

# THE MILWAUKEE EMPLOYEES MAGAZINE



*May 1922.*

Loading Bedford, Ind Limestone at the Quarry.  
C. M. & St. P. R. Y.

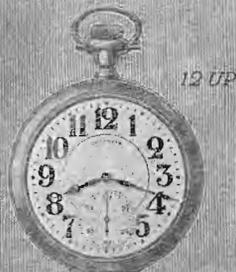
# Keep these six position adjustments in mind when buying your watch



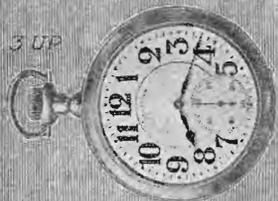
DIAL UP



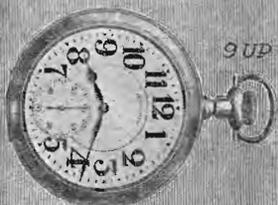
DIAL DOWN



12 UP



3 UP



9 UP



6 UP

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TEMPERATURE  
SIX  
POSITIONS

Stamped on every  
SANGAMO SPECIAL  
and  
BUNN SPECIAL

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

It may be required LATER.

Originally, railroad watches were not adjusted to positions.

Later, three position adjustments were required.

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

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

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

## Sangamo Special and Bunn Special

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

*Ask your jeweler for these watches*

**ILLINOIS WATCH COMPANY**  
Springfield, Illinois

# A Fob for You

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

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

## **The Milwaukee System**

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

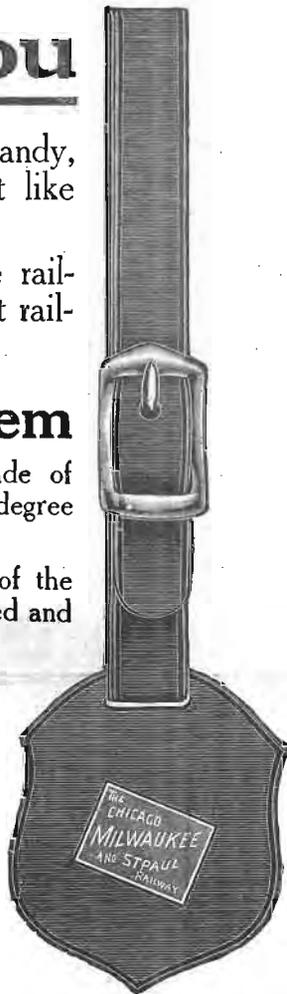
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

## **Wear a Milwaukee Emblem**

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



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

GENTLEMEN: Please find enclosed \_\_\_\_\_ in payment of the articles I have marked below.

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 Town \_\_\_\_\_  
 State \_\_\_\_\_  
 R. R. Dept. \_\_\_\_\_

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Leather Fob with Emblem . . . 75c  
 Plated Button, Screw Back . . . 50c  
 Rolled Gold Button, Screw Back 1.00  
 Solid Gold Button, Screw Back 1.50

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## YOUR CARD

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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



Entertain Your Friends With Radio

**FREE** The Air is Full of Music, News and Entertainment. It's all Free. All you need is a Receiving Set to hear it. We are going to give a number of sets Free. Apply for one today. Quick!

Never since the world began has science produced anything to equal RADIO wireless communication. It is just in its infancy. What the future holds in store for us no one dares to venture a prediction. Our former methods of communication, the telephone, telegraph, etc., pale into mere insignificance. The development recently has been nothing short of the miraculous. Get in now. Learn all you can about RADIO. Keep pace with its development. Now is the time!

Our plan will give you all the latest and best information and advice. It will be a schooling in RADIO for you. The whole science of RADIO will be explained. No money required, just your name and address. It's all free—working sets and all. The very latest and best equipment will be given. Nothing cheap or trashy. Simple to operate, clear and distinct like a phonograph. The wonder of the age.

## 10 RADIO SETS FREE

We are going to give away, on our new and easy plan, a number of complete sets all ready to hook up and operate. They will be the latest and best equipment. Any person can secure one of these modern sets free with only

a little effort during spare time. It's worth it a thousand times. Dealers can't fill their orders. Everybody wants a Radio set. These 10 sets free. Send us your name and address today for full information and our easy plan for all. Nothing like this ever offered before.

### 600,000 SETS NOW IN OPERATION

It is estimated that there are more than 600,000 receiving sets in operation throughout the country. That means that more than a half million homes are daily enjoying the latest news and concerts, free of charge. Think what this means to your home and family.

There are more than 75 broadcasting stations in various parts of the U. S., with regular daily programs. Any home anywhere today is within reach of all of this. All you need is a set to "listen in". Here's the opportunity. Write at once.

**RADIO COOK, Mgr.**  
141 W. Ohio St., Dept. 3380, Chicago, Ill.

CLIP AND MAIL TODAY

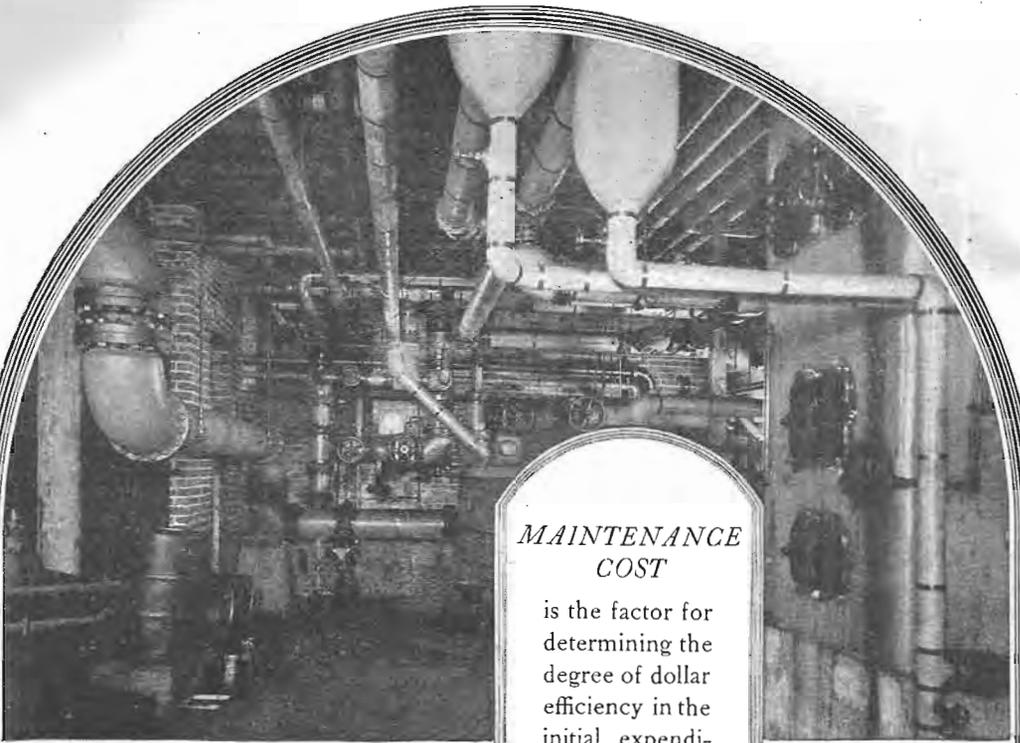
Radio Cook, Mgr., Dept. 3380,  
141 W. Ohio St., Chicago, Ill.

Please send me full particulars about the free Radio Sets you are giving away.

Name \_\_\_\_\_

Post Office \_\_\_\_\_ State \_\_\_\_\_

R. F. D. No. \_\_\_\_\_  
Street No. \_\_\_\_\_



*MAINTENANCE  
COST*

is the factor for determining the degree of dollar efficiency in the initial expenditure.

# CRANE Power Plant Equipment

is constructed of material that is reliable because of its strength and correct design; and when properly installed makes a system having long life and low maintenance cost.

We are manufacturers of about 20,000 articles, including valves, pipe fittings and steam specialties, made of brass, iron, ferrosteel, cast steel and forged steel, in all sizes, for all pressures and all purposes, and are distributed through the trade, of pipe, heating and plumbing materials.

1855

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1922

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Branches in 70 leading cities

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## Some Things We Are Doing to Economize

Under present conditions all industries—including the railroads—have found it necessary to reduce expenses in order to make both ends meet. The Milwaukee Road, in common with others, has not made enough net revenue in the last two years to pay fixed charges, and its 22,000 stockholders have not received a dollar on their investment since 1917.

That this condition exists in spite of careful and economical management is evidenced by the fact that in 1920 and 1921 only two of the other large railroads in the West have shown a lower operating cost per mile of road than the Milwaukee Road.

While the United States Railroad Labor Board has control of the adjustment of wages, which is the largest single item of operating expense, everything possible is being done by the management to reduce expenses in other ways as indicated below:

### Fuel

Our total payments for coal and oil in the year 1916 were \$11,800,000 and for the year 1920 were \$23,800,000, due entirely to higher price as less fuel was burned. In 1921 there was a reduction in price and in addition our campaign for better firing of locomotives accomplished a large saving by reducing the pounds of coal used per freight locomotive mile from 250 in 1919 to 229 in 1921, equal to a saving of about \$725,000 last year compared with 1919 by better firing of freight engines alone.

### Lost and Damaged Freight

Freight claims increased tremendously during the war, reaching the high mark of \$3,354,000 for the year 1919, equal to 3.16% of freight revenues, and \$3,514,000 for 1920, or 2.94% of freight revenues. Figures for the year 1921 reflect the efforts put forth in the way of

working out improvements in service, careful handling of freight, declining improper claims, reducing others to a reasonable basis, etc. For the last six months of 1921 freight claims amounted to only 1.88% of freight revenues, representing a saving of nearly \$900,000 in those months compared with same period of previous year, creditable mainly to the activities of our Claim Prevention organization.

