position.

What we want to know is this? When is the next club dance going to take place and where? Most of us missed out on the last one and from the reports from the front we do not want to lose out on the next one.

The writer recently took a trip up the Linton Line and—Oh, Boy—We sure would have liked to have Leo along. Everybody carried their "corn" on the hip up there.

Wm. Henzlik is now main squeeze in the roadmaster's office, replacing Joe Kaip, who is now filling an executive position. "Bill" is still somewhat shy but that will soon wear off. It always does around our camp.

W. O. Hiddleston and Ray Hoefs recently attended a meeting of timekeepers at Minneapolis. Understand that Ray is now intending spending his vacation in the vicinity of Madison, S. D., instead of at Tacoma. We are at a loss to understand just what the reason is and Ray won't tell.

We regret to report the serious illness of "Gussy" Reuland of the division freight and passenger agent's office, at the St. Luke's Hospital. Here is hoping that we see his smiling face around the building soon. It seems lonesome without him.

Our "chief" had the great misfortune to freeze his ears while piloting the Adlake Lantern representative around Aberdeen yard. We now have a brand new cap so that no more trouble is expected.

The final results of the "perfect package campaign" which was conducted during the month of November shows Aberdeen to head the list of over 1,200 shipping points in the per cent of packages accepted, both freight and express, with an average of 99.98 per cent.

It is with sad regret that we mention the death of Engineer John Richardson, one of the oldest and most valued employes on the Aberdeen Division, which occurred at Tacoma, Wash., recently. Mr. Richardson entered the services of the Milwaukee August, 1882, being promoted as engineer in October, 1882. Up to a short time ago, when he was granted a leave of absence due to poor health, he had been running passenger on the south line. The employes of the entire division extend their heart-felt sympathy to the bereaved family.

Notes From the C. V. & Wabasha M. M.

On January 15th at about 8:00 A. M. fire broke out on the third story of the Orphanage where there are about 150 children cared for. When the fire alarm was turned in the railroad fire department under the direction of Captain Shepherd responded at a moment's notice, this building being about three blocks from the roundhouse. The hose carts were taken there, hose coupled onto the city hydrant which was close to the building and the water turned on and the fire was soon extinguished. The supervisor of the orphanage extended personal thanks to the members of the fire department and great credit is due them for their good work and quick action.

A. D. Schader has arrived here to succeed H. C. Kassabaum as roadmaster. Mr. Schader comes from the Black Hills Division and from all appearances will keep the tracks over which he has charge in good condition.

A. G. Loomis, who is one of the pioneer passenger conductors on the Milwaukee, continues to serve in this capacity on the C. V. passenger and retains the best of health and his jovial disposition. As Mr. Loomis was the first conductor on this run he is well acquainted with the ups and downs but is always ready to give courteous treatment to all.

G. A. J. Carr, division storekeeper, called here Jan. 20th with the view of collecting any surplus material from our storeroom. But after looking over our stock he decided that he came to the wrong place to get surplus material.

Yard Foreman Nels Nelson does not frequently indulge in dancing but we understand he was one of the distinguished guests at the dancing party given at the Wm. Welsh home.

Our first trick operator, H. D. Witte, wishes to challenge some one to compete with him in his two mile walk to work especially when the thermometer registers 32 degrees F.

Mr. H. J. Wandberg, district boiler inspector, was here for a few days looking over the stationary boilers and locomotives at this point.

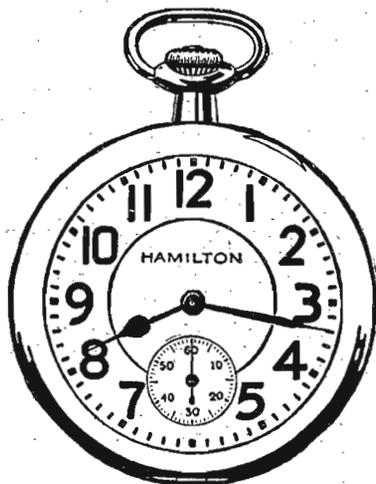
C. L. Reister, our first trick boiler engineer, has been watching the social calendar for February and has announced that he expects to participate in some of these social functions and step to the light fantastic.

H. Petersen who has been yard master here for the past few months is handling the business in the yard in A-1 shape.

We were all stirred up about a large thermometer, 6 feet high, which was to be placed at the depot. When it arrived, Agent J. T. Brandt found that it needed some repairs and took upon himself to make the necessary repairs. After experimenting with the mercury to see how high it would go before it would break, I believe Mr. Brandt will be able to repair thermometers in the future.



Conductor Dan Mandaville has been in Eric Service 46 years. His run is between Jersey City and Binghamton—out on No. 5, back on No. 6. He has been carrying for 15 years that Hamilton he has in his hand.



TRUE TIME ALL THE TIME

is what you can expect from your Hamilton Watch.

For thirty years we have been building Railroad Watches—

—Watches which have more than met the exacting requirements of Railroad Watch Inspection.

—Watches that have been doing their full share in keeping "On Time" the fast Limited Trains on America's finest Railroads.

—Watches that have been serving Engineers, Firemen, Conductors, Trainmen, Dispatchers, Telegraphers, Yardmasters, Switchmen—in fact all classes of Railroad men whose jobs require an accurate and dependable watch.

The number of satisfied Hamilton owners on America's railroads is now legion. We don't manufacture all the Railroad watches; but all the Railroad watches which we manufacture are watches of dependable, enduring accuracy. There is a comforting assurance in belonging to the majority.

For time inspection service, the most popular watch on American railroads is the Hamilton No. 992 (16 size—21 jewels).

Write today for the Hamilton Watch Book—"The Timekeeper." It pictures and describes the various Hamilton models, with their prices, beginning at \$22 (\$25 in Canada) for a movement alone, up to \$200 for the Hamilton masterpiece. Also other interesting watch information that makes it especially valuable to railroad men.

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

Hamilton Watch

"The Railroad Timekeeper of America"

On the Steel Trail

Milwaukee Shops Items

H. W. Griggs

Paul Valentine visited old friends around the plant December 24. Paul was looking fine.

Draftsman Elmer Kunz passed around the cigars the fourth inst., just married recently. Congratulations, Elmer.

Jos. R. Stransky, veteran car carpenter, died at his home in Milwaukee January 5 after a lingering illness. Mr. Stransky had been with the Milwaukee Road since May, 1881; a faithful workman. He was 71 years old, passed away at his home, 456 Prospect Avenue. He was a member of the Veteran's Association.

Chief Chemist Geo. Prentiss can tell something about the sewerage reclamation proposition, but when it comes to splitting wood it becomes necessary to go to the Doc and have an inch splinter cut out of the hand, which is doing well and the bandage is off.

Have you all read Mr. Greer's circular letter of December 27? If not, please get a copy and read it.

Ed. Williamson, veteran foundryman, has been in Florida since early in December. Someone said he sent for his straw hat; bet a cookie he is at Palm Beach.

Air pump below the running board is a feature on some new locomotives of an eastern road.

Messrs Greer and Bradshaw were at the shops the eleventh. The car "Wisconsin" went up the Northern Division the next morning.

One of the January items got its stag meeting instead of staff meeting. Well, it was a stag, all right, not even a lady steno.

One of our number and his good wife got hit by train 58 December 28 in Wauwatosa; came out with but a few aches; it might have been worse. Wonder who in the world it was.

About everybody around here received a most beautiful Christmas and New Year's card from Mr. and Mrs. Silcox, which was most graciously acknowledged by all who received them as far as we know. Such little tokens mean a lot, boys.

We received a season's card from our old friend, E. A. Williams, of Glen Ridge, N. J. Mr. Williams was assistant general master mechanic to Mr. Lowry in the late 80's, then with the Soo Line, and then with the Erie as assistant to the president.

T. H. Kirkby was laid up with what came very close to being pneumonia, in bed nearly a week from December 28 after his return from Duluth.

The Milwaukee Road Club held their annual meeting for the election of officers December 21. L. B. Jenson was elected president, Mr. Petran secretary, Mr. Peck on the entertainment committee.

The club had their Christmas doings the twenty-eighth, with a full house of the little ones and their parents followed by something more up to date for the grown-ups later. Messrs. Jenson, Peck, Petran, Helms, and Al. Gentner did well at the auction business, and Gentner was at home as the red Santa Claus.

Speaking of Christmas souvenirs, John M. Horan received 318 cards and tokens from his host of friends, enough to fill a bushel basket.

Speaking of Ray Enters' 10,000 press sheets last month. Ray went it many times better in January, making it more like 70,000.

Where's that cold winter we were going to have sure? Still, we have good old February to hear from yet, and we are in better than that Tacoma slush.

Effective January 1, 1922, T. M. Kirkby has been appointed mechanical assistant for duty as fuel supervisor in Mr. Silcox's office.

H. J. Sjogren succeeds Mr. Kirkby as chief draftsman. Other changes in the draft room are: the addition of K. F. Nystrom, car draftsman; Henry DePاجر, apprentice draftsman; C. Follner, blue printer, and A. J. Klpp, car draftsman, all of whom are filling vacancies previously reported.

Melville Lowe, R. H. Washburn and Raymond B. Giles are temporary additions for the test department on account of 2,500 new gondolas now being built at the Haskell and Barker and Betterndorff plants.

We are reminded that 1898 was the date that the "Pioneer" Limited, as a train, was born. There was, however, a train between Chicago and the Twin Cities on about the same schedule in 1888 which was known among the railroad boys as "our pioneer limited train," but perhaps not officially inaugurated until 1898. We eat crow.

Our veteran, M. M. Vedder, is a recent addition to the Milwaukee County Old Settlers' Club. Some more of our old timers are eligible.

The new daylight-saving racks in the store department have been well photographed.

of the superintendent's office, only manifesting the wonderful way in which they always "do things."

Do not overlook the account of the Men's December Party, in another column.

Our veteran, John M. Horan, was 84 years old January 23 and stood for his picture out in the yard 7 below zero without an overcoat. John says he is warm and that an overcoat is in the way climbing up and down on the locomotives. Mr. Horan has spoken to every president of the Milwaukee Road, has seen every mayor of Milwaukee and attended Solomon Juneau's funeral. Here is a letter we received from President Byram on receiving Mr. Horan's 84th year photograph:

"Chicago, February 4, 1922.

Mr. H. W. Griggs,
Milwaukee Shops, Milwaukee, Wis.,

Dear Sir:—

I have received your memorandum with a picture of Mr. John M. Horan, taken January 23, 1922, when he was 84 years old.

I think it is remarkable that a man of his years should be so well-preserved and in a position to enjoy the friendship of those with whom he has been associated for so many years.

Please give him my best wishes and the hope that he will enjoy many more years of health and comfort.

Yours very truly,

(Signed) H. E. Byram."

Items for the magazine should be in here by the 12th to insure being with the editor by the 15th. Our items were a few hours too late for February, sent in P. M. of 15th, as usual.

Geo. Hennessey called the 6th. He is with the Quaker City Rubber Company, Philadelphia, with office in Chicago, at 182 W. Lake St.

Alez Young was in town the other day. He is M. M. of the C. & G. W. R. R. at Des Moines, Ia.

A. N. Lucas was a caller at the offices the 6th, smiling, smiling.

C. A. Kuhn died at his home, 60½ 35th St., Milwaukee, the 1st. Mr. Kuhn was the father of Engineer Kuhn of the Shops Yard, and of Miss "Birdie" Kuhn, of Mr. Taylor's office, and formerly in the store department office here.

C. R. Gillman, car lighting engineer, has been laid up sick at his home in Elm Grove since January 25. He is reported feeling some better at this time.

H. & D.

"JD"

E. F. (Bunny) Moore of Glencoe made a hurry-up trip to Fargo to look the job over; he reports house rent way out of sight, and finally concluded he would be money ahead by staying at Glencoe. We'd rather have you on the main line than out in that part of the world.

E. J. Ruehmer, operator Montevideo, spent a week end with friends and relatives at Webster. Ruehmer says he had a ripping time; the wife was with him also.

Wanous, formerly operator in the Aberdeen Dispatcher's office, was out of a job for a few minutes on account of the job he was working on be-

ing taken off temporarily; he bumped a younger man (Strickens) at Bristol and will work at that station until Knuteson of Shakopee relieves him. There has been a lot of bumping (between the operators) this winter, but we hope biz will soon pick up.

Len Nelson, dispatcher, made a trip to Chicago to attend a meeting. Len reports a fair time considering having to walk or ride on the street cars in order to get any place. Len usually steps on the starter and gets there that way.

W. D. Smith, agent Appleton, is still very much on the job and sends the following little note: "On January 5th, as our No. 4 was leaving town, the G. N. from the west stopped at the Crossing and let off about 12 or 13 passengers. Conductor Bingham noticed this and brought his train back to the station to pick these passengers up. How's that for "Regular Milwaukee Service?"

E. J. Scott, whose home is at Appleton, is now agent at Wegdahl. Mr. Scott is an old-timer, he first started working for our road September 1, 1892.

The snow storm of January 3rd brought a girl to the home of Train Dispatcher W. E. B. Dunlap. Walt is competing with JEA. No race suicide in these families.

G. C. Williams, of Wegdahl, and family motored to Ortonville January 2nd and skidded all the way home on the snow and ice; didn't even have to have a skate on, much less chains.

The quick thinking and quicker acting of Engineer Sam Burnell on train 16 on January 11th probably saved the lives of two women who had left the passenger depot and were walking down the platform at Monte. Thinking No. 16 was on the other track, they were directly in 16's path, and by the time Burnell had his train stopped, he was within a few feet of the women. Had it not been for Mr. Burnell being wide awake and an active thinker, these women would undoubtedly have lost their lives.

Miss Della-Mae King made a hurry-up business trip to the Twin Cities, in on 18 and back on 17. J. F. Kasak, car foreman, Montevideo, spent a few days visiting with the folks at Austin.

Myrtle Brown, time keeper, was an Aberdeen visitor a short time ago. Aberdeen seems to be the town for Miss Brown.

Scotty Brown is back to braking again on 291-292. We sure miss you round these parts, Scotty. Fred King is working out of Minneapolis. Fred has been laying off for several weeks on account of having hurt his hand.

Tommy Russell, conductor East End, is spending his vacation in Sunny California. He's the only bachelor on the East End now. Bet he went out there for some other purpose than to get away from the cold. We're all for you, Tommy.

Ivan Bisgaard, one of the car shop's men, broke his arm while on his way home from work. This happened on a night when we had a very heavy sleet storm, so everything is all right—no moon or Male in this case.

John Homeistad and Mat Johnson, two of the real old timers in the Montevideo car shops, have been laying off for the past two weeks. The boys all miss these old heads when they fail to show up.

Andrew Noard, engineer, has been elected Master of the Sun Set Lodge, A. F. & A. M., at Montevideo, succeeding Engineer Vandenberg, who has recently been appointed Mayor of Montevideo. There's real class to the Hoggers on our division.

L. L. Phelps, station-master, Olivia, made a business trip to Minneapolis recently.

Henry W. Fillmore, engineer 17 and 18, is off for a few trips.

Engineer Burdick has been elected alderman of the first ward, Montevideo.

Roy Hatfield of Montevideo was in Savanna, Ill., visiting the folks. He took the family with him and was gone about a week or ten days.

Arneson Drug Company received a shipment of alcohol recently by freight. Same was weighed or measured when received by them, and they report 1 and 31/100 gallons missing. The question is, "Who got the alcohol?"

G. C. Williams, formerly operator at Wegdahl and at present operator at Redfield, while enroute Clinton to Redfield, 5 1/2 miles east of Summit lights in his big Oldsmobile went out and car skidded over a bank about 10 to 15 feet high. Williams went through the windshield and landed several feet from the car. The car is a total wreck, every piece burnable was burned, and Williams says he is glad he is alive today. A nearby farmer noticed the fire and came down to the

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road and took Williams in for the night. When asked how fast he was traveling when the accident occurred, he stuttered around and finally said, "Oh, I wasn't exceeding 45 miles an hour." Knowing Williams as I do, I'd almost swear he was going nothing less than 75 miles per hour. Anyway, we're glad you didn't go across the River "D." A flivver will be the best thing for you. Take your time.

For complete instructions as to how to start a motor car on a frosty day, ask Barty Shea or Vic Putzier at Granite. They claim to know a motor from A to Z. We doubt it very much, however. I've known both these fellows to wind 'er up for hours before getting out of town.

There are several miles of new steel at Minnesota Falls. Makes smooth riding for the boys who have to run one of those back breaking *velocipedes* from Minnesota to Granite.

L. E. Nelson, dispatcher, was an Aberdeen visitor last week. Leu took the 32nd in the Masonic lodge.

Signal Department "Wig Wags"—Lines West
Anonymous

"TIMELY TOPIC"

A Signal Maintainer Is One Who Prevents Failures Before They Occur

The able reporter of this colyum, Slim Seeburger, is just out of the hospital, so some of the rest of us around the office will have to write up a few lines.

Supervisor Allen returned from Joliet without his wife, but with a well-developed case of gout (or something equally as painful) in his right hind foot. We think he must have lived pretty high on the old folks. We understand Mrs. Allen is now well enough to return but will remain in Joliet a little longer on account of the serious illness of her father.

On January 21 Inspector Seeburger underwent a rather serious intestinal operation and knowing that this meant no eats for about so long a time he thought he would have his tonsils taken out at the same time. Things looked a bit serious when some hemorrhages developed in his throat, but Doctor Leaverton got on the job and put a gag in his mouth, keeping it there for about five hours. Those present say that Slim's normal tendency for rapid fire conversation, which was somewhat accelerated by various injections of "hop," produced several prescription pads full of interesting notes during the five hours that he was gagged. He was discharged from the hospital January 31, but will be confined to his home for some time.

Assistant Signal Engineer Smith has been conscientiously perusing a course of study since January 1 on the rearing of children. Betty Jean Smith, who came to their home on New Year's Day, is the occasion for it.

Supervisor Mallanny was laid up with the flu or something similar for a short time. Some say the time was short because he lives in Montana where a certain class of medicine can be prescribed.

C. O. McPherson, maintainer at Missoula, was laid up with the grippe. His place was filled by his helper, Ed. Spigler, with the assistance of Geo. Leibel.

Clarence Martin was assigned as maintainer at Lennep on the recent bulletin.

The vacancy at Lennep was caused by C. M. Sweeney taking the signal store-keeper job at Deer Lodge.

Bert Olson is holding down the Josephine territory until a permanent assignment is made on the bulletin for that job.

Shorty Sautter, helper at Butte Yard, has resigned. We understand it was for the purpose of going into the coal business.

Have been advised where Hessel got his idea for inventing a new gun sight. Some months ago Sweeney loaned Hessel his new military model Savage rifle, the latest thing, being equipped with a wind gauge sight. Hessel took a shot at a rabbit and two ducks fell on his head. Sweeney claims Hessel didn't understand the new-fangled wind gauge sight and had the periscope improperly adjusted. Understand Hessel now has his sight perfected so he can get a rabbit and duck with the same shot.

Now that we have a cage built over the test lamps used in connection with a fuse test out

in the warehouse back of the laboratory we are having much better luck in keeping the lamps. Or else, maybe whoever was taking them got all they needed.

Red Hot Hoosier Rivets
"Red"

Howdy!

C'mon, now, look us over.

Terre Haute sort of beat us to it, but it took us some time to get our typewriter (which animal we don't possess) oiled up and our think engine hitting on all six—but, now, we're off.

And to follow up the same line of thought, we sure are—off again—on again—off three days—on three days.

Member what Sherman said about war? Well, so is this. Just about the time we get used to working we have a lay off and then, just when we're making a success of said laying off we have to go back to work again.

Chas. Richards, stoveroom foreman, who has been critically ill for some time, is able to be up and about.

Fellow came into the shop the other morning and hunted up Dutch Goshewehr, our genial young boilermaker from Frankfort, and handed him a telegram. Dutch read 'er through, laughed plumb out loud, danced up and down and yelled—"Yea bo, a boy."

Things we never expect to see:

Windy Farrell talking seriously.

Zibe Hill with his cap on straight.

John Heady work a straight half.

George Lyons taking his time.

Butch Blanchett in clean overalls!

Peter Funk in a hurry.

Leland Pless refuse to argue.

Fluc-welder Robert Pruitt, who recently quit is back on the job again, and Tom Green is not worrying now over many serious (n(e) cases developing in the near future.

Rumor has it that a popular young boilermaker has been seriously wounded by a little naked chap with bow and arrows. We're listening for the bells.

Aw, well, then, if I must:

The Boilermaker at the Pearly Gates

St. Peter stood guard at the Pearly Gates.
Which all must seek, as the Book relates,
And mused on the cost of angels' wings,
The Einstein Theory and divers things;
When chancing to glance down the dusty road,
He saw a man with a heavy load.

This guy ambled on up to the gate,
Sat down on his tool box, prepared to wait
The good saint's pleasure. Pete stifled a yawn,
And said to the bird, "Well, now, come on
And spill us the reason you hope to dwell
In a mansion of gold instead of in Hell.
What sort of a life did you lead on earth,
To the day of your death, from the hour of
birth?"

The stranger heaved a heavy sigh,
And looked St. Peter square in the eye;
"Well, Pete," he said, "I hardly know
Whether I belong here or down below.
I've drunk lots of booze, shot lots of craps,
Drawn to many a pair 'er they sounded taps.
But on the job I lived 'Square Play'.
Gave a fair day's work for a fair day's pay.

I've driven stay-bolts on the L. & N.,
Took out busted flues, when on the Penn.,
Put on side-sheet patches on the D. and R. G.,
Caulked mud ring corners on the old M. P.,
The New York Central's a tale of woe.
I've flanged flue-sheets on the B. & O.,
But the last job I had got the best of me—
Caulking fire-box leaks on the C. T. H. & S. E.
I've had no training for heaven, that's plain."
And he stooped to pick up his box again.

"Hold on," said Pete, as he turned the key
In the lock and the pearly gates swung free;
"Walk in, ol' top, have a drink of mead,
A boilermaker gets all the hell he needs
In a railroad shop. Sit down and cool
And I'll see if I can find a bending tool—
Our flues are leaking." But when he returned
The boilermaker the key had turned.
Had shouldered his box and sad to tell
Was following the boomer trail to hell.

Southern Minn.—East

I. McCarthy

It is with deep sorrow and regret that we report the sudden death of Miss Mary Umhoefer, timekeeper in the Master Mechanic's Office at Austin. Mary was accidentally shot about 1 o'clock Sunday afternoon, January 29, while hunting with a party of friends one half mile northeast of Ramsey. She was carried to Ramsey and met there by an ambulance sent from Austin. She was taken to St. Olaf's Hospital, where everything possible was done to save her life. She revived slightly following a blood transfusion but failed to recover from the shock and died Tuesday morning at 6:40. Mary has been in the employ of the C. M. & St. P. Ry. for the past three years and through her kindly disposition and winning personality has made a wide circle of friends among whom she will be greatly missed.

Yardmaster Plum is again on the job after a leave of absence on account of illness.

W. M. Glenny, traveling inspector of stores, inspected the store department at Austin and found everything in first-class shape.

Chief Clerk Wunderlich and Timekeeper Moran attended the meeting in Minneapolis January 25, 26 and 27. From what we learned the meeting was a big success, the best that was ever held.

Machinist Thos. Mooney and wife spent a few days in LaCrosse on business.

Weighmaster and Mrs. Roy Booth are the proud parents of a son born the fore part of February.

R. W. Anderson, assistant superintendent of motive power and C. G. Juneau, master car builder, paid Austin a visit on February 10.

Fred Amidon, machinist foreman in the Austin Roundhouse leaves soon for Miles City, Mont., where he has accepted a position as general foreman in the Miles City Shops.

It is reported that Charles Harmacy of the store department has a black eye. Don't know where he got it but it looks pretty bad, Charley.

B. J. Deneen, section foreman on the I. & M. Division, has written a three act play entitled "Under Ireland Skies". This play will be produced by the Deneen and Baudier Players about the first of March. This is the fourth play that Jim has written.

Conductor O. H. Waters had the misfortune to break his wrist. While jumping from a car he fell on the ice. Conductor M. J. Killoren is now on the Switch run between Austin and Wells.

Miss Mary Guelf of Milwaukee, former clerk in General Foreman Keck's Office, paid us a short visit during her short stay in Austin.

Miss Helen Jahren, operator at Fairmont, enjoyed a week's vacation which she spent in Minneapolis and Austin.

Miss Estella Glennon of the Master Mechanic's Office at Mason City is helping out in the Master Mechanic's Office at Austin.

Engineer Fred L. Peck is laid up with a bruised knee.

Operator Hoff has returned to his duties at Lanesboro after a four months' leave of absence spent in Minneapolis.

Lineman Chas. Probart has removed his office from LaCrosse to Austin. He is located in the building formerly occupied by Roadmaster Larson.

Milwaukee Car Shops Superintendent's Sanctum
"Lov"

To-day is the tomorrow you were worrying about yesterday. And nothing happened, did it? And nothing has happened for a long time—that is what the employes in the car department are thinking after not seeing our column for some time; however, I hope my apology is accepted when I say that my promise to appear in each issue hereafter is verified.

The shops are now working on a six-day-a-week working basis which ought to mean a lot of good news for the year 1922.

S. N. Severson was appointed foreman of the Tank Shop with Harry Achterberg as his assistant. Mr. Severson was formerly on the locomotive roll.

Tom Birch extended an invitation to Mr. Voth to come over and boil out his pipe again. Gosh, but our neighbors must be doing some heavy complaining.



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Sloan's will fix me up"**

"SLOAN'S always fixes me up in a jiffy. A warming slap of Sloan's Liniment and pains and aches soon become a memory."

Good for all exposure aches and pains, rheumatism, neuralgia, backaches, stiff joints, sprains and strains. Sold by all druggists, 35c, 70c, \$1.40.

Keep it handy

**Sloan's
Liniment** (Pain's
enemy)

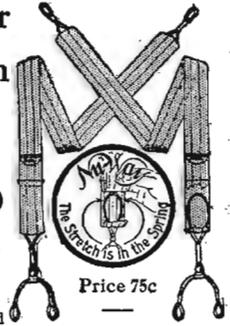
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More Stretch
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Wonderful Treatment.

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If you have piles in any form write for a FREE sample of PAGE'S PILE TABLETS and you will bless the day that you read this. Write today.

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W. S. Rice, Inc.,
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You may send me entirely free a Sample Treatment of your stimulating application for Rupture.

Name

Address

State

Mrs. Gilbert Allcott, wife of our production engineer, won a prize at the mask ball given by the Milwaukee Road Club.

Hyele Johnson of the Machine Shop also won a prize but not given by the Club. The war has taught Hyele a lot about camouflage.

Jas. Fitzpatrick was reported home sick. We know better. Guess he was scouting up a new bowling team for that coming match game, the biggest of the season. The captain of the Webb Bowling Team wishes to announce that further entries for challenging match games may be discontinued as the requests are coming in such great numbers that it is almost impossible for him to handle them with the courtesy which is no matter of little importance with that great team.

An event of keen interest to the car department is the announcement of the engagement of Erwin Bertram to Edna Powell. Miss Powell was formerly employed at the Shops in the M. C. B. office. This certainly is pleasant news for our column as Mr. Bertram is regarded as a young man of amiableness and congeniality. In extending my congratulations to the betrothed couple, I am sure I have the hearty response of all of his fellow workers.

I also wish to say in behalf of Dell and Mike that Dell's diamond ring which Mike gave her for Christmas was not overlooked; no, not at all, only the items for the month of January did not appear in the magazine. Nevertheless, we all know that our congratulations couldn't make the both of you more interested in each other or happier than you are. But you have them just the same and many more good wishes.

Blanche to T. Birch (sweetly)—"How much do you think I weigh?"

T. Birch—"Oh, you'd have your weigh anyway." (Aside) "Fat people always feel offended when you guess their correct weight."

Freddie, where is the key?

Tal Hughes, Minneapolis, visited the Shops the other day.

Wisconsin Valley Division Notes

Lillian

We have been asked by a number of fellow workers to extend a note of thanks to our division poet. The January issue of our magazine was very popular and we had a great many calls for same long after our supply was exhausted. We hope to receive items from this source in the future.

Mrs. H. O. Wheelock has been on the sick list for the past week.

David, aged nine months, little son of Division Storekeeper A. Lemay, passed away on January 27 after a short illness. Our sympathy is extended to Mr. and Mrs. Lemay.

On January 14 James Christaker, watchman and wiper at Tomahawk, passed cigars to all employes in celebration of the Greek New Year.

The roundhouse at Tomahawk is equipped with a new stationary engine to handle the running of machinery while the one previously used is in Milwaukee for repairs.

Lou Lawless is going to Milwaukee to hold a conference with the Railroad officials regarding his new patent in railroad crossing warning signals.

The get-together meeting of the Railroad Brotherhoods which was held at Eagles Hall January 29 was attended by over 300 people. A. W. Icks of Green Bay, D. Kennedy of Minneapolis, and H. C. Buehler of Milwaukee held the attention of the audience by very interesting talks. Miss Dorothy McCarthy gave several solos accompanied on the piano by Mrs. Kane of Antigo. Mrs. Florence Dexter spoke along the lines of co-operation between the Brotherhoods and Auxiliaries, and of the work carried on by the ladies during the past eight years. At 5:30 P. M. a banquet was served which was much appreciated by everyone. The next meeting will be held in April followed by another one in July and October to which all employes are invited.

Earl Karner, passenger brakeman, who has been very ill with influenza, is slowly recovering.

Conductor F. C. McCulloch has been relieving G. M. Little, Conductor D. Kennedy has relieved D. O. Daniels, on their regular runs during the past two weeks.

S. C. & D. Notes
H. B. Olsen

Mrs. Alice Hacker is the new comptometer operator in the superintendent's office. Welcome to our force, Mrs. Hacker.

Miss Elsie Brevik, who will soon be married to Burton O. Johnson of the engineer force, was honored by the girls of the superintendent's office on February 9 at the home of Miss Ethel Mandel at a miscellaneous shower. A delightful luncheon was served and it was a real shower.

On February 4 a special train was run over the Egan Line to accommodate the large crowds in attendance on the Dr. Biederwolf revival meetings which are being held at Sioux Falls. On February 5 a special train was run to Conton. and return to accommodate the crowd who attended the ski tournament. Many of the employes of Sioux Falls attended this winter sport and pronounced it a real treat.

C. G. Vollmer, superintendent of the B. & B. Department, made a pleasant call at Sioux Falls last week enroute over the north end.

C. N. Curtis, D. F. & P. A., and wife have gone to Long Beach, Cal., where they will spend a few weeks visiting relatives and friends.

The wind it blew,
The snow it fell,
Hollifield said, "We'll run her to—well,
We'll make Platte or bust a fieu."

But Holly didn't know
Platte line snow, it took his steam, it took his heat,
It left him in a snow bank, with snow balls to eat.

Section Foreman Chas. Anderson Geddes, who has been sick for some time, is now recuperating nicely. His son, Carl, has been taking care of his work and is a regular snow bird when it comes to moving snow.

Russell Beck, warehouse foreman, at Geddes, came out of the blizzard with one bad ear: Russell says he froze it, but it looks as though some one had chewed it. Platte line blizzards are the limit.

E. M. Flint, traveling inspector of the W. W. & I. Bureau, died February 10 at Omaha of complications and being ill only a few days. Mr. Flint is well known all over the S. C. & D. Division and he was a man of irreproachable character and his passing away is a great loss not only to the Bureau but to his scores of friends on the Division.

Operator Loomis, Sioux City, who has been very sick, is now on the mend and at this writing is able to sit up. Operator A. Christopher is relieving on Mr. Loomis' trick.

Dining Car Conductor Stewart McNeill follows the line of the "Milwaukee's" popular service. On every occasion Mr. McNeal decorates his car in appropriate colors, no matter what the occasion is; his Christmas and New Years' decorations were most beautiful and he is receiving many pleasing comments from passengers by the interest he has taken to make the service more popular between Sioux City and Manilla.

Our Chief Dispatcher, W. C. Givens, now has a new Oakland six—some class, they say.

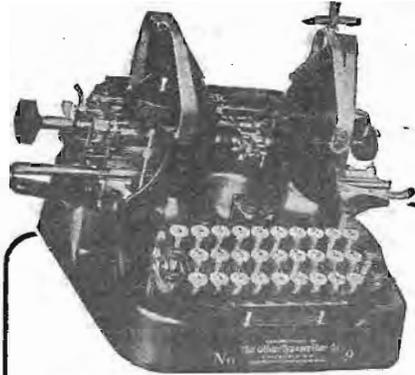
Conductor Ethan had the misfortune to slip and fall, breaking two ribs, while on his run on No. 11. He being unable to take his run out of Sioux Falls on No. 6, Conductor Regan relieved him.

Miss Elsie Brevik resigned her position as timekeeper on February 15. Her period of service with the company covers eight years and was at one time Division correspondent for the magazine. Miss Brevik has always rendered most faithful and efficient service and will be greatly missed by her office associates. Her marriage to Burton O. Johnson, who is connected with the engineering department, which will soon take place, will unite these popular young folk in the bonds of happiness and congratulations are in order. You have our sincere best wishes.

Clyde Downing accepts the position made vacant by Miss Brevik.

John Smith, 6th-crossing flagman, is reported on the sick list at Sioux Falls.

Superintendent E. F. Rummel and Trainmaster W. F. Ingraham covered the division over the north end last week.



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Slashing cut to clean out at once the last 40 of our big stock of the famous No. 9 Oliver two-color and back spacer latest model that originally sold at the regular manufacturer's price. A selected lot of machines that sold at higher prices, every one reconstructed for grade A showing.

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Ship above typewriter. I enclose \$3.00 deposit and agree to remit \$3.00 per month for 12 months. Title to remain in you until fully paid for. If I am not satisfied after 5 days I will return same and receive refund of deposit.

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We require the services of an ambitious person to do some special advertising work right in your own locality. The work is pleasant and dignified. Pay is exceptionally large. No previous experience is required, as all that is necessary is a willingness on your part to carry out our instructions.

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If you are making less than \$150 a month, the offer I am going to make will appeal to you. Your spare time will pay you well -- your full time will bring you in a handsome income.

It costs nothing to investigate. Write me today and I will send you full particulars by return mail and place before you the facts so that you can decide for yourself.

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On March 1 the Superintendent's office lost another one of its valuable clerks, Miss Myrtle Irish. Miss Myrtle, who has been a most faithful and efficient employe, leaves the service, which we all, maybe, can guess correctly, but we are unable to say just who the lucky man is. Miss Irish has greatly assisted in securing items for the magazine. Everyone wishes her and "him" the very best of joy and happiness.

Archie Kuhlman has accepted a position as payroll clerk in the superintendent's office.

Kansas City Terminals L. E.

Mrs. Geo. Holland, wife of Brakeman Holland, was called to Belleville, Kan., January 16, account of serious illness of her sister.

Miss Aileen Owen, daughter of Cashier Owen, has been enjoying a vacation in California.

Frank Ledwell, for a long time employed as brakeman on the Kansas City Division but recently with the American Radiator Co., died of pneumonia January 31.

Anyone desiring to rent a Victrola for dances or parties apply to the girls at Liberty St.

Crossing planks have been put across the tracks in Coburg Yard in order to enable the City fire department to get into the yard in case of a fire. Crossings were also made to put across the Frisco tracks and the Kansas City Terminals tracks at Sheffield. These crossings will afford protection not only to the elevator but the car department, round house and yard offices as well.

J. W. Donaldson, switchman, returned to work after being absent account of an injury to his foot.

The furnace at Liberty Street, after doing duty for 'steen years or more, decided to go on a strike January 28. It was necessary to make some repairs to it, consequently there was a scurrying around for caboose stoves in order to heat the office.

Several of our conductors and brakemen have been absent on account of sickness this past month, among them Messrs. F. E. Scott, John Kite, Claude Jones, DeMoss and Ross.

Chas. Wheeler, clerk in the store department, has been very sick the past week.

Switchman Bennett reported for duty having been off several months on account of an injury received in August, 1921. Glad to see you back.

On January 30 at 2:30 P. M., Miss Grace Robinson and Switchman A. D. Kern were married. Congratulations and best wishes.

We heard, in a round-about way, that Geo. Washington Thomas is having a lot of trouble in getting his mail these days.

January 18 two Rock Island and two Wabash trains were diverted over our line, the Milwaukee furnishing Engineers Cawley and Phlegger and Conductors Clarkson and Carpenter to act as pilots.

The C. M. & St. P. live stock office was moved to room 805 Live Stock Exchange Building during January.

Jerry Dowd, switchman, has been seriously ill for some time. We hope for his speedy recovery.

Jesse Reeder of the traffic department went for a vacation February 5 (we think it was up near Dawn), and brought home a haul of eggs.

Call Boy Ed. Biesecker was unable to report for work February 8 as he was very ill. He is considerable better at this writing but has not reported for duty as yet.

The storing of the ice in both the Coburg and Broadway ice houses was completed this last month. The artificial ice for the passenger trains at Broadway was furnished by the City Ice Company. The natural ice was shipped from Ottumwa. Hammond Bros. stored the ice again this year and the Company is very well satisfied with their work.

The first safety first meeting of the year will be held February 21. The following men have been elected as committeemen for the year:

Fireman Ed. Keating, Engineer L. Boyle, Shopman Fred Lincoln, Car Man William Rogers, Switchman V. Willard.