### Safety

Continuous efforts of our Safety organization for some years past have been rewarded by a very satisfactory reduction in the number of fatalities of all kinds. Including employes, trespassers and others, the number killed has steadily decreased from 423 in 1913 to 153 in 1921, a reduction of 63.83%. Not a passenger was killed in the movement of passenger trains in 1920 and 1921, although 1,867,761,000 passengers were carried one mile. Personal injuries of all kinds show a like decrease. In addition to the protection of life and limb, an important reduction in claim payments has been effected by this safety work.

### Reclamation

For years this road has been active in the matter of reclaiming all second-hand material that by a little work can be put in shape for re-use, thereby avoiding the purchase of that much new material. In the two years 1919 and 1920, we reclaimed a total of \$2,268,000 in material such as castings, forgings, springs, bearings, babbitt, hose couplings, brake beams, etc., etc., and in 1921 reclamation has saved \$810,000 of such supplies based on lower prices now in effect.

### Scrap

In the years 1919 and 1920, we sold \$5,400,000 worth of old material that

could not be reclaimed and in 1921 such sales amounted to \$1,239,000 although the price of scrap was much lower than during the two preceding years. This saving also includes the efforts on the part of employes to co-operate in conservation by salvaging all waste material.

In addition to the items specially mentioned above there are many others which there is not room enough here to describe,—such as restriction of material purchases to the absolute minimum; savings in per diem payments by sending foreign line cars home; increasing the daily mileage of freight cars; keeping the average loading per freight car up to the highest practical point; saving of boiler repairs and in fuel consumption by building water treating plants in certain districts, thereby also improving service by avoiding engine

failures; reduction in number of blank forms and use of stationery, etc., etc.

A very important feature of our operations is the matter of co-operation between employes and officers—"Get-Together" meetings are held monthly or oftener on each division, at which employes offer suggestions for economy and betterment of the service. Our conservation activities bring hundreds of letters monthly from employes in all departments telling of the many ways in which they have been able to save money for the railroad.

The foregoing facts are offered as evidence that the management of this road is taking advantage of every available resource to promote efficient and economical operation and is enjoying the willing co-operation of its employes to that end.

B. B. GREER,  
Vice-President.

### An Old "Mill"

E. W. Dutcher

*(The following, written in 1894, in a letter to the late U. J. Fry, superintendent of telegraph, is a little history of the first telegraph instrument used by E. W. Dutcher, a veteran in station service, for many years agent at Minneapolis, and during his last years of active service, agent at Lake City, Minn. Mr. Dutcher was retired a few years ago, and is now living at Lafayette, Ind. This "history" was found among the effects of the late W. P. Cosgrove, former superintendent of the C. & N. W. Ry. at Winona, was sent to General Superintendent W. J. Thiele, from whom the Magazine received it as a contribution to the interesting history of the railroad. Editor.)*

"In the spring of 1860 I returned to my home at Hartford, Wis., from near Columbus, where I had been a pedagogue through a four months' term in a district school. With no definite object in view, I was solicited by A. W. Bellows, at that time agent for the LaCrosse & Milwaukee Railroad Company at Hartford, to take up telegraphing.

Not thinking that it would lead to future employment in that branch, but more as a pastime for a month or two until something should offer better, I began by learning the Morse alphabet from Parker's philosophy, a book then in use in the public schools, and in which the science of the telegraph was fully explained and illustrated by a picture of an old man bending over a telegraph register, as if in the act of reading the dots and dashes from a long strip of paper; while the wire ran out of his office, and, supported by a circuitous procession of

poles, ended in a distant city, where another aged person was evidently sending news in the same manner as to-day, by the key, which, like the wheel-barrow, has never changed in principle.

I soon mastered the hieroglyphics and entered upon my task with bright anticipations. I had a few weeks' practice, in which I was hampered more or less by the queer disposition of a young man who had entered the office a short time previous, and under similar circumstances to my own. Mr. Bellows was absent for a day or two, trusting to his students to take proper care of the office during his absence. The first day after his departure I was unceremoniously turned out of the office by the young man before mentioned, who, having been longest in the office, was given the office key as a sort of "elder brother" act, and I was left outside to await his return. A gentleman came soon after, anxious to send a message, and I, with fear and trembling, crawled through a broken window and performed the service. This was my first message. Upon the return of the keeper of the keys, I was roundly 'blessed' and denied all further privileges for my temerity.

"With the return of Mr. Bellows, I 'resigned' rather than to submit to more indignities. Here Mr. Bellows proposed that I go to Milwaukee and apply for a situation as an operator. I protested as incompetent, but no excuse would be accepted, so I stole a ride to the city on a wood train, entered the office of Edwin H. Goodrich, and boldly asked of him a job. He informed me that he was busy, to "call again in a week from now." I was there as per appointment, hat in hand, standing in the office door and awaiting my fate. He said they were to

open an office at Cambria, telling me to go upstairs and 'Billie' would fix me out.

I left on that August day, 1860, and in company with E. B. Kendall, reached Cambria with the register, which was furnished me, together with the relay, key, etc., by W. P. Cosgrove, then operator in the office of Mr. Goodrich, and the 'Billie' referred to above.

"After several hours climbing poles and running wires, with many misgivings as to whether 'the old thing would work,' it was finally 'cut in' and 'N' opened for business. The table was procured at Fox Lake as we came along on our way out. The office call was soon after changed to 'N. D.' and so remains to the present time.

"The circuit breaker was peculiar as the present combined key and connections were not in use at that time. A common window fastener in the shape of a bolt with a spiral spring to hold it in place when shut, answered the purpose. When 'N. D.' was called, the bolt was jerked back and thrown over into a slot and the circuit was open. To close, it was thrown back to one side, the spring closing it with a crash. My 'lightning arrester' was of my own invention. The G. W. ran up the window casing in close proximity with the main line wire and separated from it by a sheet of paper.

"About this time war news was growing hot and interesting and I sat by the old register evenings and read to the gathered crowd, the news from a long strip of paper; and when '30' came, I retired to my couch under a large office desk, where I would lie and try to read the later messages; till growing tired, I pulled the string attached to the 'cut out', a sash fastener screwed fast to the window casing, and slept the peaceful sleep of the just.

"One night I had been giving the news to the anxious crowd—it was on the 12th of April, 1861, the following message handled by Tom Tyrrell at Milwaukee, and received by Mark Kellogg at LaCrosse, came over the wire: 'The rebels have fired on Fort Sumter'. 'It's a damn lie,' came from Mark, as he opened his key to express his unbelief that the war had actually begun. But it was true.

"That night, as if to emphasize the event, after the usual crowd had dispersed, some with determined look and firmer step, I had retired as usual, the head of my cot being near the table on which the register was placed, the lightning struck a pole about twenty feet from the office window, the bolt coming in, throwing the table, instruments and all into the middle of the room, doing considerable damage. In the morning I patched up the disabled relay, took out the paper and after that used the register as a sounder.

"There was but one wire between Milwaukee and LaCrosse, over which all the commercial and railroad business was transacted, until about 1862 the line was extended to St. Paul and then the business was repeated at LaCrosse. About this time Mark Kellogg was succeeded by C. H. Shape, a brother to E. M. Shape, and a pioneer operator, having been employed at Richfield, Iron Ridge and other points.

"At the time 'N. D.' was opened the only 'sound' operators on the line were stationed at Milwaukee, Kilbourn City, Sparta, and LaCrosse. Mark Kellogg, above referred to, was killed at the Custer massacre, where he was engaged as a newspaper correspondent.

I hope the old register may be preserved and handed down to coming generations.



The Princess Mary and Viscount Lascelle returning from their marriage in Westminister Abbey, London, February 28th. The procession passing the office of the Chicago, Milwaukee & St. Paul Railway in Trafalgar Square.

## Need and Advantage of Water Treatment

*Paper by Dr. C. H. Koyl, Read at Master Mechanics' Staff Meeting, Milwaukee, November, 1921*

**Cost of Bad Water:** The damage done to boilers by bad water of various kinds is so great as to be almost unbelievable, and it is a rare man who can be convinced by any experience but his own. At some early date I shall devote a paper to a list of methods of computation in advance and a demonstration of their accuracy, but to-day I quote you only one.

Some years ago, the Water Committee of the American Railway Engineering Association measured the damage done to locomotive boilers per pound of scale deposited from hard waters. They measured only repairs and fuel; they took no account of time saved in washing nor in turning of engines in the roundhouse, nor of the saving of time on the road. They measured the repairs and fuel of two similar engines, one fed with water 7 grains per gallon hard and the other with water 21 grains hard, and the difference between them was considered to be the damage done by a water 14 grains hard.

When this was calculated into pounds of scale deposited, it gave 7 cents per pound of scale as the damage done in repairs and extra fuel. This was in 1914 when coal was taken at \$2 per ton and labor charges were low. With the prices of to-day the cost is 15 cents per pound of scale; and when you wish to calculate what it would be worth to this railroad to have treated water on any engine district east of Harlowton, just learn how much water your engines take at each tank per year, multiply this by the grains of incrusting solids which you will find on Mr. Prentiss' reports, divide the result by 7,000 (the number of grains in a pound) and multiply by 15, and you will have the answer in cents; and you may depend on the answer being a close approximation to the reality.

I have applied this method to the waters of the 20 treating plants which we have in use, and, estimating the amount of water of a normal year's business, the savings amount to \$500,000 per year. Subtracting from this the expense of operation, including interest and depreciation, amounting altogether to \$110,000 we have about \$400,000 per year as the cost of using these waters untreated.

**Advantage of Water Treatment:** In 1920 we set out so to develop the water supplies and to install water treating plants that there should be plenty of clean soft water on the 200 miles from Sanborn to Chamberlain on the I. & D., and on the 225 miles from Mitchell to Sioux City, including the Platte Line, on the S. C. & D. The delivery of material was so slow during 1920 that none of the treating plants was completed when the general order to stop construction work went into effect on November 6th, but, by the hearty co-operation of division offi-

cers and because we had a mild winter, we managed to complete the plants one by one, so that for a couple of months we have had soft water from Sanborn to Mitchell on the I. & D. and from Sioux City to Platte on the S. C. & D., and we expect to complete the Scotland plant and have soft water from Yankton to Mitchell by December 1st, and from Mitchell to Chamberlain later.

It is a waste of money to build treating plants where there is not enough water, and a waste of money to use wells where sand flows in so fast that pumps are worn out and the wells must be cleaned every year. The art of well drilling has progressed almost as much during the past few years as the art of water treating, and while we were building treating plants this year we also put down good sand-free wells at Lennox and Plankinton on the I. & D., and at Yankton, Tyndall, Platte and Scotland on the S. C. & D.

As said above, the lines from Sanborn to Mitchell and from Sioux City to Platte have had soft water for the past few months, and the division master mechanics who live with it are here to give you the results. Mr. Hodges has been with the old water and the new; Mr. Martinson's main line to Mitchell is not yet complete, but the Platte Line will tell the tale.

**Imperfections of Treated Water:** I would like to be able to say that properly treated water is perfect for boiler use, and I expect to be able to say it before I leave this railroad, but at present it would not be quite true. We have not entirely eliminated foaming and pitting. Neither is bad when the waters are all treated, but there is some of each remaining.

**Foaming:** The primary cause of boiler foaming is sludge or fine scale or particles of any kind of solid matter in suspension in the water of the boiler. When a hard water is properly treated in a roadside treating plant, the limestone which produces the hardness is reduced to 3 grains per gallon, but this last 3 grains cannot be taken out while the water is cold and therefore remains to be deposited as soft sludge in the bottom of the boiler. This 3 grains per gallon means a half-pound per thousand gallons of water taken into the boiler, and when the boiler has received 20,000 gallons of water there will be in its bottom about 10 pounds of this loose sludge, which is enough to start a boiler foaming in heavy work.

The proper remedy is a perforated pipe inside the boiler bottom and connected to the blow-off cock, and another perforated pipe in the mud-ring connected to another blow-off cock (both blow-off cocks to be operated from the cab), so that 5 seconds' blowing every three or four hours will keep the boiler clean without losing much water.

Over-treated water never foams, because there is nothing in it but a little lime or soda, neither of which will make sludge;

but if water is under-treated, meaning that the hardness has not been reduced to 3 grains but perhaps only to 5 or 6 grains, there is just that much more sludge to be deposited in the boiler to make the foaming worse. And when hard water is mixed with soft water in a boiler the foaming is generally very bad, because all the sludge from the hard water is deposited.

I find that, with the present blow-off arrangement, the engines carry sometimes anti-foam compound and sometimes crude oil to prevent this tendency to foam, and in my opinion too much is used. On the Platte Line about one gallon of crude oil is used on a trip of 90 miles; there is no foaming, and they now take 1,000 tons over the Tabor Hill where formerly they could scarcely make it with 750 tons; but I believe that one quart of oil, applied in amounts of one teaspoonful at the bottoms of the grades, would do as well. The fault is not with the men but with the method of feeding; a small suction pipe from the injector line is immersed in a 3-gallon can of oil and the engineman can merely guess at the amount he is using, whereas, if this suction line were immersed in a half pint cup which could be filled at intervals from a can, just as much good would be accomplished and some risk would be avoided.

**Pitting:** Pitting and grooving in boilers are produced by tiny electric currents whose electromotive force is so small that they cannot flow in anything like pure water but only in water heavily charged with electrolytes like sodium chloride or sodium sulphate. The waters on our treated water districts are mostly from deep wells, and contain sometimes as much as 100 grains per gallon of sodium sulphate when taken from the ground; and since some of them contain also 50 grains or more of calcium or magnesium sulphate, which we convert into sodium sulphate in the softening process, it follows that when they reach the boilers they are in prime condition to aid any electromotive force on pitting bent.

The only preventive of pitting yet discovered aside from getting water free from sodium chloride and sodium sulphate, is found in dosing the water with sodium caustic or even sodium carbonate. I cannot explain why this stops pitting, but it does, and we add the extra sodium caustic in the treating plants. Even then, with waters so heavily charged with sodium sulphate as those on the S. C. & D. Division, the pitting forces may get away from us sometimes.

This tendency to foam, due to loose sludge in the boiler bottom, and which will amount to nothing when we have water-treating plants in such general use that we can attach perforated pipes to the blow-off cocks of the boilers; and the tendency to pit, due to the sodium sulphate in deep well waters, are the only conditions which bar properly treated waters from being called perfect boiler water; and I return to the advantages

of water treatment.

I shall not stop to enumerate the advantages of good water to a boiler and its operation; you know them well—no scale, no leak, no burnt flues or buckled sheets, less coal, less water, less delay and some real comfort in running an engine. But I wish to emphasize two important points which are seldom mentioned; it changes the spirit of the men and the tone of the railroad. When boilers are always going wrong, much overtime is worked in on the plea of bad water; but when the boiler can be depended on, a constant effort to get in on time becomes a habit. And when the boiler can be depended on, not only the engineman can show what he can do, but the master mechanic and the dispatcher and the superintendent. And when this is accomplished, and everyone can stop worrying and devote himself to work, the second point follows—the division runs smoothly and economically. Since last Xmas, great effort has been made on every railroad in the United States to keep the expense within the income, and on every railroad each division is trying to make a record for economical operation. Other things being equal, that division will make the best record which has had the most help; and the monthly 208 Report shows that, since the treating plants began to be started in the spring, the I. & D. and the S. C. & D. divisions have led all others.

**The Water Inspector:** With any boiler the smoothness of operation depends on getting water of the same kind at all times. In the case of a locomotive running over a territory of from 100 to 150 miles with probably 5 or 6 different kinds of water, only the most careful management of the treating plants can insure the requisite quality. Any river is apt to change 10 or 12 grains per gallon over night; or at any plant with a well, some little thing may happen to the packing of the pump or to an oil engine which will vary the amount of water per hour on which the chemical treatment is predicated, so that next morning the treatment may not be exact, and in this matter I ask your co-operation.

We have on each treated water district, a carefully trained water inspector who patrols the line of treating plants to keep the chemical treatment suited to the water; and it will serve the interests of us all if the master mechanics and the enginemen will cultivate this man. If any water looks white or hazy or foams in the boiler, try to advise the water inspector as soon as possible. He will spare no exertion to remedy the case at once.

**A scoopful of coal saved for each engine mile means over a million dollars a year saved for the railroad.**

**Save a few scoops each hour and get just as much power.**

THE  
MILWAUKEE EMPLOYEES  
MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL, Editor  
Libertyville, Illinois

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

Among "The Lost and Found"

When a traveler loses his purse on a railroad train, he usually gives the article up definitely, so far as it ever coming back to him is concerned. His surprise, therefore, is very genuine when he receives a notice from some official of the company that the lost article has been found, and upon identification will be turned over to him, with contents exactly as found in the purse when the article was turned in. Those who never have had the misfortune to lose their possessions on a railroad train would also be surprised to know of the painstaking efforts made by officials of the railroad company to locate the owners of lost purses in order that the property may be restored. Some cases illustrating these efforts are the following:

On a day in October, 1920, a purse containing a sum of money was picked up in a Milwaukee train at Pembine, on the Superior Division and turned in by the train conductor. The only identification possible was through an American Legion card issued by a Legion Post and signed by that Post finance officer and the Post commander; but nothing to indicate the location of the Post. Mr. Loomis, treasurer of the company, communicated by telephone with the American Legion in Chicago, but was unable to get any clue to the location of the Post in question. He then wrote to the War Risk Insurance Bureau in Washington for light on the subject. The Bureau replied they knew nothing of such a Post, but had referred the letter to the American Legion in Washington. Very soon Mr. Loomis received word from the Service Division of the Legion giving information concerning the Post to which the owner of the Legion card belonged, with the address of the Post commander and the advice that the address of the owner of the card could be secured from the commander.

A letter was immediately dispatched to the Post commander, asking for information as to the whereabouts of the owner of the card, and the reply came at once, with the desired address, and the word that the young man had reported the loss of his purse with his Legion card and money to his Post, and that he would be most grateful for its return. He had lost the article while returning home from Ontonagon with the body of his brother

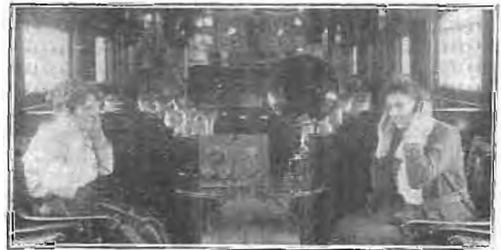
who had died at that point. The treasurer, his quest now almost ended, got into communication with the young man, the purse and its contents were restored and proper receipt taken for the restoration.

Another incident, with not quite so much scouting to find the owner, but still enough to illustrate the trouble taken by the company in these matters is:

An army nurse returning to Wisconsin after service in one of the camp hospitals, lost her purse on one of our trains en route to Madison. The purse contained a newspaper clipping mentioning the name of a resident of Madison, so a letter was sent to him asking if he could give any information concerning the owner of a purse that had been turned in by a member of the train crew. The recipient of this letter, knowing the owner of the lost article, sent the treasurer's letter to her, and in a very short time, the purse and its contents were restored.

Quite recently a lady's purse was found on train No. 15, February 4th, 1922, and turned in to the agent at Marmarth, N. D., who sent it to the treasurer. There was nothing to indicate the owner's identity or address beyond a receipted bill from a doctor's office in Minneapolis. The medical man, therefore, was questioned by letter; and he at once sent the address which appeared on his records some time back. Through the city passenger agent at Minneapolis, the lady was located at the address named and her property was returned to her.

The foregoing are but a few of the constant stream of lost articles drifting in and letters going out in the effort to find owners and get their property back to them, but they furnish interesting evidence concerning the good service that railroads are endeavoring to furnish their patrons.



Listening In on The Radio on The Pioneer Limited.