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Here is a preparation that has proved valuable in the treatment of exceptionally obstinate cases. You may have tried all sorts of remedies without lasting results. Do not be discouraged, try ORRO, absolutely harmless, but effective. Don't delay, order a package now.

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C. E. BROOKS
188B State St., Marshall, Mich.

Signal Department Bubbles—Lines East
"Suds"

I. F. Gillan, Otto Olsen, Chas. Mattes and John F. McConahay took C-92 interlocking plant at Portage Yards out of service during the latter part of January. Charlie took a deck of cards along, as he said he wanted to teach Mac how to play, but Mac claims that he didn't profit very much by Charlie's knowledge, as he didn't get much of his money.

While Phil. Linderoth was married sometime last summer, he kept it pretty dark until Christmas. He had to make out an income tax stating his exemptions and then the beans were spilled. The department presented him with an electric grill and an American Beauty iron very useful to Mrs. Linderoth. Good luck from the bunch.

Joe Hohenthauer from Beloit, John Ellefson from Janesville and Chas. Schwarz from Brookfield, all maintainers, were in on their days off getting acquainted with the boys. Come again.

Bill Seemuth is in Washington checking up on valuation notes, where he expects to be located until the end of March. He landed there in time for the big snow storm. We have ours yet to get.

What is the matter with Horace Griggs? Doesn't he understand what crossing bells are installed for? When one of those wig-wags is in operation, better not run your car in on the right of way, but wait until the train passes. SAFETY FIRST, Horace.

The C. M. & St. P. bowling league to date is as follows:

Team	Won	Lost	Avg.
Milwaukee Shops	44	13	840
Telegraphers	43	14	851
Rates	35	22	800
Signals	33	24	805
Cashiers	30	27	791
Special Agents	25	32	772
Milwaukee Terminals	9	48	717
Chestnut Street	9	48	715

Northern Montana Division
A. B. Goff

J. J. Foley, division freight agent of the Milwaukee stationed at Miles City spent a few days in Lewistown. Mr. Foley has recently returned from a trip over the main line and states that passenger business is picking up considerably, while the freight business is still a trifle quiet. The refinery at Miles City is nearly completed, and they expect to be in a position to operate about February 15. The 56 Petroleum Company is producing about 200 barrels of oil per day, and Mr. Foley is confident that the oil boom will again pick up in the early spring. Development will begin in the Stanford, Harlowton, and Shawmut districts, abandoned by the independent holders. Altogether business conditions look very bright for the coming spring.

Fireman K. E. Rutledge is back with us again after several weeks furlough. He reports that he had a minor operation while on the Coast, from which he appears to have recovered entirely. He has gained some 15 pounds since his operation, and is now advising all his thin friends to have their tonsils removed.

Also Engineer Burgoyne, better known as "Sufferin' Tomato Cans", has returned to Lewistown. He spent several weeks in Portland recently, Mrs. Burgoyne having been sick but we are glad to report that she has recovered.

Mr. and Mrs. C. C. Sayre left for Butte, Mont., where Mr. Sayre has accepted a position in the district engineer's office of the Milwaukee. Mr. Sayre for several years past has been in the employ of the accounting department of the Milwaukee at Lewistown, and his many friends wish him much success in his new work.

C. F. Goodman, assistant to General Manager E. H. Barrett of the Milwaukee, from Butte, spent a few days in Lewistown recently.

The many friends of Chas. H. Koch, the efficient timekeeper in Superintendent Gillick's office will be glad to learn of Charley's complete recovery from his operation for siveritis. Several of Charley's friends attempted to perform an operation which would give him immediate relief but without avail, so it was decided to move

The
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of
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has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,-200,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

RAILROAD DEPARTMENT
 H. C. CONLEY, Supt.

The
LAW of AVERAGES

The law of averages works out in the sale of accident tickets. The ticket agent who suggests accident tickets to 100 people sells twice as many—makes twice as much money—as the man who suggests accident tickets to only 50 people. The more times you mention accident tickets the more money you make.

Ticket Department
**The Travelers
 Insurance Company**
 HARTFORD CONNECTICUT

him to the Atlix's Clinic. Charley's friends, and especially his acquaintances among the fair sex, are very much pleased over the after effects of the operation owing to the fact Charley has completely surrendered himself to the full enjoyment of dancing. Critics pronounce Charley Vernon Castle's equal if not his superior, and the wicked foot he shakes surely entitles him to worthy mention at least.

To Superintendent, Lewistown:—

No. 117 hit a cow about 2 miles east of Big Sag. Cow got up again, could not say if she was killed or not but must be badly hurt.

J. V. Miller, district storekeeper for the Milwaukee stationed at Deer Lodge, spent the past few days at Lewistown and Great Falls on a trip of inspection.

W. E. Kier, better known as Shorty, has returned from a few days' visit in Great Falls with a very dear friend of his. So we understand.

There was a gentleman

Named Koch

Who was getting quite old,

No joke.

Through some reason or uzzer

He took on pep like our Buzzer,

And now old man Koch

Is a joke.

"Snow, snow, beautiful snow—" Thus rave the poets, but Roadmaster Kidneigh has an altogether different set of adjectives for it when it drifts into the cuts around Wright and Oka, at the rate of two feet per hour. However, after he got the "Heavy Artillery" working on it; all was well.

M. C. B. Gossip

"Alby"

F. D. Campbell, assistant M. C. B. from Tacoma, visited Milwaukee for several days, during which time we saw him a number of times in our office.

The Milwaukee Road Club gave a mask party on January 25, but I am sure we all know that. Who would fail to see the big announcement on the east wall?

Hereafter we do not have to read "Dr. Jekyll and Mr. Hyde" for mystery. We have a mystery man right in our office! At will he becomes a human dynamo, and the sparks fly and buru. Regular little electric battery all by himself. Make him step forward and explain it.

H. Knowles, superintendent car service of the C. T. H. & S. E. was in our office for a day, checking live car lists of the Southeastern with Jack Poenisch.

The very cold spell had one casualty at least, that we heard of. Frank Skola had a frozen right ear, but he didn't seem to mind at all—but you know Frank as well as I do.

It seems, due to some bad germs in the air, we had several on the sick list. J. M. Bremser was a changed man. We couldn't believe it was he, by the sound of his voice—but a few days at home cured him, and now he is as well as ever. Edna Bremsen was away for two weeks battling with a light touch of the "flu", but she is "all better" now. The M. C. B. Office was quite crippled for want of their able stenographic force. Leona Schultz, Louise Le Sage, Martin Biller, besides Edna Bremser, were all away at once for a little while, but with Spring in the air the ranks are being filled again. Also, C. R. Gilman, car-lighting engineer, has been home for quite a while, suffering with tonsillitis.

"Willie" Berssenbrugge was sick with a bad cold for a few days, and so was Norma Lutzenberger. Both are fine and well, now.

Dame Rumor has it that Eleanor Bartz will be gone by the time these items are published.

A wedding will take place and she will become Mrs. Wm. Doyle. If it is not too early, we all join in to extend our best wishes and congratulations to both bride and groom.

Once in the long ago, there was a Ford so black, And every night at five o'clock two boys cried,

"There's our hack!" Their names, though, which you doubtless know,

I'll not disclose right here, But sometimes 'gainst all precedent, the kindly

Ford, so dear,

Just gathers to its heart.

A lad whose name is Art.

One afternoon, when at our desks, and all was silent still,

Some freezing soul turned on the steam, as freezing people will,

Friend Art piped up, belligerently, "That sounds just like our Ford."

Then R. and T. looked fierce and hard and vowed across the sword.

To brook no such remarks against their dear beloved Liz,

And said, "Let Art R. watch his shabby step, it's going to be our biz."

To seek the medium of the press, Our deadly warnings to express."

And now you know the worst. Tony Newmann has a specialty—putting

brakes on box cars. He will cheerfully demonstrate without charge, just after you have a beautiful, long, artistic point on your pencil. See Tony for further particulars.

Dates are mixed some place. Whoever heard of a Valentine party in January? Ask Norma L.

Bert and Herman are seeing "Wisconsin first". They went to Racine not long ago. Steve Pilut,

Bernice Kruse and Al Barndt and wife, visited Chicago; not together of course. Also Eleanor

Bartz and Josephine Sweeney visited at the latter place. "Gippard" Kleiner went as far as Fond du Lac.

Minneapolis Shop Happenings

James Nellins

February 10 and sun shining warm and puddles of water everywhere. Old Minnesota ain't such a bad sort of a fellow.

Miss Margaret Neuwirth, store department, entertained a party of twelve of the store department ladies at her home the evening of January 10.

They apparently had a good time and aside from numerous yawns there seemed to be none of the "morning after" effects.

Vice-President Greer and Superintendent Motive Power Anderson were business visitors at the shops on January 11.

A great inquiry has gone out as to the whereabouts of the keeper of the safety gate at the Minnehaha Avenue entrance and exit of the shop grounds. This personage has not been seen at his post since December 20 and the gate appears neglected, without a keeper.

Fuel Inspector Geo. Sommers and a party were here January 25 transacting business with Division Master Mechanic John Turney and Shop Superintendent G. Lamberg.

The callers all looked well.

Wish to make mention here of Blacksmith Benjamin Bell procuring the patronage of three adult passengers, Chicago to Minneapolis, recently. Mr. Bell did not use the cards for this purpose but this means is taken to show that he is one of the company boosters and has his eyes open for such business.

W. M. Glennie, formerly assistant storekeeper at Minneapolis, did some business here on January 31, looking well as usual.

Machinist John Taylor should be given credit for procuring two passengers over this line, Minneapolis to Seattle, recently. Both Mr. and Mrs. Taylor have their eyes open for such business and are good boosters for the company.

It is quite apparent that those passengers were well pleased with the service they received as they wrote to Mr. and Mrs. Taylor thanking them for recommending this line as they first intended going over another road.

Chief Clerk James McCormick, Superintendent Motive Power's Office, was a business caller at these shops on February 3 and he found the "welcome" door mat out for him. He does all his business with a smile.

Reclamation men S. J. O'Gar and T. R. Morris were at these shops February 4 and 5, apparently pleased with the reclamation matter as handled here.

Valve Setter Joseph O. Jones made a business call here on February 8. He being formerly located at those shops and also a former round house foreman at St. Paul, he was renewing old acquaintances among the shop and round house men.

Veteran Machinist Christ. Lange is being sympathized with account of the death of his wife, this sad event occurring on February 8, after a

Milwaukee Gets Valuable Shipment

Four million, eight hundred thousand dollars worth of silk, one of the most valuable single cargoes of freight ever transported over an American railway, has just been sent over the electrified lines of the Chicago, Milwaukee & St. Paul Railway. This shipment was contained in the longest exclusively all-steel baggage train ever operated between Seattle and Chicago. The journey of 2174 miles was made on schedule time.

The train contained fourteen baggage cars and one coach, the latter for employes. The weight of the train was 1325 tons. This is equivalent to 23 express refrigerators, and made it possible for the shipment to be made in one special train instead of two.

The "silk special" contained 448 cases of manufactured silk, and 4808 bales of raw silk.

This cargo was bound from the Orient to New York, and it reached Seattle on the Japanese steamer Arabia Maru. It was hauled up the Cascade Mountains by one of the powerful 3,000 volt General Electric locomotives, and was lowered down the heavy grades on the other side by electric braking. With the electric locomotive the air brakes are held in reserve, and regenerative braking is used in descending grades.

Automatic Station Control, Ontario (Cal.) Power Co.

A progressive step to meet an increased demand for electric power for general lighting and industrial use has been taken by the Ontario Power Co., Ontario, Cal., by the decision to install a remote control automatic waterwheel equipment at a new hydro-electric power station on its system.

The company engages primarily in irrigation work, but by combining the flow of water for this purpose, with generating apparatus, it has been able to regulate the flow both in accordance with the irrigation requirements and to create additional electric energy as a by-product.

This power is sold direct to the consumer in the company's territory, or, in the case of a surplus, is disposed to other companies serving more remote sections.

The waterwheel in the new station will be controlled from the company's main station two miles distant by a switch actuating a set of contactors which control motor operated needle valves in the water wheel nozzle. This serves to regulate the amount of water which is allowed to flow through the waterwheel at any time.

This is the second installation of its kind on the company's system. In 1919 power house No. 2 was equipped for similar operation. The new equipment, which has been ordered of the General Electric Company, consists of a 2300 volt, 400 Kv-a generator, driven by a Pelton waterwheel with a direct connected 12 Kw. 125 volt exciter, an automatic control apparatus as explained above.

15-Year-Old Electric Switching Locomotive

Of all classes of railroad rolling stock, the switching locomotive is the one that gets the hardest knocks and is least in the public eye—until the repair bills come in. In this connection and in view of the discussion on the merits and demerits of railroad electrification, the record of an electric switching locomotive at the Schenectady plant of the General Electric Company is of interest.

The locomotive in question was built in 1904 by the American Locomotive Co. It weighs 38 tons, and has for motive power 4 G-E 68 motors, giving a total tractive effort of 18,500 lbs. It has been in service for 16 years, and, after eight or ten more or less perfunctory overhauls, has recently been rebuilt at a cost of about \$400 and two weeks' time. The overhauling mostly consisted of repairs to the electrical equipment, master controller, cable reels, reversing switch, and the motors.

Although the locomotive is an isolated case, it is nevertheless representative of the amounts spent on the repair of other electric switching locomotives in the same service at the Schenectady plant. Segregated charges per locomotive over three years between steam and electric locomotives were: 1905, steam, \$503, electric, \$344; 1906, \$1,681, and \$371; 1907, \$552 and \$442; 1908, \$507 and \$133. After 1908 steam locomotives were entirely replaced by the electric, and the yearly costs per locomotive for repairs were: 1909, \$174; 1910, \$352; 1911, \$131. So the "isolated case" is well within the average, considering the advanced cost of labor and materials.

Aside from the matter of repairing, it has been shown that the electric switcher actually makes more mileage than the steam engine. This is due to the fact that there are no pauses for coaling, taking on water, roundhouse repairs, etc. In figures the yearly mileage of the electric locomotive is approximately 8,000 miles, as compared to 5,000 miles for the steam switcher. Also, which is very important in service of such an intermittent character, the standby charges of the electric locomotive are nothing, flat, while those of a steam locomotive may be almost anything.

From the records of many railroads it has been shown in addition that the cost of repairs per mile averages 4 cents for the electric against 15 cents for the steam switcher, and that the total cost per mile, covering all items, is only half as much for the electric as for the steam one.

Although the initial cost of an electric switching locomotive is comparatively more, there are factors that make up for this: fewer locomotives are required for a given amount of work, their operating and maintenance costs are lower, and their average life is longer. Which all goes to prove the case for electrification in railroad yard work, just as the C. M. & St. Paul electrification among others, has shown what electricity can do to improve main line practice.

sickness of several months. Mr. Lange is one of the oldest men in those shops and his score of friends extend him their sincere condolence.

Death entered the home of veteran machinist helper Peter Muir on February 9, and his only daughter was claimed. This is a hard blow for this veteran and as he is among the oldest employes in the shops, he is receiving the heartfelt sympathy from them all.

Engineer Geo. Vore, River Division, has packed his grip and gone to the sunny hills of California for the season.

Engineer Wm. A. Eddington, H. & D. Division, is enjoying life in the southern states, expecting to remain there until spring.

Engineer John Kittleson, H. & D. Division, is in Phoenix, Ariz., recruiting his health and his scores of friends and associates here will be glad to see him come back with his old time fire and vigor restored.

Round House man Alba Donohue gets to his work now, mornings, without having to run. Guess the reason.

James Peters, round-house man, won the Ford automobile that the machinist helpers raffled recently. Congratulations, pard.

Machinist Jacob Mintz, who has been confined to the hospital for a season, is recovering and released from the hospital much to the joy of his shop associates.

Round-house man Roy McGovern is recovering from a siege of pneumonia and it seems good to see him about the place again.

Veteran Engineer David Burke is enjoying the sun and oranges of California. He received a taste of California a few years ago and now nothing can hold him back when he once makes up his mind to go there.

Freight Claim Department

We thought Jay Goodenough was a claim investigator, but judging from his shoes this morning, I bet he is also some painter.

I wonder what Mrs. Piepho would say if she knew Charley was down in Indiana consulting a prehistoric man we have on hand there?

W. J. Norton of the live stock department is on the sick list. Hope you will be able to be with us again, Will.

Mrs. R. Kopplin (one of our former employes), presented her husband, (also an employe of this department) with a big bouncing boy. Congratulations, Riney.

Our old-time friend, R. A. Abrams, traveling agent, has brought his desk to our office. Welcome back, Dick.

Captain E. P. Heyn of the F. C. Department bowling team has accepted the challenge of the manager of the C. M. & St. P. Ry. bowling team of Cedar Rapids, Ia. The Cedar Rapids boys have established an enviable reputation and we understand are the railroad champions of the Hawkeye State. Score will be given in magazine next month.

The freight claim department of Chicago after dropping two series to the All Stars of Milwaukee last December came back as they stated they would in last issue and trimmed the All Stars January 28, at the Crystal Alleys in Chicago by 29 pins and the following Saturday journeyed up to Milwaukee and made victory

sure by trimming Milwaukee on their home drives by 103 pins.

The series was featured by the bowling of C. Larson and E. Heyn of the freight claims who averaged 184 and 182 for the six games and W. Zimpelman and C. Schwab of Milwaukee.

There are but six pins difference on the 12 games bowled so far and the play-off which will be in Chicago within the next few weeks should be closely fought and should draw a good crowd, as both teams have their rooters and nothing will stop them to urge their favorites on to victory.

Scores as follows:

Milwaukee	All Stars	"At Chicago"	"At Milwaukee"			
R. Junker	.....165	169	150	157	133	174
C. Zinzelmeyer	.....163	134	173	177	140	168
O. Stainer	.....202	164	180	138	123	157
W. Zimpelman	.....238	141	177	227	189	134
C. Schwab	.....170	175	193	153	174	188
Total	.....938	783	873	852	750	821

Chicago Freight Claims	C. Larson	J. Hamm	W. Enthof	J. Gleason	E. Heyn	Total
C. Larson	.....162	198	203	160	172	212
J. Hamm	.....147	173	170	195	158	188
W. Enthof	.....185	156	166	118	155	146
J. Gleason	.....168	163	147	175	165	173
E. Heyn	.....213	185	179	154	182	182
Total	.....875	875	865	802	832	901

**Kansas City Division
G. V. T.**

The following Safety First Committeemen have been appointed for the year 1922: Frank Harker, engineer; Ed. Hagerty, conductor; W. Winger, brakeman; Ernest Gideon, fireman; E. Schoech, section foreman; L. Farley, B. & B. foreman; Michael K. Tullis, car department; I. A. Summers, agent; Chester Johns, switchman.