Radio Telephony on the Pioneer

The Milwaukee has branched out into a new and interesting feature for the entertainment of patrons of the Pioneer Limited train, in the installment of radio telephony service. Powerful receiving sets have been placed in the library-buffet cars where a radio program is given every evening as a regular feature of the service of our two proud trains. Musical numbers, readings and the news of the moment are sent out from the broadcasting stations at Chicago and Minneapolis. The programs are varied by "tuning

in" for selections sent out from Pittsburgh and other stations.

This company has always enjoyed the distinction of being foremost in the adoption of any device affording additional travel comforts and conveniences, and in the installation of this new service, it has again justified its claim that it has been the pioneer in furnishing every possible travel advantage, and has given added significance to the name of its famous train.

### Ticket Window Philosophy

Jack E.

All sorts of people pass through a railway station. The rich and the poor, the learned and the unlearned, the young and the old, the healthy and the sick, the strong and the crippled, the good and the bad, all take their turns at the ticket window. All tarry at some time or other on the benches in the waiting room. No matter what their age, social position, economic condition, education, or moral status, they are paying guests of the railroad, and as such are entitled to courteous treatment. A question deserves a fair answer. If the patron has some complaint to make he ought to be heard courteously, and, if within the power of the man at the window, the trouble should be straightened out.

At the small station in particular a ticket clerk has an opportunity to serve the patrons. He may lead the blind man to the train, assist the infirm with their luggage, see that the room is comfortable, lend a waiting traveler a magazine or paper, and even at times exchange conversation irrelevant to his usual dealings with the public. The other fellow on the other side of the wicker will not think the less of one's company if he is genial—shows himself to be human.

Accurate accounts, the getting of the money, and directing customers to the right trains are essential. However, a ticket clerk, who confines his efforts to this alone is not apt to get into a rut and stay there. So it pays both the company and the ticket clerk himself to be on the alert, not only to do right his assigned work, but to do little things not required of him or any one else.

But you may hear someone say, "I am loaded with work and earn all I get and more." Possibly that is true but I doubt it. The fellow who constantly compares his pay with his work, and does not calculate to more than earn his money, never amounts to much. Furthermore, it is much pleasanter to go home from the day's work feeling that the day's wage is over-earned, rather than that it is under-earned. I wonder sometimes how a "slacker" feels.

### His Busiest Week

Father—"Listen, Marie! I understand that that young Van Dusen chap is a loafer!"

Daughter—"Listen, papa! I met him Monday, he took me motoring on Tuesday, swore eternal devotion Wednesday, proposed Thursday, and is going to break the news of our engagement to you tonight, which is Friday; if you call that loafing on a job, I'll give up."

### The Wisconsin Full Crew Bill

It costs this company \$4500.00 per month to comply with the Full Crew Law in the State of Wisconsin, which requires a second brakeman on passenger trains of over three cars. This is not a Federal statute nor is it a regulation of the Inter-State Commerce Commission, but it is a requirement in only a few states, at the present time, it having been recalled in some states which tried it out and found that it did not contribute to the public benefit and was a hardship on the carriers.



Some Members of the Chicago Opera Company on Their Transcontinental Tour.

They Took Chances  
Scroggs saw the flag,  
But now he's dead;  
He had a jag—  
Enough is said.

Smith blew his horn  
To stop a train—  
Since he was born  
He's been insane.

Sue wouldn't stop;  
She drove a fliover.  
An awful drop—  
It made us shiver.

Jane put on gas  
To beat a train,  
This foolish lass  
Of childish brain.

Bill walked the track,  
Though deaf and dumb.  
Alas, Alack!  
He's on the bum!

He jumped a train  
His fate to meet.  
The speeding wheels  
Took off his feet.

Selected

## The Terre Haute Division

On July 1st, 1921, the Milwaukee Railroad took over under leasehold, the Chicago, Terre Haute & Southeastern Railroad, an important event in the railroad world, because it marked the entrance, for the first time, of a northwest transcontinental line into territory east of Chicago; so now Milwaukee box cars, Milwaukee gondolas and flats, and the old familiar "pun'kin yellow" cars of our passenger equipment roll over their own rails and line up "on the banks of the Wabash." We have a division headquarters in Terre Haute, Indiana, and the Terre Haute Division as "The Southeastern" is now known, extends to within about seventy miles of the Ohio River and the Kentucky state line.

This new division includes three hundred and sixty-one and a half miles running along the eastern border of Illinois one hundred and forty-six miles then crossing into Indiana and on south through the rich Indiana coal fields of the Terre Haute district, to Elnora, then turning eastward through the Indiana hills. It reaches into the very heart of the Bedford limestone quarries, and beyond them, through fine agricultural country to Seymour and Westport, Indiana, the latter point being farthest east.

The Northern terminus of this division, properly speaking, is at Chicago Heights, and from that point trains reach Bensenville Yard over the Baltimore & Ohio, Chicago Terminal Railroad and the Indiana Harbor Belt Line. The line north of Terre Haute, or strictly speaking, West Clinton, is operated exclusively as a freight line. South of Terre Haute there is passenger service to Seymour, Ind., and mixed train service from that point to Westport.

The Division has track connections at Blue Island, Ill. with B. & O. C. T. and Ind. Harbor Belt Line; at Chicago Heights, with the E. J. & E. and Michigan Central; at Delmar, Ill., with C. M. & G. R. R. and N. Y. C. R. R.; at Tallmadge, and Stockland, Ill. with the C. & E. I.; at Cheneyville, Ill., with the Lake Erie & Western; at Humrick, Ill. with the T. St. L. & W.; at West Dana, Ind., with the C. I. & W.; at Terre Haute, with the C. C. C. & St. L., the E. I. & T. H. and the P. C. & St. L. Rys.; at Midland, Ind. with the C. I. & L. Ry.; at Linton, Ind. with the Ill. Central; at Beehunter, Ind. with the P. C. & St. L.; at Elnora, Ind., with the E. I. & T. H.; at Bedford, Ind. with the B. & O. and C. I. & L.; at Seymour, Ind. with the P. C. & St. L. and B. & O., and at Westport, with the C. C. C. & St. L.

### Indiana Coal

The main reason this company had for seeking to acquire the "Southeastern Line" was to get coal for its own use at a fair price and of good quality. The Indiana

coal is widely known for its adaptability to railroad and all industrial uses; the latter feature making it attractive to the company also as a revenue producer.

In normal times past this company has used approximately 9500 tons of coal per day more than is produced by mines located on its own lines, and for many years it has been compelled to purchase a large part of its coal supply in foreign fields, a necessity greatly adding to the cost of its fuel. Furthermore, through the coalition of the Milwaukee and The C. T. H. & S. E., coal from the Indiana districts can supply the great consuming markets served by the Milwaukee, over this company's rails, and as the needs of the markets in question are something like thirty millions of tons a year, it is easy to estimate the value of having direct access to a coal supply that is practically inexhaustible and the quality of which will make it attractive to all consumers of bituminous coals.

The Terre Haute Division serves about 48 mines located in the two large coal fields,—the West Clinton field just north of Terre Haute, and the Linton field to the south. Both of these produce a superior grade of coal and the output, already large, is capable of a much greater development; so that in respect to this one feature alone of the new division, there is an economical coal supply for the railroad and a great and growing traffic originating on its own rails.

The mining activities of the Clinton fields extend from West Clinton to Terre Haute, with several branches and spur tracks extending into all of the important mines of that district. The Linton fields south of Terre Haute, extend from Beehunter to within a few miles of Elnora, the point where the Terre Haute Division turns in an easterly direction into the Indiana hills. Not much mining is done east of Elnora, but there is some "stripping" of surface veins seen along the line south of Linton. This process makes an unlovely landscape and leaves unsightly scars everywhere. In a country so richly endowed with beauty as is this particular section of Indiana, one wonders if it were intended that man's rich heritage should be so abused, for never again will the "stripped" country be either beautiful or useful to mankind. But it's a cheap method of getting the coal, and so it prevails.

The mines of both the Clinton and Linton fields are modernly equipped, and the entrance of the Milwaukee Railway into their fields, opening to them the great northwest markets, has had the effect of stimulating their production and of their adding greatly to their facilities.

Indiana fourth and fifth vein coals enjoy a wide popularity, being among the best bituminous coals of the west; and these two veins are the ones most extensively mined in the Territory tributary to the Terre Haute Division. In the short period since the entrance of the "Southeastern" into the Milwaukee Family, the tonnage from the coal fields alone has increased steadily. The following table for the month of February,—the latest figures available at the time of this writing,—is interesting in this connection.

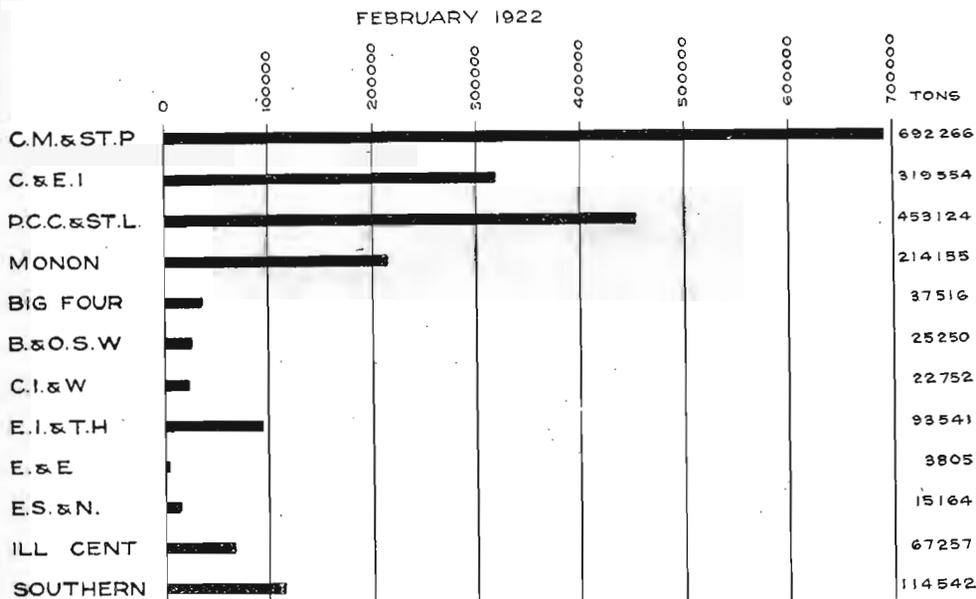
During January 1922 we had, from the Clinton fields, 6759 carloads; and in February, with three days less in the month, we hauled 8114 carloads. From the Linton fields, in January, 6852 loads and in Feb-

the Terre Haute Division enjoys a very large percentage of the tonnage from this industry.

Indiana Oolitic Limestone, as it is known, geologically, is distinct in its characteristics from other limestone deposits found in this country, and there is but one other known large deposit in the world which anywhere near approaches it in fine quality, beautiful color and texture.—and that is the Portland, England, Oolitic Limestone, of which St. Paul's Cathedral, London, and other ancient buildings in England and other European countries are built.

The structure of Indiana Limestone is interesting. The formation is called Oolitic

### COAL TONNAGE PRODUCED BY RAILWAYS IN STATE OF INDIANA

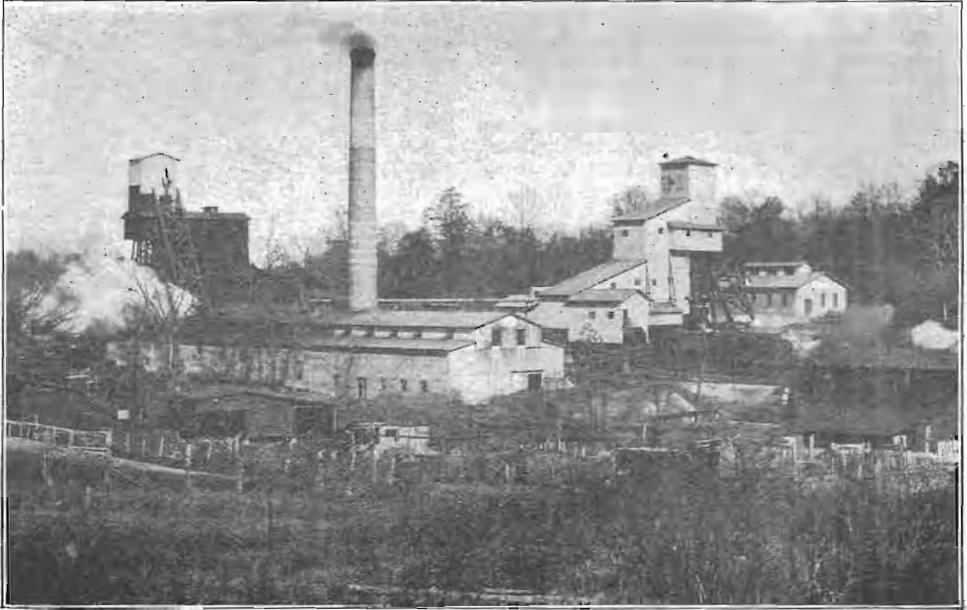


ruary, 7492. The daily averages of the above being for January, 470 and for February, 592. The total tonnage for January was 635,907 tons; for February, 713,139 tons. The March loadings were much greater, much of the time, running from eight hundred to one thousand cars per day.

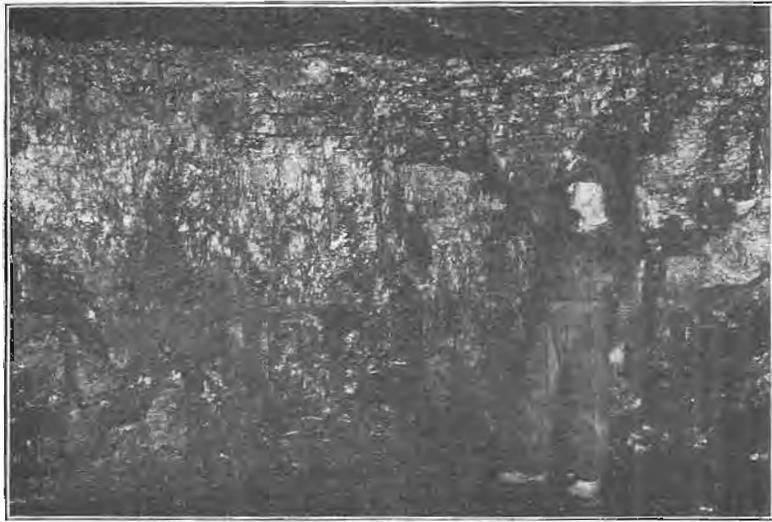
#### The Limestone Industry

There are probably no cities of consequence in the United States that have not, at least, one public building constructed of Bedford, Indiana limestone, and most of shapes and the most intricate sculptural designs; yet tough enough to be carved into them have many built of this beautiful material. Hundreds of carloads of this stone are shipped daily all over the country, and

from two Greek words meaning egg and stone, and it is composed of myriads of little bodies suggesting the roe of fish. Far back in the Geologic Ages, Indiana was the bed of a great inland sea that abounded in small shell-bearing animalculae. As they died through the ages, their shells, mostly microscopic in size, formed a great bed of almost pure carbonate of lime. Indiana limestone thus consists wholly of these tiny shells cemented together with a film of carbonate of lime and an infinitesimal proportion of silica, magnesia and oxide of iron "so inert, chemically, as to resist perfectly the corrosive gases and acids contained in smoky, city air." The stone, when it comes from the quarry is not too hard to be cut with ease into any required sizes,



The Topworks of Two Large Mines in The Linton Fields.



A Seven-Foot Seam in Sullivan County, Indiana.

the most delicate ornamentation. But after it has been exposed to the air sufficiently to become seasoned, it hardens and is practically everlasting. These qualities, combined with its wonderful beauty have given "Bedford Limestone" as it is familiarly known, the leading place for both exterior construction and interior decoration in thousands of the finest public buildings, churches, universities, and structures where the best architectural design and detail have been employed.

The great quarries reached by the rails of the Terre Haute Division are an interesting sight. The stone is quarried in im-

mense blocks weighing many tons, the only limit in size being what a derrick can lift and a freight car carry.

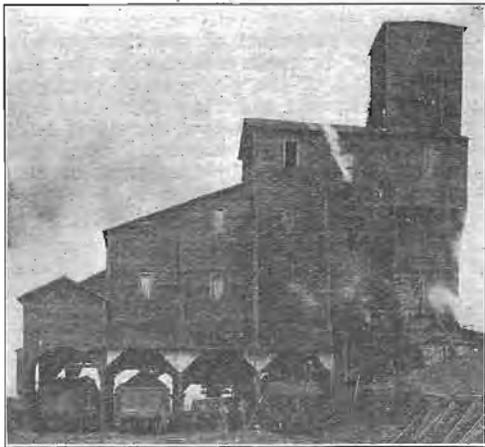
All of the operations in the stone mills connected with the working up of this material for its varied uses in construction work, are executed by modern machine methods, with the exception of carving or sculptured work that is to be applied in the finishing of elaborate decoration, which must be done by hand, or with the modern air tool in the hands of a skilled artisan.

The stone is sawed, turned, planed and milled or cut by machinery, and quite frequently, blocks weighing many tons are

molded or turned and practically finished without hand work. Monolithic columns up to thirty feet and more in length and weighing from thirty-five to forty tons each are often turned out. At the present time forty-eight huge monoliths of this character are being cut for use in a new government building in Pennsylvania. These stone columns are fashioned and fluted on an immense lathe which revolves slowly, the stone being cut with perfect precision to the required dimensions by specially made chisel-like machine tools.

Three large quarries and ten stone mills are located on the tracks of the Terre Haute Division, from which a large tonnage is received daily for shipment over our lines, or which pays a switching charge to our company for service to connecting lines. These Indiana quarries being located near the center of population of the United States and with superior railway service in all directions must continue to be splendid revenue producers for the Terre Haute Division.

While coal and limestone are the principal commodities originating on our Terre Haute Division, there is also a large and wealthy agricultural territory to draw business from; and as we have also direct connection with the eastern and southern trunk lines, we thus secure a long haul from northern and western points on freight destined east and south.



Loading Cars at the Mine.

### Physical Features of the Terre Haute Division

When the Chicago, Terre Haute & South-eastern Railroad was built toward Chicago in 1905, the ultimate plan was to make it a double track road, and therefore all bridge-work between Faithorn and West Clinton, a distance of 122 miles, was made wide enough to accommodate two tracks. Although its owners did not carry out the double-tracking, the Milwaukee contemplates making this improvement as soon as business conditions warrant the expenditure, and the early masonry looking toward this

end will greatly facilitate construction when the time comes.

Faithorn, is the northern terminal, where cars are switched to connections, and handled by transfer crews to Blue Island and Bensenville.

The West Clinton terminal takes care of the mines located in that district. Empties are distributed from there to the mines and loads are hauled in from the mines and classified and forwarded in trains. The Latta Terminal performs similar service for the mines located in the Latta-Linton District. At Terre Haute is a large terminal called the Hulman Street Yard, equipped with repair tracks, coach yard and store rooms.

The division shops are located at Bedford. The buildings are all of Indiana limestone and of modern design. J. Miller is Shops Foreman; F. J. Lentz is General Car Foreman, and Fred Fostrell Yardmaster at Bedford.

The maximum grade between Faithorn and Linton, a distance of 160 miles, is .5%. Between Linton and Bedford, 1.5% and between Bedford and Westport, 2%. L-2 engines are used between Faithorn and Latta, 150 miles, and they haul 3500 tons. C-5 is the largest engine used south of Latta.