Brakeman Hobbs on a work train January 17, while getting off a caboose at Laredo stepped on a big cinder and turned his ankle, spraining it quite badly. He is still unable to resume work.

Geo. A. Nelheimer, formerly an employe of the Superior Division, en route Kansas City to Chicago, stopped off at Ottumwa to visit his "Old Boyhood Friend" Train Dispatcher Geo. A. Shaw, but unfortunately Mr. Shaw was called out of town on account of illness just prior to his arrival. Mr. Nelheimer visited with us, and we enjoyed his visit very much. Come again, Mr. Nelheimer.

J. P. Doherty of Williamsburg, Ia., one of the oldest agents on the Kansas City Division, has been unable to work since January 27 on account of illness. We are glad to report he is improving. Extra Agent F. J. Rokej is relieving him.

A repeater envelope found its way into our office decorated as follows:

I am the railroad envelope, the Stationer says

I am the dope,

Please leave me unsealed, but tuck in my flap,

And I'll take your letters all over the map.

VAUGHAN " P.&M. " HENGGI " YARDLEY

RAIL ANTI-CREEPERS



RAILWAY EXCHANGE
CHICAGO



Address a new name, and scratch just enough, But don't smear me up with all kinds of stuff, Don't jump all around, but use my next line, And I'll be your friend, if you'll be mine.

F. L. Meredith, agent, Webster, has been off duty since January 30 on account of the serious illness of his small daughter. He is relieved by Extra Agent J. S. Chase.

Miss Fern Williams, stenographer and clerk in the dispatcher's office at Ottumwa and division correspondent for the magazine, has taken a leave of absence and will leave soon for Denver, Colo. If Miss Williams decides to stay in Denver she will be greatly missed at the Junction; her gracious manner and efficient service having won for her many friends.

On January 19 an employees' meeting was held in a coach at West Yard to discuss ways and means of getting new business for our line at Ottumwa. The 75 employees present heard Superintendent Hoehn explain the plan and tell what had been accomplished at other points on the system in that direction. It is believed the idea will be taken up here with enthusiasm. A committee composed of a representative of each department was formed to go into the matter thoroughly. The Morrell packing plant is the only concern in Ottumwa that employs more people than the Milwaukee and Milwaukee employees are going to see that this road secures the most business.

For the first time in several seasons a sufficient crop of ice was harvested on the Des Moines River at Ottumwa to supply the company's icing stations on the Kansas City Division. In fact, there was a surplus and a few cars were sent to other divisions.

Brakeman Ed. Burham of Ottumwa has appeared in a nifty new blue uniform and is doing the extra passenger work on the Marion Line while John Warman is off.

Mrs. Roy Sisk, wife of Conductor Roy Sisk of Ottumwa, died on February 4 at the Ottumwa Hospital after an illness of only a few days. Mr. Sisk and his son have the sincere sympathy of the entire division in their great loss.

The first Safety First meeting of the New Year and the first meeting for the new committee was held at Ottumwa Junction January 23. The attendance was fair. A large number of items were taken up and discussed. Safety first is not slacking up any on this division.

Illinois Division Mabel Johnson

Hans Jess, chief carpenter's office, Savanna, whose home is in Sabula, Ia., had a "chilly experience" January 13, when crossing the Mississippi on the ice, on his way to the office, became a "victim of the sea" and now tells of the "joke" in a benign way. Nevertheless, he came near being a "goner" and had it not been for C. M. & St. P. friend Maynard Dunham who was with him, "Mush" might not have been here to tell the tale, as he "went in up to his neck" and was rushed home for "dry clothes". Mr. Dunham and Jess both have the same day for their birthday and the event was celebrated by means of a wild duck dinner, a short time after their "wild experience", at which, no doubt, the "ducking" that Jess got January 18 was rem-

iniscenced.

In the trainmaster's office at Savanna may be seen a picture of the Special Hundred Car Train, run over the Illinois Division en route from New York to California, January 9. Train consisted of 500 cars of Durant automobiles. Train was run from coast to coast intact. Handled by engines 8257 and 8244, Engineers J. P. Sullivan and A. Lange; Firemen Jacobson and Rosenback; Conductors J. P. Flynn and W. F. Beck; Brakemen R. W. Hume and C. Schwartzinger, J. Freeman and L. L. Hess. A very good run was made over the Illinois Division, running time from Western Avenue to Savanna being 3 hours and 40 minutes. Trainmaster F. H. Allard accompanied the train over the Illinois Division.

Conductor D. Speck and G. H. Parker have been appointed safety first representatives for their respective organizations for the year 1922.

Brakeman J. Q. Adams has recently returned to duty after an illness since December 24 when he fell on the ice and sprained his limb badly.

We are informed that Engineer G. Lawrence disturbed the calm water in the pool near Savanna Roundhouse January 23 when he "fell in" up to his knees.

There was a great deal of excitement in the Chief Dispatcher's office during the Automobile Show, specially February 1, being gala day for J. H. V., when he visited the show at Chicago, and has the "Studebaker fever". It is no longer chief dispatcher's office but "gasoline alley".

Did you appreciate on February 2, 1922, that we will never have the privilege to write 2-2-22 again?

Deepest sympathy is extended to N. Groesinger, office Savanna depot, Miss Alma Groesinger, timekeeper mechanical department and Miss Coral Groesinger, timekeeper C. M. & St. P. at Marion, Ia., account the death of their mother, January 19, at Savanna. The funeral was held Sunday, January 21, and the office force of girls of superintendent's office attended in a body. A floral piece was contributed, and was one of the many beautiful floral offerings as an esteem to the departed.

Mr. Crooker, safety first representative, held an interesting meeting at Savanna January 19. There was a good attendance and profitable afternoon spent.

Everyone's sympathy is with you, Hans. We are all so sorry you didn't get to go to the movie. Don't give up hopes, she may not have to go to Oregon next Sunday.

Situation Wanted:

By a young songster who surpasses Galli Curci.

Call C. C. of chief carpenter's office. If not there can be found in Sabula or Cedar Rapids.

Missoula Misgivings

Cherishing a fond desire to put the Missoula Division in print, and by a cosmic urge to give the boys their due, we take our pen in hand and hope ye ed. can squeeze us in somewhere between Baldwin Locomotives and Murine. We give warning, however, that if we succeed, we are likely to repeat the offense.

As far as we can see (on account of the box



"SAFETY-VALVE STEVE" SAYS.

"Every switchman knows that the right Work Clothes are made out of Stifel's Indigo Cloth. If you want a real "go-ahead signal" when buying Work Clothes—look for the boot trade mark on the back of the cloth."

Garments sold by dealers everywhere—We are makers of the cloth only.

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REGISTERED

**GASOLINE PASSENGER CAR
NEW YORK, NEW HAVEN & HARTFORD R. R. CO.**

One of the most recent developments for supplying service to isolated sections on branch lines is the new Gasoline Passenger Car. Three of these are now being tried on the New York, New Haven & Hartford R. R., one of which will operate between New Haven and Derby, Connecticut, and one between Tremont and Fairhaven, Massachusetts.

The speed of these cars varies from 35 miles per hour on the level to 20 miles per hour on a 2% grade three-fourths of a mile long. They have four speeds forward and reverse. They have a seating capacity of 35 and, in addition, have a baggage space in the rear which is capable of accommodating 1000 lbs. The total weight loaded is 30,000 lbs. The cars have an overall height of 10 ft. 5-in., a length of 27 ft. 10-in. and a width of 9 ft. 7-in. The crew consists of a conductor (who handles the baggage in addition to the passenger work) and an engineer or driver. The cars are mounted on two trucks, a four-wheel leading truck with 20-in. wheels, and a two-wheel driving truck with 40-in. wheels and have all of their accessories mounted beneath each body. Each has a large supply tank for gasoline, a liberal size storage battery and an emergency tool kit fastened to the frame beneath the car.

These cars are equipped with a standard Mack truck engine (40 H.P. N.A.C. rating) and are controlled in much the same manner as an ordinary highway truck. The brakes are the Westinghouse motor-vehicle type and are supplied from storage tanks filled from the compression of two of the cylinders. The brakes are applied by the ordinary foot pedal and, in addition, a hand-brake equipment has replaced the steering wheel of the auto truck. The engine is started with the ordinary auto-type starter. The cars are equipped with roller bearings on all the axles and other places where practical, and are lubricated by the Alemite Lubrication System.

The cars are heated with a modified exhaust from the engine and are lighted by a 12-volt storage battery system. The storage battery also supplies a 32 candle-power headlight, a rear end light and classification lamps as well.

The performance of the cars so far show that it will be very beneficial in solving such isolated traffic problems. The wear on the road-bed is light and the maintenance and operation so far have been very economical.

cars, etc.), everything is well on the Missoula. The substations are subbing, the locomotives are not locoed, but we sure have had our hands and yards full of snow. However, we are reliably informed by some of the pioneers that the first nine months of the winter are the hardest. Having only been here eight months, we would hesitate to contradict.

W. J. Greetan, Avery Yard office, has just returned from a thirty day leave, most of which was spent shooting rabbits, coyotes and craps in and around his old stamping grounds, Harlowton, Mont. We are glad to have you back again, Bill.

Conductor Healey and family left for Minneapolis and nearby points to visit relatives and friends.

Conductor W. B. Hollenbeck and wife have returned from a tour of the United States and Canada, and Wallie is back on the job once more, sporting a new briar pipe. He says all he had to do to get it by the customs officers was to smoke it. Now we are wondering what he got it for.

Archie Dorval, third trick operator at Avery, is a happy father since February 8 when the stork presented him with an eight pound baby boy. Mother and son are resting easy, but Archie is somewhat worried thinking of a suitable career for Junior.

G. C. and H. A. Wilder, better known in the balliwick as the "Ham and Egg Brothers" returned from a short, snappy visit to Spokane.

T. J. Hamilton, assistant superintendent and A. W. Criss, roadmaster, are having their troubles these days keeping the "hill" clear of the beautiful (?) snow. Effective work is being done and so far we have not been troubled on this account.

We submit the following open letter from our "pote", G.-O. Lightly: "Dear Mr. Gavin: After reading your lyric last month, entitled 'To the Thirsty Brother' and in connection with the following, I am writing to inquire if you can ship in carload lots."

I'm glad to bear that your hops did well.
Perhaps by chance you have some to sell.
Way out here in Northern Idaho
We can't buy 'em and the stuff won't grow.

It's dry in summer; drouth in fall,
A drink of home brew you can't get at all.
You'd do a kindness where it will help most,
If you send us hops by parcel post.

—G. O. Lightly.
At the eleventh hour we are reliably informed that things are not so well as they might be. G. E. Davenport, otherwise known as "Davvy, the Moocher," has just offered to swap a cigar of his for a cigarette of someone else's. This is unheard of, as heretofore he has never even offered a "Thank you" for the cigarettes he beguiled from the unwary.

**Iowa (East) and Calmar Line
J. T. Raymond**

Agent L. J. Miller of Springville is in Chicago on the O. R. T. auditing committee, L. H. Baker relieving.

Mr. and Mrs. Marl Marchant have gone to Los Angeles for an extended visit, Operator W. K. Hodgson working second trick at Atkins while Marl is away.

Conductor and Mrs. James Pringle have been entertaining their daughter, Mrs. Ward Pringle and baby, of Chicago.

Mr. and Mrs. Fred Sprague were called to Clarksville, Ia., by the death of Mrs. Sprague's father. We extend our sympathy to the bereaved family.

Mrs. Stewart Rodger and baby have returned to their home in Green Bay, Wis., after a four weeks' visit with relatives, Mrs. Rodger's mother, Mrs. J. T. Gallivan, accompanied them home.

We regret very much losing Ed. W. Griffiths from the division: he has been in this locality for a number of years and was formerly correspondent for the employes' magazine. Ed. has many friends on the division who will miss him. May he live long and prosper, the same wish includes Mrs. Griffiths.

Mr. and Mrs. E. L. Sinclair were called to Maquoketa January 20 on account of the sudden

**Baldwin Duplicate
and Repair Parts
for Locomotives
of all Types**

We are ready to help you repair all bad-order locomotives, whether of our own built or of other makes.

It is equally important that owners of motive power keep on hand a sufficient quantity of duplicate and repair parts to meet emergencies, and thus prevent financial losses which would be caused by idle locomotives awaiting deliveries or supplies.

Baldwin Service is prepared to help railway and industrial companies in every way possible.

The
Baldwin Locomotive Works
Philadelphia

illness of their daughter, Evelyn, who is a teacher in the high school there. Cause, appendicitis necessitating an operation, she is recovering nicely.

We extend sympathy to Baggage man Ed. M. Taylor in the sorrow that has come to him through the death of his son, John F., who passed away at a sanatorium at Dubuque January 18 after a long illness. The funeral was held at Marion, Ia., January 21.

Born Thursday, January 26, to Mr. and Mrs. Edw. M. Mullaly, twin daughters, Mary Catherine and Agnes Ann. We extend heartiest congratulations. Mr. Mullaly works third trick at Atkins Yard and resides in Marion.

General Superintendent and Mrs. J. H. Foster of Minneapolis were guests of their daughter, Mrs. Karl Kendall, and family, at Marion the latter part of January. They were en route to California to visit their brother, W. B. Foster whose health continues very poor.

Mrs. H. C. Van Wormer went to Excelsior Springs February 9 for a visit with relatives.

The Misses Idelle Fullerton, Hannah Johnson, Alice McGuire and Marcella Maher of the superintendent's office in Marion attended the funeral of the mother of Miss Coral Groesinger at Savannah January 21.

Mrs. W. D. Shank has returned to Marion after several weeks' treatment at St. Luke's Hospital at Cedar Rapids. She is improving in health.

Conductor and Mrs. John F. Briggie visited their son Fred and family at Perry. Their new granddaughter, Betty Burdette, was the principal attraction.

Louis Sikkema braking with Conductor Frank Pazour on No. 61 February 3 while looking over train at Brewns where they had sidetracked to let No. 19 pass, discovered a badly broken arch bar on a car of coal. Such a find as this indicates a watchfulness on the part of Mr. Sikkema that is certainly commendable.

Agent and Mrs. James H. Winsor of Clinton went to California January 9 for a visit with friends. Writing from California Mr. Winsor says they have had the coldest weather there this January that they have had in years, heavy damage done to fruit and garden stuff by the freeze. Both Mr. and Mrs. Winsor are improving in health and enjoying the visit, which is welcome news to many friends back in Iowa.

Conductor Chas. F. Reber died at Marion January 23.

He had been ailing for some time but his illness was not considered as being very serious, so his death came as quite a shock to his neighbors and friends. Mr. Reber was born February 24, 1859, and has been with this company since 1893, all but six years, as conductor.

He was a loyal, conscientious employe, with many friends who regret his passing. He is survived by his wife and one daughter, Mrs. Emma F. Barth of Perry, Ia. The funeral was conducted by Marion Lodge No. 6 A. F. & A. M., interment at Marion. The magazine extends sympathy to the bereaved family.

Born February 7 to Mr. and Mrs. Cecil Knouf a seven and one-half pound son, Lloyd James. Mr. Knouf is employed at Cedar Rapids freight house and Mrs. Knouf is a daughter of Mr. and Mrs. Charles Guzzle.

Conductor Charles Cornelius is off on an extended vacation, T. Costello relieving.

Train Baggage man Ed. M. Taylor has gone to Oklahoma on business.

Motoring on the Milwaukee.

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

Goodness gracious a message from the lady Editor to rush the news when there isn't any such thing, the east subdivision just covered all over with snow and flangers, an Lombard to Loweth helper engines; the locals on both divisions pulled off right now, and the crews dumped head first bag an' baggage right into the ring all in one day. What does she expect and here I thought I had days and days to fix up something for the March number. Very well don't blame me.

Good thing I gotta few notes or else what you would find when you open up this new number I don't know. I see I wrote down along the last of January sometime that Mrs. Wade's

mother left for her home in the east. Mrs. Wade is the wife of fireman Wade and her mother has been visiting her for several weeks and has gone home to Wisconsin to get out of this snow. I don't blame her one bit.

Here's another bit of sarcasm; Mr. and Mrs. John Rogers have gone to California, to get away from the rest of the winter; and if it keeps on like it looks as if it were going to, they are going to have to remain away from our little valley some time.

I see by the next item that Conductor Floyd Sterling who used to be on the east end local in the old days, first of last February (you are reading this in the March magazine you see) was on the sick list, but I can't believe he could have been very sick because he went back to work pretty soon.

On that same piece of paper I remark that Engineer Hyrup is back with us again from the old home farm in Missouri. Everyone is glad to see Hyrup again working. He reported for duty on the Northern Montana last of February, where Engineer Thompson is again working.

Fireman Wm. Fink has recently returned from Iowa where he bought up all the farmland in one township, and suppose expects to retire a rich and landed farmer some of these days.

Otto Hiemes, who has been working on the Northern Montana for some time, was taken very ill with, just a minute till I see how you spell that word, pneum-on-i-a, there. Any way he is not nearly as sick as he was, and is eating so much he is getting fat again. Almost scared every one to death as it was, and got his wife good and worried over him, then he got well again.

Mrs. James Butler, wife of Engineer Butler, left for Ogden, Utah, evening of February sixth called there by the illness of a sister, who is better at this writing. She drew all her husband's money out of the bank and he was pretty mad till he found out the bank didn't open up any more after that same day and now he thinks his wife is above the average for intelligence. My husband isn't saying so much, well maybe it will open up again, maybe.

Fireman A. L. Wagner and Mrs. Wagner left for California the first of the month expecting to be gone about thirty days.

Fireman Driscoll bumped off the west end local went over and bumped Pinky Simms at Butte Yard, (what was certainly true about the finest son and heir in the state.) Harry Simms born January eleventh, weight 9 pounds, announced by a very clever and original hand painted card sent out by the proud father. Congratulations from all of us.

The death of Dr. Henry S. Edson of the Milwaukee Hospital Association occurred in Deer Lodge in January. He is survived by his wife, a young daughter and his mother to whom the entire division offer sympathy. Dr. Edson was well liked and a very popular man with everyone.

The Ladies Auxiliary of the B. of R. T. gave their second annual dance here the 2nd of February and a large and well pleased crowd attended. They were entertained by good music and a splendid lunch of which I didn't get any because I wasn't there. Mrs. Vanderwalker of Deer Lodge came over for the event, returning the next evening.

The president's special came through and looked us over first of the month and with them were all the folks, the stations were named after. Says Mr. Loweth to Mr. Penfield, "wait till you see the rustic buildings represented by my name." "Yes," says Mr. Penfield to Mr. Loweth, "but wait till you drink some of the water from the spring where they fill the bottles for the dining cars (I imagine they are still at it) maybe they were busy when they passed Loweth. Oh it's a nice place Sir, but not quite as nice as some you know, Penfield for instance."