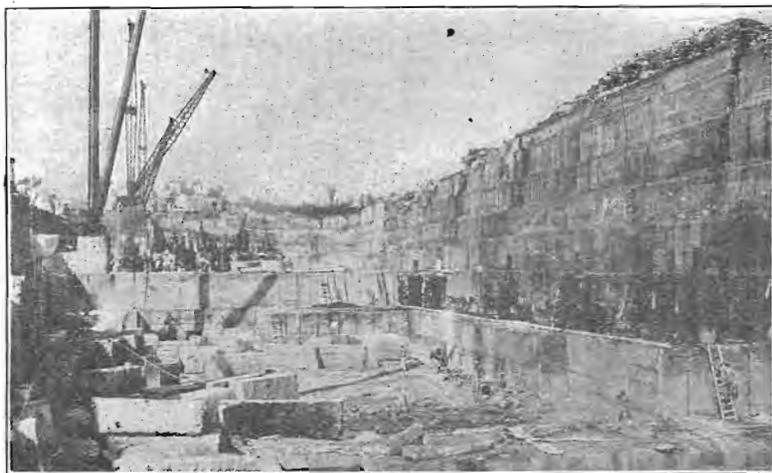
Terre Haute is the division headquarters. Superintendent C. H. Buford has offices in the Rea Building in the business district of the city, and others occupying quarters in the same building are: Assistant Superintendent M. J. Griffen; M. J. Murphy, Roadmaster; J. O. Jewell, Chief Carpenter; P. M. Fagan, Division Freight Agent; P. H. Pffaffin, Division Engineer; H. D. Hammond, Traveling Auditor, and the office forces of each. Trainmaster N. A. Ryan holds forth at the Hulman Street Office, when he isn't out strictly "on the job" with the trains, which he generally is. R. L. Notley is Roundhouse Foreman at Terre Haute.

Terre Haute is a city of about 75,000 population, and is the largest town on the division; Bedford is the next in size, with a population of 15,000. It is the "Limestone City" and the character of construction throughout indicates the high appreciation the inhabitants have of the beauty and durability of their wonderful "Bedford Stone." The company's station is built of this material and in every respect it is an ornament and credit to the division. Seymour, the present terminus of the regular passenger service, has 10,000 population; Jasonville, in the Linton Coal District, has 6,000 and Odon, 2,500.

For the accommodation of its employes in the mining districts, the company owns and operates hotels for its employes at Faithorn and West Clinton.

### Some History

The Terre Haute Division had its beginning in 1890 under the corporate name of the Evansville & Richmond Railroad. This line extended from Elnora to Westport, a distance of about 102 miles. It was built to furnish an eastern outlet for a syndicate



A Typical Quarry Scene, Oolitic, Indiana.

of railroads operating in southwestern Indiana, consisting of the Evansville & Terre Haute, Evansville & Indianapolis (which line passes through Elnora), Peoria, Decatur & Evansville and the Louisville, Evansville & St. Louis. The Evansville & Richmond Railroad was in operation from 1890 to 1897 when a disastrous flood destroyed about 25 miles of the line. In the spring of 1898 another flood visited this same territory, putting about 50 miles of the railroad out of commission. By that time the E. & R. was in the hands of a receiver and did nothing toward rehabilitating the destroyed portions of the road. In this condition the property was sold to Chicago parties who incorporated it as the Southern Indiana Railroad and they also bought a short piece of track of 4.2 miles from Bedford to Oolitic, which served the extensive quarries at Oolitic. In 1889 the Southern Indiana was extended 46.1 miles from Elnora to Terre Haute, for the purpose of opening up extensive coal fields, in the vicinity of Linton. The following year building was continued, the line being extended from Terre Haute to form the Terre Haute Belt from Belt Junction to Stoddart, a distance of 8.4 miles constituting a belt around the eastern part of Terre Haute.

In 1903 and '04 the Chicago Extension was projected from Stoddart, north to the Indiana-Illinois State Line, and 27.1 miles of road were built. In 1905, under another corporate name, this line was extended from the State Line to Chicago Heights, a distance of 114.5 miles.

In 1908 these lines passed into the hands of a receiver and the following year, they were reorganized as the Chicago, Terre Haute & Southeastern Railway. The principal object of this new railroad was to develop and serve the Indiana coal fields contiguous to its properties; and in 1910 to 1912, the Clinton coal fields were opened and several spur tracks built into the coal mines of this district,—all of which lies

north of Terre Haute. With limited equipment and facilities, and not having direct access to distant markets, the C. T. H. & S. E. did little more than to encourage the shipment of coal from the mines along its lines, to nearby markets. This of course restricted the markets of these great Indiana fields, and therefore, the entrance of the Milwaukee with the immense territory it serves, into the Indiana fields was cordially welcomed by all of the interests concerned.

The entire personnel of the Southeastern were cordial in their welcome to the Milwaukee,—glad of the prospect of belonging to a big railroad; and they have, one and all, accorded Superintendent Buford and his staff their most loyal support. They are, moreover, already in the first rank of Milwaukee Magazine boosters.

#### The Chicago, Milwaukee & Gary R. R.

To further aid this company in securing economical operation the Chicago, Milwaukee & Gary Railroad was taken over on January 1st.

This railroad connects with the Terre Haute Division at Delmar, Illinois and runs northwesterly to a connection with the Illinois Division at Kirkland, Illinois. This Gary line is to be used as a cut-off so that coal and other traffic may be distributed to all of our mileage north and west without the necessity of passing through the Chicago and Milwaukee Terminals,—always crowded, even when traffic is light; thus saving delays of two or more days and the heavy terminal expense. The Gary "link" will also form part of a through route with eastern lines not equalled by any road in the west or northwest.

It passes through the important Illinois cities of Moline, Joliet, Aurora, and terminates at Rockford. It is operated as a part of the Illinois Division. E. W. Lollis is Superintendent, W. L. Schmitz, Trainmaster, is located at Joliet and E. B. Cook is Chief Dispatcher, at the same point.

### Polite, Pleasant, Happy

Warren E. Beck, Agent, Geddis, S. D.

Have you ever visited any of those houses that have shutters on every window? Have you noticed the gloomy, close, damp, cold atmosphere of such houses when the shutters are all closed tight, even when the sun is shining brightly out of doors? If you are of normal disposition, you must crave God's good sunlight and pure air.

Did you ever stop to think how often we close the shutters, and shut our real personality up within us, starving it and dwarfing it until we become virtual, human crabs? Do you wonder that others who have long ago opened their mental house to sunshine and freedom take our measure and then set us down for what we are—human crabs.

When we lay our friend out for his last ride to the cemetery on the hill, what is it that has changed him so? What has been subtracted? After all, is not man about 99 per cent mental and spiritual and 1 per cent physical? It was after all, the spirit, the mind and the soul of the Man that attracted us. The body served as a house for a time and if he opened wide the windows and allowed the sunshine of his spirit to shine forth, we loved him all the more.

In the old days of long hours and strenuous days, there may have been some excuse for carrying a grouch, when the physical man was well nigh exhausted and the troubles were piled high. Men in those days in all walks of life and railroad men especially, lived the life that was limited by physical endurance, to a large degree. A sick or exhausted man cannot be blamed for failing to be happy or pleasant, however, he can be blamed if his physical condition is bad through his own neglect, or if voluntary practices make it bad. We must do what we can to keep the house clean and in the best possible condition, if the spirit that dwells therein is to attain proper results. There is much that all can do along this line, but that is a different story, and a problem for each individual.

Coming up from those days, when many practiced the "dog eat dog" policy and when the last brick on the end of the line bemoaned the fact that there was no other brick to fall on, and too often the public or the Company's patrons filled the place of that brick, it seems hard for some of us to throw open the windows and allow that old good-natured, happy spirit of ours to come out in the open and stretch itself, where people can see it, and admire it and enjoy it.

Why, I have actually astounded new employes in my office by requesting them to say "Thank you" every time they sold a ticket or completed any other transaction with a patron. They would not have been any more ill at ease, if they had been asked to pray in prayer meeting, and yet after much urging, when they have tried it a few times and they caught the gleam that was returned to them in appreciation: they enjoyed it and found that it cost them nothing, made them

friends, and gave a turn to life that they never knew was there; and ere long they had a whole vocabulary of pleasant greetings and kind words. I maintain that this is a new day; that times have changed, are rapidly changing, and that we have got to go some to keep up with the changes. We can rant and tear around as much as we like about the big problems of a general nature that confront us, but the fact remains that the little job, or rather the biggest job on the railroad is our own, and as long as we see fit to try to hold that job, we must put ourselves into that job and do it to the best of our ability. In accomplishing this, we must study our surroundings and all that pertains to our part of this big railroad system. Some of us have put in a half a life time, others nearly all of their years. After all of the dust has cleared away and these general questions have been settled, we will still be looking to this big organization for our daily bread, and what we do now to help put that organization to the front will undoubtedly return like bread cast upon the waters.

After all, these people who buy tickets of us, receive and forward freight and ride our trains, are human just like we are. If you make inquiry of the next stranger that comes to you as a patron, you may find that he was raised on a farm just like the one you got your start on, maybe in the same county. You went railroading, he tried something else, that's all the difference. Why not be a good fellow with him? He will meet you on the level, ninety-nine times out of a hundred.

I am optimistic of the future. I believe we are drawing closer in brotherhood as employes and as fellow citizens. I believe the day is near at hand when the human crab will have to come out of his shell, or be so badly out of step as to be lost in the shuffle.

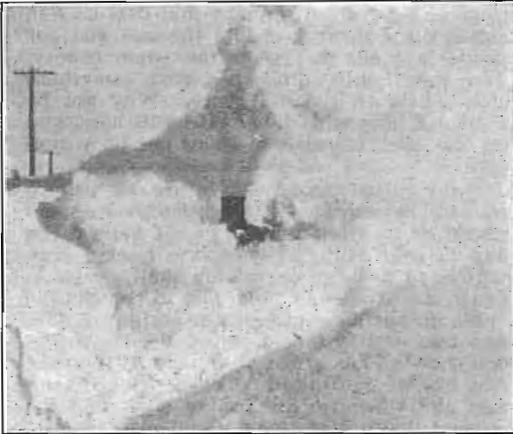
We do not have to be spineless and I dare say that where the situation demands it I can show as much fire in my eye as the next one, but we can take that chip off our shoulder, and when we are feeling right and the other fellow's digestion is bad, we can even give that fact consideration, and let him make a fool of himself, if he insists on it. There are not as many fellows trying to get our goat as we sometimes imagine. You know our old friend imagination is a wonderful power, if we use him in the right way, but if we let him get the best of us, he will often make a monkey of us.

Then there are all these ponderous general national questions, some of them pertaining to the railroads and labor, etc., that perplex us. It is right that we should be interested in them as citizens. We have a right to be. Too long have we been disinterested. Our participating in the handling of these questions, in a right and proper manner, should not interfere with our conduct as employes and units of this great transportation system.

You have met many a jovial good-natured fellow who was happy at his work and he

left you feeling happier for having met him. Why not try it for a day or a week? Slip a smile or a kind word out with the change you make, the freight you deliver and exchange the same good feeling for our patron's money or his shipment with value received. If you try it for a week, you will be converted. You never will be able to cram that good spirit of yours back into its cramped position again, exercise will enlarge it until you are truly one of the good fellows, if you have not already joined that crowd which is growing daily. There are many on our railroad that have practiced the spreading of good fellowship for many years. You know them. Ask the next one you meet if it pays. Milwaukee service is always famous for just this kind of practice, due to the efforts of the good fellows on it.

Why not make the effort unanimous, making a record from this day forward, of genuine good fellowship and human service in every nook and corner of the good old Milwaukee Railroad, which has no peer to-day, passing this great transportation system on to those who come after us, with a record that even they in their modern period, will have to go some to beat.



The February Blizzard on the Trans-Missouri Division.

### Obituary

John A. Peterson

John A. Peterson, assistant treasurer for the corporation during Federal control of railroads, and since that time, bookkeeper in the office of the treasurer, passed away March 24th, after a long illness. Prior to his appointment as assistant treasurer, in June 1919, was connected with the comptroller's office for a long term of years, commencing service with this company in the office of the general auditor in 1889.

Mr. Peterson was a tried and true employe of the company during his entire service, his fine character and genial qualities earned for him the confidence and affection of his associates and employers, who join with the Magazine in offering their sympathy to the bereaved family.

### Card of Thanks

Mrs. J. A. Peterson desires, through the Magazine, to gratefully acknowledge and thank the associates of her late husband, in the treasurer's office for their kindness and attention during the illness and death of Mr. Peterson.

### Walter G. Miller

Walter G. Miller, local freight agent, at Milwaukee and one of the best known agents on the Milwaukee Road, died at his residence on February 22nd. He is survived by his widow and granddaughter. Interment was at Minneapolis.

Mr. Miller was born in Whitneyville Maine, April 10, 1861, and came west in 1878 locating in Minneapolis. In 1879 he entered the service of the "Milwaukee" at that point in the local freight office, as trucker, car tracer, general clerk and finally chief clerk. In 1896 Mr. Miller was transferred to Ottumwa, Iowa, as local freight agent, where he remained until 1899, when he came to Milwaukee.

Mr. Miller's death came as a surprise although he had been in failing health for over a year. The sudden death of his only son three years ago was a severe shock and from which he never recovered, and from this time his health began gradually to fail. In January 1921 he was granted an indefinite leave of absence in the hope that a complete rest would restore his health so he could resume his duties.

By the death of Walter G. Miller the "Milwaukee" Road has lost a man who was conspicuous in its operating and freight service for over twenty-five years. He was a man of bright mind, of intense energy and of good principles. People had confidence in him. His manner was plain, forceful and blunt—rough he was sometimes thought by people who did not know that his roughness was but the thinnest coating and that under it a heart ever tender and kind. His liberal donations to charity and his loyalty to his country during the war period attested his character. The "Milwaukee Road" lost a loyal servant in him.

### Accidents

E. W. D.

A prowling fox in an autumn wood,  
Hungry and gaunt for want of food;  
A watchful hawk sailing to and fro  
Over its prey in the vale below.  
The prowling fox, by some mishap,  
Was caught in the jaws of a hidden trap;  
The hawk fell dead in the stubble field,  
For the fowler's gun, its death had sealed.  
Be not too sure of the feast, for Fate,  
By the hand of death, may anticipate.  
Here and there in the sheltered vale  
Was heard the call of the hiding quail,  
Preening itself by the pasture fence,  
Saved by some plan of Providence.  
The fox was nursing a wounded paw;  
The hawk was harmless with beak and claw;  
But for these accidents, I surmise,  
The fate of the quail had been otherwise.

## Current News of the Railroad

### Freight Claims

An analysis of the freight claim situation shows a very gratifying condition. The active campaign of our Claim Prevention Committee commenced about a year and one-half ago and the result of its work is shown in the constantly decreasing ratio of claim payments to freight earnings. The last five months of 1921 show percentages varying from 1.0189 to 1.0149, the aim of the Committee being to reduce to one per cent or better.

Another indication of efficiency is the forecast that at our refused and unclaimed auction at Prairie du Chien this month, the sale will amount to less than twenty-five per cent of the average during the past several years. Undoubtedly this situation is due in part to the decreased volume of business, but the principal reason is the personal and active interest taken by division superintendents in keeping their stations clean of refused and unclaimed shipments.

Cited as quite the ordinary thing is the monthly report from one of our largest divisions, indicating that seventy-nine per cent of its stations were without freight that could not be disposed of on the last day of the month:

### Railroad Valuation

George W. Hinman, writing in Hearst's Chicago Herald and Examiner on April 5th on the railroad situation admits that the railroads of this country are worth twenty billion dollars or possibly even twenty-five billion, Mr. Hinman's saying so does not make it so, but coming from the Hearst financial editor, it is significant.

### Government Versus Corporate Operation

Testifying before the Senate Committee on Interstate Commerce, Mr. Daniel Willard, President of the Baltimore & Ohio Railroad, took issue with Mr. McAdoo on his statement before the Committee not only that the railroads broke down in 1917, but that they also broke down in 1916 and on that account it was intimated it was necessary for the President to take possession and assume control, which he did on January 1, 1918.

Mr. Willard said, in part:

"The actual performance of the carriers during 1917, when measured in terms of ton miles and passenger miles, together with the statements which I have quoted in that connection from officials of the Government in position to know, would seem to clearly establish the contrary for that year at least.

With all the difficulties growing out of an unusual, unforeseen and unprepared situation, the total freight service performed by the Class 1 railroads of the United States in 1917, reached the high figure of 430 billion ton miles, an increase of 127 billion ton miles above the tonnage handled by the same railroads two years previously, and this increase alone, as pointed out by Mr. Julius Kruttschnitt, was more than the total ton miles handled in the last year of record by all the railroads in Germany, Austria, France and Great Britain put together.

The Director General has pointed with pride, and justifiably so, to the accomplishments of the railroads under his direction during 1918, but the figures show that the same railroads that moved 430 billion ton miles in 1917, moved only 440 billion ton miles in 1918, or about 2% more than they moved during the previous year.

I submit that a difference in accomplishment of only 2% between the two periods under consideration is hardly sufficient to indicate a break-down in the one year and a satisfactory accomplishment in the other. The effect of a break-down, as I use the term, certainly could not be measured by a mere difference of 2%.

If it could, then it might with equal force be urged that the railroads in 1918, while under Federal control, had broken down, because substantially the same properties in 1920 under private control and operation moved 447 billion ton miles, or nearly 2% more than was moved in 1918. But no one claims that the railroads broke down in 1918 and of course we all know that they did not breakdown in that year.

### New Equipment

As intimated in the April Magazine, the Company has let contracts for 3500 box cars and 500 automobile cars. These are to be 40 foot, 80,000 capacity cars, having steel underframe, steel body superstructure (wood sheathed) and steel roof of latest design; the whole construction modern and first-class in all particulars. The builders are the Betten-dorf Company (1,500), Pullman Company (1,000), The Western Steel Car & Foundry Company (1,000) and the General American Car Company (500).

Entering into this construction will be approximately 40,000 tons of steel plates, shapes

and bars; 10,800 tons of cast iron wheels, 5,400 tons of anles, 12,000 tons of miscellaneous metal parts and 13,600,000 feet of lumber. Delivery will commence July 1st.

Contract has also been let for construction by the Baldwin Locomotive Works of twenty-five Mikado type locomotives for delivery September 1st.

### FROM THE ANNUAL REPORT

	1917	1918	1919	1920	1921
Railway Operating Revenues.....	\$113,739,202	\$134,772,945	\$150,370,394	\$168,158,734	\$146,765,766
Railway Operating Expenses.....	85,195,964	123,669,399	138,561,705	164,697,121	127,957,002
Net Railway Operating Revenue....	28,543,238	11,103,546	11,808,689	3,461,613	18,808,764
Taxes .....	6,517,212	6,331,690	6,306,997	11,872,832	8,762,089
Railway Operating Income.....	22,026,026	4,771,856	5,362,271	8,451,167**	9,763,120
<b>Equipment:</b>					
Steam Locomotives .....	1,937	1,795	1,751	1,917	2,015*
Electric Locomotives .....	45	45	47	62	62*
Passenger Train Cars .....	1,577	1,565	1,624	1,604	1,679*
Freight Train Cars .....	63,086	61,552	61,750	62,189	67,442*
Company Service Cars .....	4,105	3,371	2,370	2,853	2,915*
<b>Commodities Transported:</b>					
Products of Agriculture .....	18.2%	18.2%	18.8%	15.2%	19.8%
Products of Animals .....	5.6%	6.2%	6.8%	4.9%	6.1%
Products of Mines .....	30.5%	29.2%	27.4%	34.7%	33.7%
Products of Forests .....	16.7%	20.5%	20.5%	20.0%	17.9%
Manufactures and Miscellaneous ..	29.0%	25.9%	26.5%	25.2%	22.5%
Tons of Revenue Freight Carried One Mile .....	10,545,443,466	11,585,428,001	11,501,514,483	11,384,600,804	8,283,212,410
Average Revenue per Ton of Revenue Freight One Mile .....	.0076	.0085	.0092	.0103	.0127
Average Distance Haul of Each Ton of Revenue Freight—Miles .....	274.3	268.0	285.4	252.8	243.1
Passengers Carried One Mile .....	980,728,974	890,593,614	1,120,423,017	1,050,521,012	817,189,840
Average Revenue Per Passenger Per Mile .....	.0217	.0254	.0271	.0295	.0320
Average Distance Traveled by Each Passenger—Miles .....	63.34	66.46	72.23	65.99	57.88

\* Includes Chicago, Terre Haute and Southeastern

\*\* Deficit.