Two helper crews have been assigned to Lombard Loweth territory with Engineers Butler and Chambers, firemen Smith and Wilcox on the jobs for the present. Trains will not set out at Cardinal now and east bound freights out of here will have 3600 tons. Helpers will work between Lenep and Loweth also. The telegraph operators were moved from Cardinal to Lombard pulling off the helper at Lombard.

As a parting shot I will announce that those plain looking little boxes loaded on the Ol-

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Newest Designs 21 Jewel Montgomery Dial

Look

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Thin Model. All Sizes.

While other watch dealers are raising their prices, asking you for larger monthly payments, and making payment terms harder for you to meet, we are offering you our new model Santa Fe Special, no advance in price, no money down, easier terms and smaller monthly payments. WE realize the war is over and in order to double our business we MUST give you pre-war inducements, better prices, easier terms and smaller payments.

Without one penny of advance payment let us place in your hands to see, to examine, to inspect, to admire, to approve, a real masterpiece in watch creation.

A watch which passes the most rigid inspection and measures up to the exacting requirements of the great Santa Fe Railway System, and other great American Trunk lines.

Page twelve of our Watch Book is of Special interest to You.

Ask for our Watch Book free—then select the Watch you would like to see, either the famous Santa Fe Special or the 6 position Bunn Special, and let us explain our easy payment plan and send the watch express prepaid, for you to examine. No Money Down.

REMEMBER—No money down—easy payments buys a master timepiece—a 21 Jewel guaranteed for a lifetime at about half the price you pay for a similar watch of other makes. No money down—a wonderful offer.

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Please send prepaid and without obligation your Watch Book Free, explaining your "No Money Down" Offer on the Santa Fe Special Watch.

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ymplan one night this week from our little city contained ten thousand dollars worth of silver bars, a bran new industry we almost forgot we had in this part of the country, the shipment was for Butte and didn't look exactly worth the money, but you can never tell by the outside of a pine box what is in it, nowadays.

Dubuque Division

J. J. Reillyhan

Section Foreman Martin Whalen is spending a real vacation with his son Martiu, Jr. who is now Superintendent of Terminals at Othello, Wash. "Slats," as he was known by on this Division started out with his father as water boy on an extra gang, he then went into train service as brakeman and when the line was built to the Coast went to Malden as switchman, and later promoted to General Yardmaster. His many friends on the Dubuque Division are glad to know that he is making good in the West, but how could he do otherwise after getting his start in the railroad game with his Dad.

On account of business being exceptionally good between Marquette and Savanna, a 3rd trick operator was put on at Clayton, and 3rd trick taken off at Reno to even up. Billy Teague was transferred to Clayton temporary.

Peter Ott, agent at Preston, Minn., has resumed work after a couple months vacation.

Train Baggage man Jim Donald is going around among his friends with a broad grin. He has been questioned by several as to the reason and they were advised that he is now a Grandpa, as a bouncing boy had arrived at the home of his son Lloyd Donald, who is employed in the General offices in Chicago. Jim says that ever since the news leaked out Conductor Dave Laury has talked him to death trying to influence him to have the Grandson named "David".

Telegrapher Joe Gerkey has taken a three months leave of absence and is visiting relatives in Denver.

Roadmaster Bill Whalen is in the dog business and he is making a huge success of his "side line." The early part of February he sold a Boston Bull pup for \$225.00. Just like taking candy from a kid.

Brakeman T. P. O'Neill of the Waukon Line force was forced to take a week off on account of his face resembling Engineer "Froggy" Kress. Tom just had the mumps.

Agent Wyse at Waukon Jct., now resembles a real gentleman. He has been shy his molars for over a year and has just been fitted a new set.

Agent W. H. Clausen of Gordons Ferry believes in preparedness and has already bought a nifty Dodge car in which to take his airings for the 1922 season. Bill and his family can now get out and have the pleasure of seeing a little more than the water tank and the "Cyclone Club", about all the scenery there is around Gordons.

Conductor William Remus whose health had been in bad shape for the past couple of years passed away at Dubuque January 18th. Deceased was 37 years old, always a jolly good fellow, and his many friends were grieved to learn of his death. Funeral services took place on the 20th, a delegation of conductors of O. R. C., Lodge 347 attending. Conductors, Walter Hartley, V. K. Clark, P. J. Handley, John Kelly, George Belknap, Joe Wittman, Frank Cosgrove and Engineer Mike Mulgrew acted as pall bearers.

The Lansing section foremen wish to have it understood that the rest of the foremen will have to sit up and take notice. During the early part of February a baby girl arrived at the home of Arnold Helle, and a few days later Gus Murphy went him one better, a boy arriving at their home.

Roadmaster Whalen had been on the sick list for a while and was in quite a serious condition, but his many friends are pleased to know that he is out and around again.

Conductor "Burlex" Raine was having an awful time with one of his knees on account of a recent accident which confined him to the hospital for nearly a month.

On January 27 the employees of the Division were shocked to hear of the death of Engineer Frank Zemanek. He had laid off sick the day before and as his condition grew worse an ambulance was ordered to remove him to the hospital, but he died on the way, death being

caused from high blood pressure. "Zip" was employed on this division for over 30 years. He leaves to mourn his loss a widow and 4 children, five brothers and three sisters. The funeral from the family home on the following Monday was under the auspices of the I. O. O. F., Mr. Zemanek being Past Noble Grand of that order.

Station Master Elial Hoxsie of Marquette met with a slight accident last month which laid him up for the first time in his 64 years of service for this company. Mr. Hoxsie, who is now 83 years of age, had worked in the capacity of conductor on the I. & D. Division until 4 years ago when he retired from train service and since that time was employed at Marquette during the rush hours directing passengers to the proper trains. Mr. Hoxsie was promoted to conductor in 1867 and had a run between North McGregor and Sanborn steady from that time until 1918. His train averaged approximately 250 passengers per day, which makes it possible that he has punched about 4,000,000 tickets in that time.

Mr. Hoxsie has a souvenir of his first year in train service. It is a train order addressed to James Hecox who was conductor on the same train with Hoxsie which reads as follows: "You will take engine Cochea and with Conductor Colby take eight cars of ties to the end of track, and unload them. You may run to Rattlesnake Switch and if Lewis and Conren with Engineer Norris are not there you may run to Monona station to meet them. When the ties are unloaded try to get to Rattlesnake Switch to meet passenger train going west."

Terre Haute Division

Roberta Carmichael

Miss Catherine Pfeiffer entertained on January 12 in honor of Miss Ada Pope of Bedford, Ind. The evening was spent in music, dancing and a general good time.

The guests included the girls employed in the various departments of the rail railroad.

Miss Pope was formerly employed as material clerk in the accounting department.

On Wednesday evening, January 25, the lady employes from the various departments enjoyed a theater party at the Hippodrome Theater. After the performance delightful refreshments were served at King Lem Inn.

It is the intention of the girls to have these meetings quite frequently, to form a "get together club" as it were.

Henry Ford Denzler has been assigned to the position of messenger in the superintendent's office, vice, Leo Huberta who is now one of our worthy timekeepers.

Leo used to work from 8 A. M. to 5 P. M., but now he never has a chance to go home. That's the price he paid to be a timekeeper.

Joe Dede, clerk at the yard office, has been transferred to the freight house.

A. Reedy, newly appointed roadmaster, has moved his family to Terre Haute, his headquarters.

A. P. Chinn, house carpenter foreman, who was injured at Hulman Street station December 19, passed away at Union Hospital January 15. The body was taken to Elmore, Ind., for burial. Mr. Chinn was in railroad service some 25 or 26 years and was a well known and highly respected employe. The family have the heartfelt sympathy of all.

J. E. Bjorkholm, assistant S. M. P., visited Terre Haute Division February 6, 7 and 8.

On November 16 G. E. Passage came to the Terre Haute Division as Master Mechanic, and with his general manner and clearly defined ideals of the Milwaukee System, has won the co-operation and loyal support of each and every employe in the locomotive department.

Roscoe Miller, store department clerk at Bedford, is wearing a smile that won't wear off. A new arrival at his home—they named him Gerald Warren.

Each Wednesday at noon hour Mr. Miller, general foreman at Bedford, conducts a class instructing in a systematic course of locomotive repairs. A blackboard has been provided and a thorough and scientific discussion is made. All mechanics participate, and much good is being accomplished.

E. L. Notley has been appointed roundhouse foreman at Terre Haute. We wish him success.

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THE Merchants Loan Monthly Statement Savings Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient business-like basis.

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The Banking Home of Railroad Employees

Checking and Savings Accounts
Deposits may be made by mail.

Mrs. Pearl Miller Jackson, former stenographer in the superintendent's office, is temporarily filling vacancy caused by resignation of A. M. Jones, secretary to the superintendent.

J. O. Jewell, chief carpenter, attended the Shriners' dance the other evening and owing to his avoirdupois did not dance but left early. Two cars were found missing shortly after his departure—Mr. Jewell appeared at work the next morning.

Bertha wants to know of Red if "Shop Expense" is ready yet.

This, That and the Other—West Clinton—T. H. Division

E. H. Lehman

Several changes occurred at West Clinton during the month of January, among which were: The appointment of Guy Kelley as assistant trainmaster.

John "Skid" Nelson as general yardmaster, with Geo. F. Lundwall as assistant.

Charles C. Draper as night general yardmaster, with Bob Stewart as assistant.

With this splendid organization great things are expected.

Among the new clerks we have with us, Jack Simpson, the "biking delegate". He hails from Newburg, N. Y. Started to walk from N. Y. to Kansas City on a wager, got as far as Terre Haute and found the C. M. & St. P. Railway a pretty good road to work for, and we are glad to have him with us.

"Chick" Wellman, Frank Kerns, Rud Wellman, J. E. Ryan, W. L. Dyer, and Clarence Church are also new clerks, and promise to make good.

The yard office is being remodeled, and in a short time we will have a dandy office. M. H. McCandless, agent, says that the office will have to be kept clean.

M. J. Griffin has been here for several days supervising the work.

During the past month we have had brief visits from the following officials:

C. O. Bradshaw, C. H. Buford, N. A. Ryan and George Passage.

Operator Joe Wright and wife announce the arrival of a pretty baby girl at their house. Joe handed out some fine cigars.

A baby boy, "James Russell," arrived at the home of Car Inspector Elza Hale and wife. Elza says it is "some boy!" Congratulations.

Born to Fireman Joe Farmer and wife, a charming little daughter, "Mary Lou."

The family of the late Conductor George Hopewell have the heartfelt sympathy of the people of West Clinton and St. Bernice in the loss of their husband and father. Mr. Hopewell was in railroad service twenty-six years and was well known on the T. H. Division.

We were sorry to hear of the sudden death of brakeman Al Palmer who was killed while at work near Jasonville the last of January. Mr. Palmer was well known at West Clinton.

Nearly every one in this vicinity is having the "flu."

Brakeman Oscar Clawson is very ill with pneumonia, and we are glad to hear that he is some better.

Records are being broken daily on account of the heavy coal business in this district, and over three hundred cars of coal are being loaded and billed daily. Extra engines have been put on and many new engineers firemen and brakemen have arrived to help handle the work.

"The West Clinton yards need enlarging very badly."—Night Yardmaster C. C. Draper.

Traveling Yard Clerk Emerson Hopewell is getting ready to organize a class in the "hunt and peck" system of typewriting. Please don't crowd.

East Wind Mile a Minute

Now that you have all picked out your new cars for this season, suppose you can settle down to work with entire satisfaction.

Roy Dougherty and Billy Ahern have returned from the trip to Seattle and report all is well in the West. They brought back many verbal messages of importance, but best of all, they brought back—themselves.

Miss Irene Bartling, at one time Mr. Short's stenographer, sister to Adelle Bartling, engineer-

ing department, left Chicago on Friday, February 10, for Africa. Miss Bartling expects to be away for five years doing missionary work and we wish her every success in her undertaking.

The usual number of anonymous valentines found their way into the general offices this year.

An apology is due Grant Williams for my failure to mention in the last issue his new grand-daughter. Now you can account for the unusual smile he is wearing.

Mrs. Lyons' optician informed her that she was in rather a run-down condition. Someone has suggested that it might be a wound-up condition.

A certain young lady in 1233 will perish of hunger before Wally Dietz finally decides to buy that box of candy and if he ever does she will probably die of surprise. Better come across, Wad.

They tell me they have acquired a tall, slender vamp in the passenger department. Better get acquainted.

The office boys' list has been increased by the addition of Raymond Sapp, Mr. Sewall's office. Did you ever see Billy Grill in the hall or any other place when he wasn't munching a cookie?

We are glad to see Hazel Sohn back at her desk again looking better than ever.

Roy Dougherty has a stunning new gray suit, but he only wastes it on the Line, or possibly he saves it for Rockford.

While on the T. M. Division February 11 coming East to Mobridge, Harry Wersbacher endeavored to give an exhibition in the art of carving fowl while acting in the "official capacity of server." However, after juggling the bird around for a s-h-o-t-t while, Harry gave up the job and "Jack", the celebrated chef on the 333, relieved the pain that was rapidly increasing in the old bread basket. Harry said if it was a "chicken" he could have gotten around it O. K., and he would have fixed the duck up too, if he had not noticed the hungry look on Mr. Griffith's countenance, he having just gotten off one of the rotaries after a few days' continuous grind. Anyway, Harry is a good little server and we know he doesn't need more than two hands—a regular cut-up. What do you think of the oysters, Harry? And, by the way, I'll make sure Roy doesn't forget to give your regards to Alice.

This way to the Mustache Primary Class, H. E. J. of Mr. Whipple's office, instructor. Lessons free!

It is East Wind that blows nobody good. Why do the girls in Mr. Greer's office take turns in taking the mail to room 1341? Is the new Dodge sedan any attraction?

Henry Daniels has again returned to the fold after a six weeks' tour with Mr. Harkness and reports a very successful trip.

If the inhabitants of the Railway Exchange do not furnish more scandal in the future, we are going to devote this space to a "Beatrice Fairfax" or "Dorothy Dix" column.

Bernice Kelly reports she had a good time at Margaret Ayers' theater party along with ten other girls from Fullerton Avenue car accountant's office.

If you have any spare dimes or quarters the Misses Walsh, Gregg and Winter, of the vice-president's office, will gladly stow them away in their savings banks. Looks sort of suspicious, eh?

Miss Monblatt wishes to correct the idea many may have gleaned regarding mention made in the February issue about the ring she is wearing. The ring was not and is not worn on the fourth finger of her left hand, but on the right hand, and bears no matrimonial meaning. Here's a chance, boys, but don't crowd.

Cecil Marwick, refrigerator service department, claims that at a tea a hostess not only reigns (rains) but pours. Also that some people buy spats while others think up their own.

Bowling—now roller skating—someone else suggested buying a punching bag. More room, please.

I have been asked to advise that "a certain secretary" did not, can not and never will make that "another conquest."

We want you to meet our real live valentines—J. V. K. and J. V. E.

It Has Happened Before

"The date was 1867. The place was Northern Missouri. The Civil War was two years away. The persons were two farmers sitting together on a worm fence. The theme was the only one they knew — HARD TIMES!"

But those men worked out their difficulties, as did their descendants in 1893—and as this generation is doing.

The Northwest fundamentally is sound—even now is on its way toward Prosperity. But as was the case with our forefathers the goal only can be reached by "patience, charity, optimism and hard work."

Write for our booklet, "Just as Our Grandfathers Thought"

Department F

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Kathryn Andrews is again resuming her duties in Mr. Spratlen's office and claims she is feeling like a new dollar.

How about the young lady who calls for Miss Powers every night. Ask Wad.

Miss Lou Clark is the new stenographer in Mr. Whipple's office. It is rather difficult to keep in touch with all the changes in that department, but nevertheless we are always glad to welcome the newcomers.

Bill Murphy, assistant chief clerk in Mr. Farmer's office, was one of the chief entertainers at the Elks' Jubilee at Mendota.

Squibs from the Passenger Department

Well, here we are again. Our little say so in last month's issue caused some excitement, so here is some more for you to worry about.

We welcome into our ranks Miss Ann Lyons, who has taken Miss Scheemaecker's place. She is a credit to the West Side.

Somebody is trying to start trouble again. They say that not so very long ago, when Bill Klomp was on the way to the Armory, he saw some large grapefruit in a fruit store, and going in asked: "How much are those gib oranges?" How about it, Bill?

We don't like to be inquisitive, but we would like to know who Miss Grimm is always expecting to receive personal letters from. Come on, Ida, don't be backward.

We understand that Miss Monblatt got a wonderful bargain down on Michigan Avenue for \$2.00. It was in a long, thin box, but she got it wrapped up quickly when we came in, so we don't know exactly what it was. We think it is a perfect 36. We're going to ask Mabel Sheehy about it.

We thought that Madge and Winnie were studying psychology, but now understand they are taking up fancy dancing.

Three of the G. P. D. gang visited the museum the other day and had lots of fun looking at the dummies. They didn't recognize any of their antediluvian ancestors, though. We heard the following conversation:

Deac.—Sneagle.
 Larry—Suctneagle, snowl.
 Johnson—Sneither, snostrich.
 Bill Roberts has a small son who is the berries. The kid was going downtown with Pa the other day when they came to an organ grinder. Bill gave young Bill a penny to give to the monkey. When the kid came back to papa Big Bill asked little Bill if he had given the monk the penny. "Yes." "And what did he do with it?" asked Pa. "He gave it to his father who was playing the organ." Some kid, all right.

It wouldn't be fair to talk about Bill Roberts' kid without mentioning the fact that Lawrence O'Sullivan and Paul Basil are the proud fathers of two baby daughters. We don't know their names yet, but do know that Larry's kid has hair just like its daddy's. We don't have to explain.

Special News From Room 1240

In trying to keep up with Chicago speed, Grace sprained her ankle running for an Elgin train and was laid up for a week. (How is the H. W. B., Grace?)

Olive received some smashing photos from California for a Valentine. Look out, Olive,

maybe he is from Hollywood, even though he sent them from Los Angeles.

MYSTERY SOLVED: George has finally solved the puzzle which has been worrying Jeanette for a month. The inside of a locomotive bell is painted red to make it louder.

After receiving a wrist watch, dinner ring and pocketbook, (of course, from a young man) what is next in line, Mary? Three guesses. Band, of course.

Chester sported a new suit last week. We all agree blue is very becoming to a blonde, regular smasher now.

Now that Mildred's heart has been left in Milwaukee, we wonder how she can live in Chicago. Also how is that new picture coming along, entitled "My Boy," Mill?

Jim Denike has recovered some of his old pep according to Olive, who observed him quite a few times flipping off trains.

The noise made by the girls in 1240 surely must make Hazel nuts, and Mill dreads it, but when she gets her Grace in here, she has her Mats.

Familiar saying by Art Schroeder: "Say, Sis, kin you squash this word in here, 'Sis'?"

There is a very rare bird in 1240, a herou, also a heronshaw.

Tacoma, Tide Flats

R. R. R.

Greetings, folks, beware of spring fever. Sir Cupid has captured four of our employees during the past month.

A. J. Kroha and Miss Edith Fradette were married here on the 25th of January. A large number of friends of this popular couple witnessed the ceremony. Mr. and Mrs. A. J. Kroha are enjoying their honeymoon in Southern California. Much joy, happiness and success are the wishes extended to the newlyweds from the employees.

P. R. Horr and Miss Mary Simn, are also among the honeymooners of the past month having gone over to Seattle, and were married at the home of Mr. and Mrs. B. W. Zilley, Miss Marguerite Conley and J. E. Brady attending the wedding. Mr. and Mrs. Horr are spending their honeymoon in Vancouver and Victoria, B. C. We were disappointed at not having had the pleasure of seeing the happy couple off, but they probably knew our intentions and went off more quietly, but we all join in wishing them joy, and the best kind of success.

E. L. Carkins of our time department also went off quietly and instead of June, was married in January to a charming "miss" of our city, we all join in wishing this couple much happiness.

"Doc" Hoople is surely going to get pinched for speeding on Broadway near the Pantages. And you know those large motor cars and contents will still run on. In getting to the motor car, don't knock down the pedestrians, that is a dangerous offense. It's all right to run out of danger but be careful who you run into.

We wish to express our sympathy to Miss T. Nicholson, whose mother passed away during the month of January.

J. E. Brady, who missed the railing coming down the driveway the other day, arrived at the bottom with the front wheel, right side, off his car. No words can express how he must have felt at that moment, but facial expression was

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sufficient proof for us to know he was thinking deeply, perhaps sadly.

We wish to express our sincere sympathy to E. Morrison, whose wife passed away during the first week of this month.

W. M. Eshelman is visiting with relatives in Portland for a few weeks.

Among those who have been sick during the past month are:

G. Pyette and wife, F. B. Trout and wife, E. Morrill, P. A. Jasmer, W. Hoople and E. T. Brewster. We are in hopes of seeing these folks well real soon.

Tony Johnson and Earl B. are surely friendly foes, both have such tales to tell. Tony is advising Earl to be careful of the D. M. M. office and the time department while Earl is advising Tony to take care of Delaney's office. I don't know just where it will all end, but be mighty careful of lines west of somewhere.

Dubuque Division Booster Club

Lucille Millar

The Dubuque Division Booster Club, which is comprised of the supervisors and clerks on the payroll of that division, entertained at a dancing party on Saturday evening, February 11, in the auditorium of the Dubuque Elks' Club. While dancing was the main attraction of the evening, a splendid program and delicious refreshments were wedged in between the dances. About one hundred and fifty were in attendance at this social event, including the wives and families of the club members.

The program included vocal solos by Miss Lucille Beckler and Geo. Ehmer. Recitation by Margaret Birner; a solo dance by little Miss Jaeger.

A little sketch entitled "Our Officials" by Lucille Millar, was as follows:

As Valentine's day is drawing near—

Methought 'twould fill our officials with cheer
To give them each a line or two,

And let you know just who is who—There's
A. J. HASENBALG:

Who is our worthy sup.—sometimes he serves it noiseless, more often with a whoop. AND
MICHAEL PARKINSON:

He deals in tanks and cars; Mike drags you into battles, but leaves you without scars.

M. P. HANNON:

Master mechanic at the shops, has won his wife's devotion since gracefully he hops.

ANDREW DUTTON:

He's our trainmaster you know, and is very, very bashful, so up to him please go; and make yourself acquainted—Just tell him who you are: he'll do the rest, will Andy, he's like the evening star.

J. E. DEXTER:

Storekeeper of the ranch, is always ready to serve you—he carries an olive branch.

G. T. RICHARDS:

Helps Dexter serve you well; if it's something you want mighty quick, George will tell you where to dwell.

E. J. CRAWFORD:

He makes the railroad go—when Ed says yes they move along, and stop when Ed. says no.

J. P. WHELAN:

Has freight upon his hands; not only just his family but goods from foreign lands.

C. A. KENNEDY:

Car foreman, don't yer know—now black is white, and white is black, if Charlie says it's so.

F. O. FERNSTROM:

General foreman, if you please: he's quite a preaching man, is Frank—who never harms his knees.

E. W. KIESEL:

Yardmaster. World War vet., sez he don't mind this country, even tho' it isn't wet.

JAS. H. BELL:

Sez his name ain't spelt just right, for bell means something joyful, and it's grief he has to fight.

G. A. EHMER:

President of this grand club, is right here to tell you that every single scrub—official, clerk or family that's in this room to-night is boosting for this railroad and boosting for it right.

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Black Hills Division

J. R. Quass

Conductor James Sullivan is at work after spending several weeks by the fireside. He has taken Sunday lay-over at Chamberlain and Conductor Martin Olson has taken Murdo layover.

Engineer Chas. Woodman is back to work after spending a couple of weeks at Moln, Wis., the old home town. Engineer William Long had his run in this time. Engineer Carl Becker had Lon's run on east 93 and 94.

Engineer Harry Veit of Mitchell and A. P. Greiner of Murdo have been to Chicago on B. of L. F. & E. Committee.

Conductor Geo. Slagle has had charge of C. C. Smoot's work train at Chamberlain redriving the hinge pier at Missouri River.

Conductors Ed. Wortman, Jas. A. Smith, Engineer Geo. McDougall, Agent Shelby were drawn on the Mitchell jury and served on several cases.

Mrs. Oral Heather, wife of Engineer Heather, had the misfortune to fall and break her ankle.

Superintendent D. W. Kelly; Trainmaster R. D. Miller; D. M. M., G. P. Hodges; Traveling Engineer Wm. Johnston, were out over west end looking after the working of rotary snow plows. We have had our share of snow this winter.

Operator Abbott on second at Murdo has taken a couple months' vacation which he spent in good old New England, Operator Rodgers relieving.

Operator Fred Burke has been at Murdo since Teddy Myleberg drew Sheldou regular.

The Division joins in congratulating our pump repairer Stanley Hijack and Miss Florence Burk who were married a short time ago. They are both well known, Florence has been clerk at roundhouse for some time.

Section Foreman King is the new man at Okator now. He comes from K. C. Div.

I. & D. "Prairie Waves"

Joyce

The new year is well on its way and we hope that the resolutions that come with the new year are as clear as the first day of the year. But how quick we forget and go back to the old habits.

R. W. Anderson was a business caller on this division this week. G. P. Hodges, division master mechanic, accompanied him over the division. We hope he left an A No. 1 record for us.

Why the smile, L. R. M.? Does it need an answer? Chief Dispatcher L. R. Meuwissen at Mitchell, S. D., is the proud father of a baby doll. We believe her name is Eloise Harriet.

Raymond Buirge, son of Conductor Buirge, made a business trip to Minneapolis this week.

Hazel Hodges, daughter of D. M. M., left this week-end for Minneapolis to renew old acquaintances.

E. F. Palmer, DGGG, was a business caller at Mason City this week.

Ask A. A. Ricks where he got the new chair, he must be expecting company at Murdo this year. Wait until summer, A. A. R., Murdo is no place for callers in the winter.

We understand that G. P. Hodges, DMM, is especially fond of Scotch collies. How about it, G. P. H.?

Conductor Carey of Rapid City is thinking about moving to the magic city of Murdo Mackenzie. Welcome to you. We know that you will like it there after you get acquainted.

Just ask Tom France, slip foreman at Mitchell, how the 2115 is coming. Take it from me they sure do turn out the work at Mitchell on classified repairs. But Tom doesn't like to be kidded about it.

Ed. Kirsch, engineer, of Mitchell, S. D., is also wearing the gladstone smile. No questions need be asked. He is the proud father of a baby girl. And she looks like Ed. Good for her.

Did anyone hear about Ed. Wright, boilermaker foreman at Mitchell, going fishing. We heard he cut a hole in the ice so he could fish. Anything to it, Ed.? "Come Across."

Splinters from the Wooden Shoe

"Red"

Boilermaker Wm. Restow had the misfortune of falling and breaking his arm due to the icy sidewalks.

Our sympathy is extended to General Chairman Bert Smith, formerly an engineer on this division, account of the sudden death of his

wife.

Mrs. W. A. Bender is making an extended visit in the west. Walter seems to have quite a long face.

Blacksmith Foreman Walter Hogan has been laid up with a bad knee. Although a bad case, Walt is on the job every day.

Machinists Jos. Cathersal and Howard Hart are working at Channing due to being laid off at Green Bay Shops.

Engineer Sam Grant is taking up skee-ing. He was making a jump near Reiss' but missed breaking his collar bone.

General Yardmaster A. W. Jones around the lot, keeps Hostler "Pinkie" Gavin pretty busy.

Machinists Tony Schmitz and J. Christiansen have taken over a night job due to reduction in force.

Engineer Jess Hammett returned from the bowlers' tournament at Madison. Some bowler! When are you going to cut the firemen's extra list? Figure up the mileage?

We extend our sympathy to the children and relatives of John W. Kocha, boilermaker helper, whose death resulted from injury caused by a piece of steel cutting through an artery and wind pipe and lodging in his spine.

Engineer Bert Clough returned to the midnight switch engine, having thrown up the way freight job. Bert returned just in time to read a copy of the monthly magazine.

Our regrets are extended to Yardmaster Wm. Tierney on account of the death of his mother. George T. ("Curly") Anderson is on the sick list.

S. M. P., R. W. Anderson, was a visitor on this division February 6.

Brakeman Geo. Delaurelle has returned to work, having been laid up due to injury received while in performance of duty.

Iowa and Minn. Division D. M. W.

I told you in our February issue that we would bring the I. and M. up to first place. No. 40 and No. 43 between Minneapolis and Wells have got electric lights and some more trains will follow.

Chief Carpenter A. A. Kurzejka is the proud father of an eight pound boy, born 6 A. M. February 10. Al says, "We should worry about the income tax."

We also have another proud father on the I. and M., Bill Pless a 6 pound girl born January 28.

Ned Carmen, section foreman, discovered a broken truck side on a car that was set out at Adams on account of hot box, which probably prevented a serious accident.

On Sunday, January 29, Miss Mary Umhoefer, a clerk in the master mechanic's office at Austin, while hunting rabbits near Ramsey with Charles and George Anderson, was accidentally shot in the stomach and after lingering for two days succumbed to her injuries at 6:45 A. M. January 31. Miss Umhoefer leaves a large circle of friends to mourn her loss with the members of her family. Charles Anderson was formerly employed as machinist in Austin Shops and George Anderson is at present employed as machinist apprentice.

Agent M. J. White is spending the winter in Florida.

NOTE—Side table wires must be in at least 30 minutes before train time in order to insure prompt handling. Look out, now, don't get sore. A guilty conscience needs no accuser.

A big Negro and a little Negro sitting on the steps. The little Negro was the big Negro's son, but the big Negro was not the little Negro's father. What relation are they?

Answer will appear in the April issue. All answers must be in by March 10.

"For Sale." Seed potatoes, inquire room 4, Milwaukee Depot, C. R. Parker. \$1.00 a peck. Cash and carry.

Guess I'll quit while I'm all in one piece.

S. M. West—Notes Roy H. Hoffman

Geo. Voss, brakeman, has returned from a few months' stay at Miles City and Butte, Mont., and is now working on the East Way Freight. Mr. Voss reports considerable activity in the re-opening of the large mines near Butte, Mont.

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Dave Smith, coal shoveler at the round house, says John Lange needs a wife. "You tell 'em," Dave says. "He can get one in West Virginia. You tell 'em again."

Tom Bakke and Mr. Fuller, head engine wiper at the Madison round house, have recently been shoveling snow together. Wonder how the work agreed with them?

Fred Fuller of the Madison round house force has been promoted to boilermaker helper apprentice. Glad to hear it, Fred.

W. F. Ingraham, trainmaster on the S. C. & D. Division, accompanied by J. M. Murphy, R.M., passed through Madison recently with their snow plow and flanger equipment, enroute to Egan, S. D. They reported as high as 15 to 20 ft. of snow in the cuts near Colton, S. D., which they hit on their way to Madison. They were very successful in their efforts to clear the line at the earliest possible moment and No. 111 from Sioux Falls to Madison and Bristol arrived at Madison on time.

Madison freight station made a perfect record during the month of January in regard to loss or damage claims. Madison's record for that month shows not a single loss or damage claim. Good work, we say.

John Kaisersatt, engineer on freight No. 275 on the M. & B. Line, recently had an experience that speaks well for the efficiency and foresight of the engineers on the S. M. Mr. Kaisersatt, after blowing off his engine, could not close the blow off cock on engine, on account of a small bolt, or some other object being caught in the blow off cock, and preventing it from being closed. Mr. Kaisersatt was able to secure a globe valve and nipple from a local dealer and after blowing out engine he attached this globe valve and nipple, thereby being able to close the blow off cock. Kaisersatt fired up his engine and continued, completing his trip and saving considerable expense to the Company.

John Lange, while reading last month's magazine, remarked to Robert Heinhold, "Where's the wooden shoe doing this month?" Whereupon his good friend promptly replied, "Better be careful or you will find a patent leather shoe."

H. C. Fuller, boilermaker at the Madison round house, is the proud father of a bouncing eight and one-half pound baby boy. Said baby boy being delivered to the home of Mr. and Mrs. H. C. Fuller during the month of February. Ye scribe would very much enjoy a good White Owl cigar on the happy event.

Born to Mr. and Mrs. Dud Simpson on February 9, a baby boy. Mr. Simpson is cashier at the Madison freight house and we all expect to remind him of the fact that he is now "Papa" for the second time. Say, Dud, here's hoping he doesn't keep you awake nights.

During the season's ice harvest, just completed, over 274 carloads of ice were shipped through Madison by the Madison Ice Company, the ice being secured from Lake Herman, which is located about two miles west of Madison, on our main line. Lake Herman is noted for its clear cold and clean spring water and it was from this lake that the Madison Ice Company harvested all of their ice. Our ice houses on the S. M. and also the ice house at Sioux Falls were filled with ice secured from the Madison Ice Company and we are now assured plenty of good, clear and clean ice for next summer's icing purposes.

Passenger Conductor Eli Winesburg and daughter, Leona returned recently from a trip to the coast, where they visited with their son and brother, Harry, who is now located at Portland, Ore. Mr. Winesburg reports a very pleasant trip.

"Cy" Johnson, of the chief dispatcher's office at Austin is again paying the S. M. West a visit once a week as relief dispatcher at the Madison office. With the increased business on the road, which called for extra freights, our dispatchers at the Madison office certainly have been "hitting the ball". Sure looks favorable for a return to the good old times of "plenty of freight to move."

While returning from a trip over the S. M. East and S. M. West last month it was my good fortune to make the acquaintance of a number of the station agents between Madison and Fairmont, also was glad to meet the day opera-

tor at our Jackson station. I certainly would appreciate it very much if the agents and all other employes of the S. M. West would send any news items they may secure to ye scribe at Madison, S. Dak., care of the roadmaster's office. Believe the section foremen could also help a lot to make the S. M. West notes a good deal more interesting by sending me a few notes each month. "Sure, let's do it."

On February 1, 1922, occurred one of the fiercest blizzards which can be remembered in the history of the state of South Dakota. Beginning at eight o'clock February 1, after a still, warm night, this section of the northwest was suddenly caught in the grip of a storm that continued without a halt until the next morning. The line was practically blockaded and buried under great drifts. Even with all this to contend with the S. M. West had only one train that was stopped for any length of time, this was freight No. 95, which succeeded in digging itself out of the snow and arrived at Madison during the night. There are those who say that the recent blizzard represented as much fury as some of the well-remembered storms of eight or ten years back. Snow plows were sent out immediately after the storm, both east, west and north from Madison; also one snow plow was sent out from Woonsocket and with the help of a number of snow shovelers, section men, and the assistance of the train crews the line was cleared of snow in short time, enabling the passenger trains to continue their runs at the earliest possible moment. At the present writing the S. M. West has recovered from the effects of the storm and trains are running, as usual, "on time". We however have plenty of snow and a few tons for sale to the highest bidder.

C. & M. Division Jottings "Buck"

February 3, while train 263 was passing the way freight, Conductor J. M. Calligan on way freight, discovered bent axle on car passing. Train was stopped and car examined when it was found to be in very poor condition. This prompt attention by Conductor Calligan no

doubt prevented a serious derailment and is deserving of the highest praise.

Another man on the jump is Conductor H. M. Schminz, who discovered broken rail at Caledonia February 7 while passing over the track; another act showing the live wires working on this division, such discoveries show the interest taken and everyone should be on the alert to prevent accidents at all times.

Conductor Kirby on train 136 sent the following delay report, a regular "Finnegan" message:

The wind was high.

The steam was low;

The train was long,

And hard to tow.

Now we are worrying about the income tax, almost wishing we had not earned so much last year.

Didcha see H. C. C. lately? Part of him is a shadow. Stick to it, Hal, everything comes to him who waits, and if it does not develop this time, try again.

Just about the time Ray Fisher got acquainted working as side wire operator and got to know all the ladies, Andy Barber came along and bumped him. Thanks for the good service while you were here. "Shorty", how soon do you think Andy will get gray hair making out that daily wire report?

A bachelors' quartet was formed in Milwaukee, as Brakemen Wolf, Croumer, Vandeloigt and Havlik are here rooming together account no work in Chicago.

F. H. K. is going to try to sell his post of vision at the window this summer, says the scenery is great. All men put in their bids now.

Did you notice the wild Irish vest Brakeman Roesch is wearing?

The park at the depot looks like a battleground. Room 10 often sounds like one, that's the difference.

Hurray for Assistant T. M. Blossingham: needed some soap, everybody broke so J. W. B. came across and bought some and we now can walk home up the main street.

Ben Kroenke is now a temporary fly cop; no more speeding, boys. Ben will sure haul you in to see the judge.

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Say, Louis, what did you do with the calendar? Nothing else that is new except that now that summer and warm weather will be here, get out your furs, girls, and the men had better stock in with smoked glasses as the styles are to be about the same this season.

Iowa Middle and West Divisions

Ruby Eckman

Engineer Frank Cowden and wife left Perry February 9th for Los Angeles and San Francisco where they will spend some time visiting at the home of their daughter. Mr. Cowden who was running a switch engine in Perry yard, has been sick for several months and unable to work.

Miss Katherine Conners, the oldest daughter of Engineer Mike Conners, passed away at the family home the latter part of January following a long illness. Katherine had been in poor health for several years, suffering with heart trouble and for several weeks prior to her death had been confined to her bed. Mike went back to work about the 9th of February.

A number of changes in assignment of passenger engineers was made the second week of February, brought about by Engineer Morgau giving up a run he had between Perry and Savanna to take a run on the west end between Perry and Omaha. John Conway who was displaced on the west end took S. A. Trine's run on the middle and Trine took the run made vacant by Morgau's transfer.

Boilermaker Wm. Sheets of the Perry force was married in Perry February 8th to Cora Smith of Stuart, Iowa. They will make their home in Perry, having gone to housekeeping on Seventh street.

A four year old daughter of Switchman V. W. Patton was a victim of scarlet fever and passed away at the family home in Manilla on December 16th.

George Starliper who has been holding the middle division way freight for a long time as a fireman has given up the run. He was on passenger for a few trips and then took a middle division pool with Engineer Banyard.

Engine Foreman Ralph Fields announced the fact Feb. 8th that he was married last October to Stella Majors of Perry. Ralph or "Gint" as he is known to his fellow workmen, has always been the victim of a lot of practical jokes by his fellow workmen so he decided when he was married that he would not tell about it for a while, just to show them that he and the missus could keep a secret if they wanted to. The congratulations which were late were genuine nevertheless.

C. A. Courtwright, car repairer at Ferguson, had the misfortune to be quite badly injured the latter part of January while doing some work about a car. He went to Chicago Feb. 15th to see the surgeons regarding an operation.

Engineer Grover Patterson has taken a leave of absence and has joined the police force at Perry. The women who have been taking an interest in the city affairs, made a request of the mayor that an ex-service man be appointed to the force so when the first vacancy occurred it was given to Grover. He has had considerable experience in the work, having been a member of the force at Savanna for some time.

J. A. Gill who is braking on the east end way freight cracked a couple of ribs the first week of February and was off duty for about three weeks.

Betty Burdette is the name of a fine baby girl, born to Conductor and Mrs. Fred R. Briggie at their home in Perry Jan. 31st. The little miss is the first grandchild in the home of Passenger Conductor J. F. Briggie.

Conductor E. A. Rumley and Cashier Hugh Jones of Perry accompanied the I. O. O. F. from Cedar Rapids in their special train to Chicago the latter part of January.

Conductor Thos. Birmingham while doing some carpenter work about his home the latter part of January cut his thumb so badly that he was unable to work for several trips.

A fire February 13th practically destroyed the home of Conductor Fred Bolender in Perry.

The B. of R. T. of Perry have been having a number of enjoyable social sessions during the last few weeks. The trainmen meet every other week in the afternoon and on the opposite weeks in the evening. As the hall in which they have

their meetings has a good dance floor, they have been in the habit of calling their business sessions early and after the business is transacted have been having a social session to which their wives and a few guests are invited. They have an orchestra made up of railroad men's children which furnishes the music for a dance and the scheme has been working out well. Many members who have not been attending the business sessions are attending all the meetings and bringing their families to the social sessions which has been the means of creating considerable good fellowship among them.

Joe Kester, the operator at Tama, has been talking about going on a farm in the spring. Some way the news leaked out and for several weeks Joe has been receiving all sorts of literature and advertisements about decoy ducks and clay pigeons. Joe says he might understand the joke if he had talked of a chicken farm but he hopes to be a real honest to goodness farmer.

The agricultural exhibit cars which were at Perry on Jan. 24th and 25th were visited by a large number of farmers and townspeople. The cars are equipped with some wonderful exhibits this year and those who visited the cars were impressed with the possibilities in the lands along the Milwaukee lines in the northwest.

Francis, the little daughter of Engineer Frank Stapleton, has been confined to her bed for several weeks on account of sickness. The child has been ill with brain fever.

On January 19th Engineer D. L. Young and Mrs. Alice Armour of Perry were united in marriage in Omaha. They are making their home in Perry.

Engineer Ray Burns and J. A. Shearer who have been promoted for a long time had a chance to make their first trips as engineers the latter part of January during a rush of business.

Brakeman Jesse Townley and Miss Lota Tipton were married in Perry the latter part of January. After a wedding trip to Cheyenne, Wyoming, they went to housekeeping in Perry. Mrs. Townley was the guest of honor at several post nuptial showers after her return home. At one gathering of the neighbors, contrary to the usual custom, the groom was presented with a gift. Jesse's present happened to be an aluminum dish pan with instructions as to how and when to use it.

News From the Car Accountant's Office "Maggie"

We were sorry to lose two of our clerks from the Miscellaneous Bureau. Margaret Pagels and Loretta Maloney were transferred to the Railway Exchange.

Ask the office boy to see his valentine?

We see Bernice Kookken in the Foreign Bureau is displaying a new diamond. Congratulations.

On Feb. 2nd the girls of the Typing Bureau had a dinner and theater party. From all reports they had a very enjoyable evening. On Valentine day the same crowd had a luncheon spread. How come?

Glad to see Elsie Schroeder back with us again.

Has anybody seen our skater from the Local Bureau on the Terminal Pond? Look for new skates.

The young ladies who are giving a concert on Feb. 15th will please announce the next one publicly so we may enjoy it.

Sorry to hear that Jake Lewin is in the hospital. Best wishes for a speedy recovery.

We have been informed that Florence Thompson will not be able to be with us for a while on account of illness. Hope it won't be long.

J. Nolan, once in the class of those with an average of 165, is still going down and is now resting easy with an average of 145. Alibi-sore thumb.

Doc Meier still continues to collect the big buck with his timely game of 199. Also winning the pot game from H. Kester after striking out.

Car Accountant Team No. 2 is finally safe from dropping any further. In the cellar position at last. Get busy, boys, and come out of it.

Team No. 1 hold high three game average of 913 and high single game of 901.

"Shop Accountant Bits"

"I'm."

Well, Charlie, we're all glad to see you back again.

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The single men will have to do a little better if they don't want to be beaten in bowling.

Some class to you, Katherine. Those chocolates were good.

A few of the office certainly do enjoy that game of fan tan during the dinner hour.

That sure is some ring you have Wynand.

"Yours truly" did enjoy roller skating, but that's all over now.

Aren't you afraid, Margie, that people will think you got your black eye from different sources than basket ball?

Just imagine getting sunburned in January. Geo. Badger's fate. Wish we had some of that sun up here.

Now that we all have sent for our auto license some of us find out we haven't got the price for gas. Kinde.

Wynand De Sote and Wesley Schlei prefer the Marigold Gardens to any other skating place. Oh, girls! You chase me.

Twin City Terminal Division
Molly "O"

Miss Elizabeth O'Brien of telephone department spent week-end with relatives at Mason City, Ia.

Alma and Jean should be more careful about mixing dates. Recently when the thermometer hovered around 20 below, each of them decided it was her day to work, and result we had two operators on duty at 6 A. M.

A "Get-together" meeting was called by District Engineer A. Daniels for carpenters and assistant engineers on the 10th instant in order to go over the work program for the coming season. Messrs. Yappan, Bainbridge and La Fountain from Chicago, attended.

Al. Kurzejka was a little late at the meeting but this was overlooked when he passed a box of cigars in honor of the baby boy who arrived that morning. John Ostrum, who is acting as pacemaker, still has a safe lead.

Clarence Prescott recently received his year's salary of \$10.00 as councilman of Edina township and immediately spent \$1.00 for refilling. And still folks say there is no money in politics.

Edgar H. Smith, who has been in the employ of the Milwaukee for over 57 years, recently celebrated his golden wedding. His associates remembered the occasion by presenting him and Mrs. Smith with fifteen new five-dollar gold pieces and some beautiful flowers.

No, all that weeping and wailing down in the train shed this morning was not some happy family being torn asunder. It was just Ruff (Miss Wright's pet airedale) protesting against being sent away to the country.

Rail Rumbblings from St. Paul.
"Allen"

All right. "Mollie O," I'll try.

"Where twenty-four million pass", is the announcement on a big signboard alongside one of the big industries in the Midway district which is on our tracks at St. Paul. These statistics were compiled by actual count of the traffic passing on University Avenue during a certain period.

This bit of information goes a long ways, we believe, to show the importance of the C. M. & St. P. "layout" in the Midway district.

J. R. G., "Thanks." We trust that we know all about it now

James J. Hickey spent the week-end at his home in Minneapolis.

We could not help but take notice of the originality of the news items as shown from the Wisconsin Valley Division last month. The A. B. C. idea was a catchy one.

H. K. V. wants to know how many planets in the solar system.

Our answer is "Yes."

Gus Ross is cutting up right along lately all due to the new tally system and a big scissors.

A. P. and R. E. M., attention ... — ... (Meaning wireless call, "S. O. S.", the distress signal.)

Charles Roberts of the round house, figures, better late than never; for he just wished us a happy New Year. How come, Charles, What does this all mean?

John Swanson, also of the round house, has solved the mighty problem to make money go

a long ways. He sent some over to the Old Country the other day.

Henry Rechter has been a frequent visitor to Farmington lately. What next?

Birdie will soon be a great musician judging from the number of musical lessons she indulges in each evening. She already can play the mouth organ with her eyes closed and feet crossed.

The right spirit is right here in our freight office. We contributed to a small collection to purchase a few more fancy touches for our office, thus living up to our slogan, "To make the office a better place to work in."

Casey Sullivan forfeited a whole days pay to attend the K. C. Carnival. Oh My! Oh My! The women will soon rule the world.

News Items from the Northern Division

Hazel E. Whitty

Can you imagine Conductor Castle with a smile?

The Northern Division news will be rather dull this month. No one has eloped, married, divorced, left town, gone crazy, had a fire, sold a farm, been arrested, bought a home, committed murder, fallen from an aeroplane or seen any of the trainmen doing anything that they shouldn't be doing the past month.

Invitations will soon be out for a benefit to be given at Hartford for E. J. O'Neil, 1st trick operator, to reimburse him for the large telegram he sent to Clerk Schantz at Washington, D. C., Armistice Day. Clerk Schantz will furnish the Armory Hall free gratis.

Fred Castle would like to write a movie play on "The Mystery of the Missing Fish."

Paul Parent has been fishing lately but no catch other than a bad cold.

Paul Schilling, when coming into dinner one day, found a broken rail and hurrying back, was able to make repairs so that by flagging passenger train 46 he most likely prevented a serious accident as we all know the speed that there is to 46.

A few more nick-names: Lightning Dan, Hard Luck, Rough-house Bill, Featherneck, Golden Calif, Bald-Headed Kid, Handsome Jack, Comb Her Hair, Oklahoma Bill, Fuzzy, Tillie, Speck, Dopey, Hook, Lefty, Slam Slack, Speedy, Sailor, Jumping Cats, Kise, Skinny, Red, Black Hand, Labbie, Bump, Pipe, Smoky, Uncle Dick, Dutch, Pinkie, Liver Foot, The Parrot, Sandy, Doc, Pink Whiskers, Chas. Worthless, Fill Up, Lardie. Don't forget, boys, the contest is still on.

The employees of the Division extend their sympathy to Section Foreman Greinke, of Woodland, in the loss of his wife, who passed away the forepart of February after a brief illness. Also to Section Foreman Chas. Gumm, in the loss of his 16 year old daughter, who passed away February 9 of tuberculosis. Also to Foreman G. M. Wruck at Granville, in the loss of his son who passed away January 24 of dyptheria.

Thomas Hughes, the well-known crossing guardian of the Milwaukee Road, passed away at Beaver Dam February 1, 1922. Mr. Hughes was engaged with the Road for 40 years, for some time being employed as fireman, but with declining years, was given the position which he held up to the time of his death, that of crossing flagman on South Center Street. "Tommy Hughes" had worked as flagman here for over 15 years, and made many friends, both for himself and for the Road for which he worked. His performance was faithful and his work was highly praised at different times for so carefully conducting the traffic over one of the busiest crossings in the city. The funeral services were conducted by the Masonic Lodge of Beaver Dam and the remains laid to rest there.

Employees of the division were greatly shocked and pained to learn of the sudden death of Mrs. Armstrong, wife of W. H. Armstrong, roadmaster, who passed away at Milwaukee very suddenly of heart trouble. Mrs. Armstrong had gone to the city to visit with some friends and had intended to remain over night. While in there she was stricken and before husband or family could be summoned to her side, passed out of this life forever. Her sudden demise came as a great shock to us all. The sympathy of all is extended to the sorrowing husband and sons, one of whom, Earl, is an employe of the Road, being freight house foreman at Horicon, Wis. Mrs. Armstrong

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was of such pleasing personality and a woman of such energies that her loss is felt by all with whom she came in contact. Her absence will indeed be felt by many.

I wonder what the LaCrosse Division would do if they didn't have the old Line to fall back upon in case of emergencies. We coaled and watered nine of their trains in one day and could have handled as many more. When it comes to the test, the old Line stands supreme, paramount over the rest. She never fails—she is never in the limelight, just stands on her feet, doing big things in her own little way.

River Division J. M. M.

Who says the chevalier is dead? Chief Dispatcher Skewes has revived him if he was. An elderly lady was hastening to the depot with a grip heavier than her rated tonnage and appeared to be having a pretty hard time of it. Mr. Skewes politely gave her a lift for which the lady plainly looked relieved, thereby adding a friend to the Milwaukee traveling public.

Jerry Walsh is back on the job again. Jerry says law practice is all right in its way but it doesn't "way" much at this time. Well, Jerry, better luck next time and remember what Grant said.

Archie Brown, operator at Wiona for nineteen years passed away at his home January 18. His health had been failing for several years. His many friends of the C. M. & St. P. extend their sympathy to the bereaved family.

Ye scribe is back in the trainmaster's office again, being bumped out of superintendent's office by Jerry, but one good turn deserves another, so I bumped Chas. Quinn who held the belt for several months. Charley is taking Chas. Jay's job while Jay is visiting in California with his wife. Jay is on a sixty day leave.

If somebody wants to get hurt or desires to depart to regions from whose bourne no traveler returns just ask the boss, Trainmaster Hills, how he likes a dentist. Between the dentist and riding the pioneer both ways for ten days keeps him jumping.

Timekeeper Wheeler's wife was operated on for appendicitis. We are glad to hear she is coming along nicely.

Operator Jim Moudry in room 4 has something that tickles him on his lip, though he is rather disappointed at the color, it being the hue of the Arabian sunset instead of the color of his hair.

Our old friend Gertrude Forrester has left us, there is some speculation going around as to the exact reason, the safe bet is she left to get married. Upon her leaving she was presented with a handsome pair of kid gloves.

Twin City Transfer E. Nelson

Mr. Brewster, Agent, is on the verge of opening a Montgomery Ward retail store in the cooper shop, we wish him great success.

Ludi is considering a requisition for windows on account of the rumpus caused, when our girl friend, employed in the chief carpenter's office passes by.

Our rate clerk, Mr. Johnson, recently witnessed the capture of a bandit. He is still with us.

A peculiar odor around similar to a tannery, since Hogenson and Lundgren began to wear leather vests.

Officer Doherty on his daily trip around the yard lately found one slightly worn lady's headed pump, which he prizes highly. He is waiting to hear from the unfortunate Cinderella.

Not violating prohibition laws:—

Our milkrunner Officer Haynes is meeting with great success.

Carroll is looking fine. He has not met with any revolving doors lately.

Carp caviar went up two points. Haugen and Rex still hanging on.

Nordinson's teeth show up fine since he purchased a new razor.

No wonder Carr is anxious to work Wednesday's. This is wife's wash day.

Things that never happen:—

Carroll trying to reach set 1 in the filing cabinet.

Carey not poking the stove.

Prairie Du Chien Division Notes
Jack

The following employes were elected to serve as members of the Safety First Committee for Prairie du Chien and Mineral Point Divisions for the year 1922: Frank Lyne, Engineer; Wm. Sornow, Firemen; N. Dunwiddie, Conductor; Robt. Homewood, Brakeman; J. Lawless, Agent; I. W. Schultz—B, and B. Foreman; J. R. Moquin, Shopman; H. Carroll, Section Foreman; Aug. Bergman, Carman.

Reports reach us from Calamine that F. L. Murray, agent at that point, is making a general clean-up at his station under the impression that it is spring time.

E. W. Crowley, chief electrician, was a visitor at Richland Center recently at the inauguration of electric lights on trains between that point and Lone Rock. Coaches are lighted from the headlight generator on the engine and all reports indicate that they are working satisfactorily.

The evening runs between Madison and Portage are also lighted in the same way, as well as all trains between Chicago and Madison.

Miss Angeline Tullis, comptometer operator in the superintendent's office, Madison, has announced her retirement from the business world effective March 1st. It is understood that she intends to accept the position as general manager for a young man residing at Brooklyn. Best wishes, Miss Tullis.

Charles E. Newman, agent at Middletown, Wis., underwent a successful operation for appendicitis. Operator J. E. Stocks relieving him. We are glad to see Mr. Newman back on the job again.

Miss Delma Corcoran, statement clerk in the superintendent's office, paid a visit to her sister in Beloit recently. It is understood that she went there to take care of her sister's four children during her sister's absence. Rumors have reached us of a young man in the northern part of the state who is seriously interested in the statement clerk, but we have not been able to definitely ascertain whether or not she is contemplating matrimony. Delma, why not tell us?

Pile Driver Foreman Witz and his crew are hard at work on the pontoon bridges at Prairie du Chien driving piles to the best of their ability with a steam hammer. They have in the neighborhood of 500 piles to drive in making repairs to the two bridges at that point.

Frank Tarpley, assistant timekeeper in superintendent's office, is happy over the prospect of electric lighted trains, No. 33 and No. 13, between Janesville and Madison. He is contemplating the use of a folding table on the train to enable him to turn out a little more work. Evidently the day is not long enough for him.

John Clark, "Potsy" for short, is taking a correspondence course in foreign language. You tell 'Em.

Cheer up, Cap, your wife will soon return. Sheldon E. Meyer, formerly cashier's clerk, Madison freight office, has resigned to resume his studies at the University of Wisconsin. His position was filled by Charles Higgins.

Speaking of covers for the magazine. We have some very fine scenery around our Capitol City that might be pleasing to our readers.

The C. M. & St. P. Bowling League starts the fourth quarter Feb. 15th, with the Superheaters in the lead, closely followed by the Wreckers and Mallets. It is a close race and the team that wins the pennant must bowl consistently. We presume we will now see some real bowling again as the last few nights were spent offering alibis for the poor showing made by some of our bowlers. We understand that J. A. MacDonald, division superintendent, will be in good shape for the City Tournament. Of course, you all know Nobby Lyne dropped a bowling ball on his foot. Not such a bad alibi, but no one seemed to notice the catastrophe. Mike O'Neil and Jack Conlin apparently had a case of "the buck", at least the score sheets would indicate it. The team representing the dispatchers had several alibis, some of which appear in the next issue. Bill Fagg, of freight house fame, with 274 in his second game was high man, closely followed by J. A. MacDonald, superintendent, with a score of 266. None of the other bowlers were in it with these two, although Tim Crimmins on the First Team did some good rolling.



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We would also like to state that Team No. 2 rolled a higher score than Team No. 1.

We are in receipt of a letter from Chicago stating that there will be a C. M. & St. P. Employees' Tournament at Chicago April 17 to 23rd. This is what the boys on P. D. C. division have been waiting for and from present indications will be well represented.

Idaho Division R. O. P.

News is a little scarce this month. If it were not for the "old boy" at Rathdrum and "Tiny & Muggins" at the freight office coming across we could hardly go to press. My assistant at Othello has forgotten my address. I asked Freddie at Malden to tell me of the happenings there, but he stated there was nothing doing. Guess he is afraid he might get his foot into it like the time when he was a little boy at school his teacher asked him if he could tell the class the name of the worlds greatest inventor and he answered Pat, Pending.

Joe Lawrence's little boy asked his mother the other day if it were true that a person is no older than he feels. Upon being told that it was, he said he guessed he wouldn't go to school that day cause he felt like he wasn't more'n five years old.

Billy Gerlings and Division Accountant Clark, pulled off another dancing party January 18th. I would like to see them get busy a little oftener, that's all. They sure know how.

Pat Murnane at Bleslide doesn't look as much like Everett True as he did. He has trained down to a nice shape. His disposition, however, is the same.

Ben Casey made his first trip as a conductor a few days ago. He took a special passenger train from St. Maries to Spokane and return. Ben carried on like he had run a passenger train all his life.

Charles Coburn at Othello has lost his stove poker and accuses Evans or Morrow, I don't know which, of selling it or something. Charles says he needs it to poke air holes. Come on you fellows and give it to him. I hate to think of his gasping for air thataway.

Jack Downey is conductor on the mixed run on the Warden branch. This is the real banana belt. Jack can't seem to get used to the conditions there. He lifts his feet when he walks, just like a rooster. A citizens asked the brakeman what was wrong with him. The brakeman explained that Mr. Downey had aquired that walk wading in snow up to his neck on the St. Maries branch the past few years.

Conductor Ray Falck has returned from a tour of inspection of the new Terre Haute line. Ray liked the line fine but got homesick and just had to come back.

More Ponderings from the Pend O Reille

It was not your Scribes intention last month when he sent in his note for this part of the Idaho Division to overlook any offices when I jumped from the P. O. R. to the Main Line, but after sending in the Notes I see I unintentionally overlooked Manito, Worley and Othello and if the Mayor at Manito, Bro. Stevens at Worley, and Morrow and his fishermen at Othello will forgive me I will try and not let it happen again.

Not very much news on the P. O. R. this month except that we are keeping up our reputation as a feeder for the Main Line and we verily believe if all the Idaho Division did as good to dig up business as this part of the Idaho there would not be so many idle trainmen in the terminals.

Several of the agents on this line off the past 30 days, Hart at Rathdrum and Slevers at Usk were laid up the better part of a week and were relieved by the old War Horse "Mann" of international renown. Bro. Stephens of Lost Creek was off for about 10 days while he hunted coyotes down in the sand and sage-brush. Bro. Viets is at present off account sickness, being relieved by Mann who returned from a flying trip to the Coast a few days ago.

Some of our agents have gone into the fancy chicken business, so we hear.

The section men up this way claim that they have never seen so much snow that stayed on so long and never a chinook to help them out on crossings and frogs.

Bro. Kelly Hudson is having trouble with his eyes, he says he got poisoned but everybody don't believe that tho.

The Night Local on the Spokane to Spirit Lake turn around is again manned by a P. O. R. Crew for 90 days,—this new arrangement having been put in effect 90 days ago at which time the Main Line crew held it for 90 days, turn and turn about with P. O. R. Crew.

Daily Happenings at the Spokane Freight Office
They talk about an old lady's superstition, but this beats that there was a new moon the 27th of January, and Harry Miller and R. McIlmoyle had a hair cut for that reason.

Ask Joe James our switch foreman if he has fask teeth and watch his wonderful smile.

Gene Hempfiling and Gladys Morgan are drinking 2 quarts of milk a day so they will get fat and the wrinkles will disappear.

Will someone tell Zelda Case how you turn a freight car.

Iver Bervin still has some of his baby tricks left of tipping the bottle over, but this time it's ink not milk.

We will have to throw up our hands to Ed. Vesey, because he went us one better on Hooverzing, he has found a way to preserve his shirt. If you want to know how you will have to ask Ed. for he must have a patent on it.

John Pat Griffin was seen at the Pantages with his girl the other night but Pat never saw any one but the girl.

Ask George Gaub and Bill Snurre if they know how to COO like a dove.

Your Fellow Slaves,
TINY AND MUGGINS.

Milwaukee Terminals *Rency*

No. we didn't really and truly forget notes for the magazine last month but it was a fass up—notes of income tax and of course, I knew everybody was just dying to get their income tax returns. Yes?

An unanimous note was received by the correspondent suggesting that if she couldn't make a better showing for the magazine that she give the job to a live wire down at Muskego Yards. It seems strange to receive a note such as this, in view of the fact that yardmen, clerks, in fact anyone connected with the Milwaukee Terminals have been approached and even "hounded" for notes with no avail. It might be suggested to those who have the welfare of the magazine at heart to get busy and send in any little thing they may be able to get to the correspondent and in that way make the Milwaukee Terminal column 100%.

Frank Stubbe and our telephone operator at Muskego Yard are looking for special prices on ouija boards. It would seem they were trying to get a little inside information.

Not even Solomon in all his glory could eclipse Peanuts in his new "Periwinkle Blue" sweater. Still, we do miss that gray shadow.

The car record office was flooded with valentines by the many admirers of Alice Graeber. A certain dark haired party from Bay View is at present leading the field. Careful, Alice.

Armella: What did the little boy say?
We regret to learn that Daddy Strong has been ill for some time past. We trust by the time this issue is out he will be around again.

Chief Caller Dallman at Muskego Yard is conducting classes each Sunday morning, pointing out the many benefits derived from using profane language. To date he had made only one convert—namely, F. C. Stubbe.

Minnie is all smiles these days since she received such a beautiful ring from Herbie. How soon, Minnie?

Ritberger's daily song: "Irish, I'll have to sponge another cigarette this noon."

With apologies to the Riv. Division:
Son: "Father, what is a goof?"

Father: "A goof, my son, is a guy that'll holler about the news in the magazine and won't give you any items."

Cupld surely works fast at Muskego Yard. Latest report is we are about to lose Betty. How do they do it? Betty, Marie would like to take a chance at the job. Will you please consider her?

What's all this we hear about Emily always being cold? Em, we didn't think that at all possible.

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We are hearing weird things about Frank Quick at North Milwaukee. Careful, Frank, careful.

Marie Hogan of the car record office was the principal speaker at an alumni meeting which took place at the Hotel Pfister. Miss Hogan's speech was received with great applause and since then her presence is in great demand for similar occasions.

We want to extend our heartiest congratulations and best wishes to Miss Wolcott and her man, who were married on Feb. 16.

Pebbles From the Musselshell

4-11-44

Warmest today 3° below. Very nearly all of the ice for use next summer has been received from Ortonville and stored.

Jas. Griffith of Tacoma is relieving H. E. Riccus during his illness.

This division has had two cases of trespassers being suffocated in ice boxes of heated refrigerator cars. Agent at Roundup was called down to attend to heater in car and found a man by the name of Drake from Westmore who had been suffocated. A more recent case was at Miles City where a party by the name of George Davis of St. Paul was found by employes very nearly overcome by fumes. Upon being rushed to the hospital and given first aid he recovered so as to be released a day or two later.

W. H. Onesarge, general foreman has been transferred to Austin, Minn. Prior to Mr. Onesarge's departure he was presented with a valuable gold watch and chain by the employes as a token of their esteem.

We notice according to the T-M correspondent that M. E. Randall tried to flag down the Cannonball after their departure, his alarm clock must have run down, or his voice was out of order.

W. F. Chappell and Thos. Chappell were recent Butte and Helena visitors; they state that while they were in Butte the mercury went to 29 below and with two feet of snow together with a good breeze it wasn't quite like May or June.

Baggage man "Fritz" Robinson found a small feline hobo on No. 16 one cold night recently riding the truck under the head coach, the cat was covered with ice and snow but after being washed up was found to be of the Maltese color, whether the cat concluded to do a little tramping on its own hook or had been placed on the truck by someone is unknown, but as No. 16 makes no stops this side of Forsyth it is evident that it had some experience, the cat has made friends with everyone around the station but it is noticed that whenever No. 16 comes in it hides in the darkest corner evidently does not care to repeat the performance.

Everyone is looking forward to spring as the indications are that this will be a good year, quite a number of inquiries being made among the real estate dealers and others regarding farms, also quite a large number of people are coming in looking for land.

Get for home, Bruno.

R. & S. W. Division

M. J. Cavey

Timekeeper H. P. Funk and Ticket Agent A. B. Batty made a trip to Rockford to witness a performance of Ben Hur. (?)

Skullie Einerson, engineer of the R. & S. W. Division, has been appointed traveling engineer on the C. M. & G.

Division Accountant F. T. Black is busy these days up and down the line on joint facilities. James Sweeney, agent at Freeport, called on friends at Beloit latter part of January.

Silk hosiery is sure an essential part of a woman's wearing apparel, so says our fair Lillian, who received 12 pair for Christmas.

Love reigned supreme with the superintendent's office girls a short time ago. A party was made up to attend the movies to see Wallace Reid in the "Love Special" a banquet was served at the Oriental Cafe after the performance. Wally seems to be the favorite.

The stork arrived at the home of Janitor Sidney Brown and left a 12-pound pickaninny.

Clara Furman of the accounting department, Beryl Rossman of the roadmaster's office and our only Jane McBride of the freight office spent the

week end on the "Rialto" in Chicago seeing David Warfield.

In the last issue of the magazine Dame Rumor said there must be something in these trips to Oshkosh for Gracie evidently knew whereof she spoke, as Gracie returned last week with a "Solitaire" in the proper place.

Roscoe Askey of Freeport visited friends at Chicago February 3, reported a grand, glorious time and wishes to go again very soon.

R. & S. Line S. R. Collier

Conductor W. A. Morgan spent a few days at home last week; and George Lunn returned to Joliet with him.

Jos. Schatz, former brakeman here, is now working on the C. M. & G.

Look out for the "high-balls and wash-outs" now; "Oakey" is holding a regular car on the C. M. & G.

J. B. Hill spent a few days with home folks last week; but is back on the job at Joliet now.

Oswald Brown was visiting the boys back home a few days ago. "How do you like (soda pop), Oswald?"

Some one please ask J. L. who is going to succeed "Caruso" as to the world's greatest singer; they might also ask him how he likes the 1171; but don't ask the last question over the 'phone.

We are all anxiously waiting for Operator E. J. Morton at Seatonville to secure that famous orchestra for a return date at Seatonville. We all enjoyed that concert more so, because our own Brakeman Ray Pryor, was one of the players.

We heard Operator L. J. Dion at Granville enjoyed the slide-trombone solo very much.

Section Foreman Rudolph Reppin was at Scarborough one day last week, when No. 492 Conductor Kuhl, was pulling by, Mr. Reppin discovered an iron-brake beam had dropped down and the shoe was partly under the wheel; he jumped on the caboose and notified the conductor, who stopped the train and with the assistance of his brakemen and Mr. Reppin removed the beam. This probably averted what might have been a serious derailment. Mr. Reppin's watchfulness has been reported to the proper officials.

While doing some switching at Davis Junction Conductor A. Hill braking for Conductor Nolting was knocked down in some manner, and received injuries sufficient to keep him in doors for a week or so.

Crossing Flagman John Tingle has been under the weather for some time past; but is able to be up and around again.

Boys, look out for "Scub"; he has a new line of watch fobs, mirrors, and paper weights and if these warm days keep up will have the Panama hats back again.

Conductor Thos. E. Wheatly, chief cook and bottle washer on caboose 01323, and his assistant engineer, John Hughes, make sure they get home on Saturday night so as to enjoy a real home-cooked meal once a week anyway.

Tom says, "The meals in hotel 1323 are not so bad, but it's the doing the dishes afterwards that he's crazy about."

This is my first attempt at this kind of work so it's up to you other agents and operators along the line to let us all in on anything that happens at your station.

If you have any news just drop me a line, so can line it all up together and in this way we can let the boys that are away on the other divisions working know what is going on along the coal road. Let's boost for a big write-up in the next issue.

Des Moines Division Items

Frenchy

L. L. McGovern, chief clerk, and Miss Thelma German, timekeeper, attended the meeting of chief clerks and timekeepers which was held at Marion on January 25, 26 and 27, to discuss the new forms of payrolls and time sheets.

From rumors that have been going around, we are of the opinion that the time was not all taken up with payroll work, and we heard that there were some interesting shows in Cedar Rapids at that time.

Miss Florence Fosdick, who has been confined to the hospital for some time, is now con-

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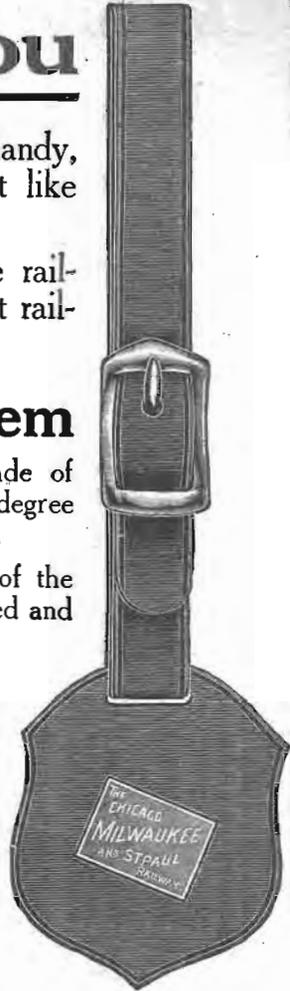
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valescing at the home of her sister, Mrs. R. P. Edson. Her many friends on the division are glad to hear of her improved condition.

Conductor Chas. Meyers, who has been on the sick list for some time, is again able to be on duty.

Section Foreman A. D. Kemp, who has been off duty for some time account of a broken finger, is again at work.

Geo. Andrews, janitor at the Union Station, was very seriously injured February 14 when run over by an automobile at the corner of 5th and Curt Avenue while on his way home from work.

His many friends in the building are hoping that the injury may not prove to be as serious as at first thought.

Brakeman Joe Costello, who was operated on for appendicitis some time ago, has recovered and is again on his old job.

James O'Brien, division accountant, spent the week-end of January 29 visiting his people at Dubuque.

Miss Maude French entertained the girls of the superintendent's office at a valentine party on February 14 in honor of Mrs. C. E. Kinney who leaves soon to make her home in Savanna, Ill.

Music, dancing and valentine games furnished the evening's amusement. Those present were the Misses Bernice Russell, Thelma German, Jean Dallas, Florence Nelson and the guest of honor.

We hear that Train Baggageman Ferguson is an expert egg case maker and is thinking of getting a patent on one which he recently designed for his own use.

We learn that "Lizzy" sent out a lot of comic valentines this year. (Had his picture taken about a month ago. We think it was taken on a cold January day when he was standing on the south side of the Rockwell City depot waiting for the young lady from Nemaha.)

We are glad to state that V. C. McGee, clerk at Adel, who was operated on at Rochester some time ago, is out of the hospital and recovering nicely.

Engineer Geo. Finnicum and family and Engineer Otto Strand and family left February 15 for California. Mr. Finnicum expects to return in about two weeks but Mrs. Finnicum will remain for several months. Otto Strand is recuperating after an operation performed by the Mayo Brothers at Rochester.

Miss Florence Nelson has been trying to usurp Conductor Meyers' title of "Smoke". The furnace pipe in the house where she rooms burst lately throwing soot all over her belongings so that everywhere she goes there emanates from her clothing a smoky odor which suggests a fire. She has been alarmed lest the fire company arrive some day and give her a watery bath ever they discover their mistake.

Milwaukee Terminals

Miss Emma Steiner, Chestnut St. Bill Clerk, is back on the job again. We are glad to see her around again.

Chestnut St. is running neck and neck with the Terminals. Better let the girls try it.

Geo. Ustruck says they are biting fine these days and hopes the ice will last all summer.

Max went to Cedarburg or rather started in a Maxwell Car, but it balked and our dear boy had to walk home. Try a Ford the next time, Max.

Sioux City and Dakota Division.

H. B. Olsen

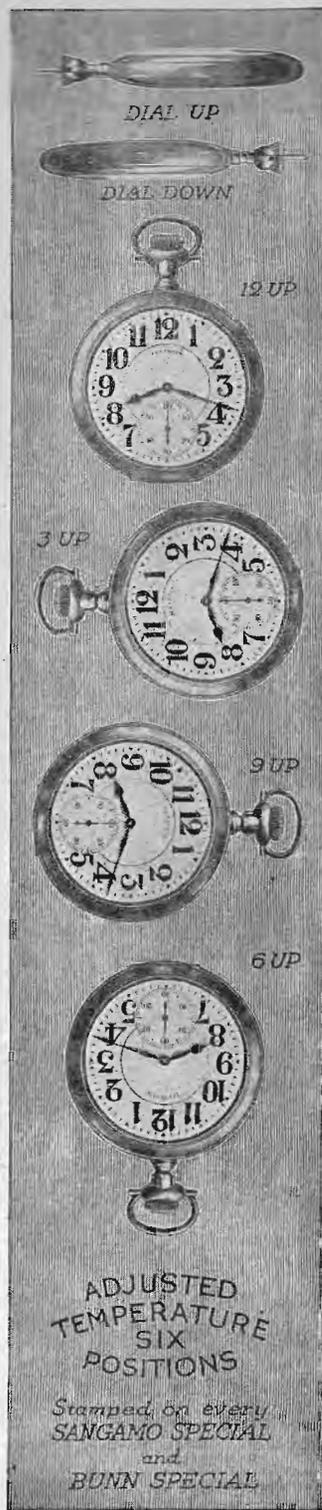
Prosperity is up to us, let's keep the wheels turning.

Engineer Glen Payne, wife and son Bobbie have departed for California where they will remain for three or four months.

Agent J. P. Malloy, at Utica, has been on the sick list and off duty, relieved by Agent G. H. Nance.

A sleighing party composed of Miss Ethel Jacobs, Marie Hanson, Hildred Kenna of our freight office force, Sioux Falls, with members of the G. N., Illinois Central and "Omaha" Railway office enjoyed a couple hours gliding over the drifted snows last week.

Henry Nichols, R. H. foreman at Platte, is recovering from a case of the small pox.



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