### Post Card Solicitation of Passenger Business

NAME	OCCUPATION	RESIDENCE	REPORT MADE
W. L. Skiff .....	Car Clerk	Clinton, Ia.	Sixty Clinton to Freeport
James Sweeney .....	Conductor	Milwaukee, Wis.	One Chicago to Omaha
T. A. Biggs .....	Conductor	Sioux City, Ia.	Four Sioux City to Chicago
T. A. Biggs .....	Conductor	Sioux City, Ia.	Six Sioux City to Detroit
T. A. Biggs .....	Conductor	Sioux City, Ia.	One Sioux City to Cedar Rapids
T. A. Biggs .....	Conductor	Sioux City, Ia.	Two Sioux City to Des Moines
T. A. Biggs .....	Conductor	Sioux City, Ia.	One Mitchell to Rapid City
Ralph J. Raiston .....	Adjuster	Aberdeen, S. D.	One Aberdeen to Seattle and ret.
Ralph J. Raiston .....	Adjuster	Aberdeen, S. D.	Two St. Paul to Seattle and ret.
W. L. Flinnicum .....	Conductor	Des Moines, Ia.	Six Des Moines Div. points to Cedar Rapids
W. A. Aiken .....	S. C. Conductor	Chicago	Two Seattle to Chicago
W. J. Perkins .....	Telegraph Dept.	Chicago	One Chicago to San Francisco

### Coast Division— Supt's Office

*Mutt & Jeff*

You have read about the dances, that are given now and then by the various employes at some jazzy dancing den, where the "Scandal Waltz" and "Toddle" and the grizzly "Polar Bear" take the place of waltz and two-step and wild music rents the air. But the folks around Tacoma though they're very up-to-date, like the good old-fashioned dances when they want to vacillate. So the dance that Florence Hall gave and Miss Daisy Webb, her friend toward the dances of the saner folks quite naturally did trend. The evening was delightful, all the crowd was full of fun, the orchestra was dandy, and at nine the dance began there were waltzes and the one-step and a circle two-step too and the way they kept us dancing wore a hole in my right shoe. Then in the circle two-step, I twirled with Margaret, I made a nasty misstep, so her feet are hurting yet. But Rosie Lindquist stood and watched no coaxing could induce, this pretty belle from Deer Lodge to get out and try her shoes. The boys kept busy dancing all ex-

cept our good friend Pete, he would make a dandy dancer, could he just control his feet. There were many others present, but this space will not permit the telling of the manner in which each one made a hit. When the dance broke up at midnight, there were many tired sighs and several in the party had quite sleepy looking eyes now taken altogether, the dances—like this rhyme were not so ultra-fancy, but we had a darn-good time. There were many in the party who with grace did sway and bend and not the least among them was our good friend Richard Wende, he was full of vim and vigor, and around the hall did race until the sweat was rolling from his reddish colored face. Then there was Miss Alice Furro with her lovely golden hair and her cheeks that bloom like roses and that fascinating air, there was dainty little Milly, she could not dance, she said, but when I stepped her round the floor on'er on my feet did tread. I danced with Hazel Allgood and she sure knows how to step. But Richard Wende's young daughter was the dancer full of pep. Was a new beginner too, but like the clever Milly did not step upon my shoe.

## At Home

Hazel M. Merrill, Editor

### Fashion Notes

With the coming of May, our thoughts turn to the young folks and their Commencement Days. In these days of simplicity of style, the more simple the graduation dress, the newer and smarter it is, and it may be made of organdie, Canton, Romaine, or Japanese crepe, dotted Swiss, both plain and embroidered net, or voile. We will all welcome the return of the deep bertha as an effective and simple way of trimming a frock, as it is quite the thing this year to have the trimming of the same material as the dress, and here also the dainty bouquets of organdie flowers, which have long been in favor, may again do duty. However, by way of variety, narrow picot-edged ribbon makes an effective trimming. You may have almost any style of sleeve desired, and unless you are very tall, the skirt should be about 14 inches from the floor. The frock for the "senior prom" should be simple in design, but very bright and gay, of either daffodil, dandelion, mimosa, roseleaf or geranium-pink, periwinkle, or any of the new "reds".

Just here we might suggest, in the way of graduation gifts, a gold pen or pencil, silk hose, long gloves, silk lingerie, a year's subscription to a good magazine, good books, etc.

For the kiddies this season, there are dainty, hand-embroidered frocks with simple, quaint designs for cross-stitch and patchwork embroidery, with handkerchiefs to match, and the little bloomer dresses are certainly in high favor among the kiddies as well as the mothers.

This season's spring and summer fashions present some of the most attractive types that we have had for many years. With the short, jaunty suits and dresses, small hats were the thing, but as skirts get longer and somewhat fuller, it is more appropriate to have a larger hat, and this summer promises to mark a decided return to straw. While suits always remain somewhat in vogue, this season the three-piece costume holds first place, consisting of waist and skirt with coat or cape to match. By way of variety, the waist may be of different material and color than the skirt. Right along beside these more dressy suits we find the popular tailored suits of tweed, and there are also many loose, some unbelted, coats of rough-weave materials.

### Garden Notes

One reason why small back-yard gardens fail in so many instances is because gardeners do not spend even just a little time in figuring out what vegetables can be grown to the best advantage in the limited space they have to devote to a garden. Radishes, lettuce, beets, beans, and peas take up but little

space and yield an abundant crop. Pumpkins, squash, potatoes, etc., should be avoided in the small garden plot. The plot should be carefully measured and definite plan made as to just what early vegetables are to be grown, and the ones that are to take their places when the early ones have been removed. If tomatoes and cucumbers are set along the fence, they will occupy but little space. Plants should be set about 3 ft. apart, which will allow the vines to spread. When the vines are large enough, tie them with strips of cloth to stakes tacked along the fence. Tomatoes and cucumbers when grown in this way furnish a very beautiful background, especially when the tomatoes begin to turn red.

On account of increasing fruit shortage, the planting of fruit trees instead of shade trees and yard shrubbery should be encouraged. Apple and pear trees furnish good shade as well as fruit; blackberries, raspberries, gooseberries, currants, and strawberries, for shrubbery, require but little attention and care, and are very valuable for their fruit.

A little tip to Milady who has limited space for flowers, and who is a lover of roses. Space need no longer prevent her from having roses, as there are many new varieties of climbing or semi-climbing roses which are easily grown, among which are Scarlet Climber, American Pillar, Climbing American Beauty, Silver Moon, etc.

To start strawberry plants right, when they are set out, is the secret of strawberry growing. The young plants are delicate and tender and are easily injured, and should not be allowed to become dry after they are pulled out of the ground, and the plants should be fresh, moist, and healthy. They should be set out immediately after they are brought from the nursery or seed house. The prepared bed should be sprinkled a few hours before plants are to be set to give water time to soak in. The hole should be large enough for roots to go down freely, and plants should be set deep enough so that the dirt will come up to and not over the center of the plants. Then carefully fill in around the plants, making the soil firm, soaking it thoroughly immediately around the plants. Both early and late varieties should be used in order to have berries until late in the summer. What is known as the matted row system is perhaps the best and most simple for beginners in strawberry gardening, although the hill system of planting is said to produce the largest berries.

### Help!

Here is a household hint from a New York paper:

"To rid the pantry shelves of red ants, wipe them with denatured alcohol every few weeks."

But how are we going to make them hold still while we give them an alcohol rub?—*The Gideon*.



3969. Ladies' House Dress. Cut in 7 Sizes: 26, 38, 40, 43, 44, 46 and 48 inches bust measure. A 33-inch size requires 6 yards of 36-inch material. Price 10c.  
 3949-3947. Ladies' Costume. Waist 3949 cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires 2 1/2 yards of 36-inch material. Skirt 3947 cut in 7 Sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. The width at the foot with plaits extended is about 2 1/2 yards.

A 29-inch size requires 2 1/2 yards of 54-inch material. TWO separate patterns, 10c FOR EACH pattern.  
 3973. Ladies' Dress. Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make as illustrated requires 3 1/2 yards of figured material 28 inches wide and 2 1/2 yards of plain material 40 inches wide. The width at the foot is about 2 yards. Price 10c.

3972-3622. Ladies' "Knicker" Suit. Suit 3972 cut in 6 Sizes: 25, 27, 29, 31, 33 and 35 inches waist measure. Blouse and Knickers 3822 cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. It will require 2½ yards of 36-inch material for the Blouse and 2½ yards for the "Knickers"; for the skirt 3¾ yards of 44-inch material will be required; to make this "Outfit" for a medium size. The width of the skirt is about 2¾ yards. TWO separate patterns, 10c FOR EACH pattern.

3965. Misses' Dress. Cut in 3 Sizes: 16, 18 and 20 years. An 18-year size requires 7½ yards of 6-inch material. The width at the foot is about 2 yards. Price 10c.

3971. 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 4 yards of 36-inch material. The width at the foot is about 2 yards. Price 10c.

3953. Child's Dress. Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4-year size requires 3¾ yards of 27-inch material. Price 10c.

3958. Girls' Dress. Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6-year size requires 3 yards of 36-inch material. Price 10c.

3963. Junior's Dress. Cut in 3 Sizes: 12, 14 and 16 years. A 14-year size requires 3¾ yards of 27-inch material for the dress, and 1½ yard for the cape. Price 10c.

3954. Child's Romper. Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. A 2-year size requires 2¾ yards of 27-inch material. Price 10c.

3959. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10-year size requires 2¾ yards of 40-inch material. Price 10c.

3956. Girls' Middy Blouse. Cut in 5 Sizes: 8, 10, 12, 14 and 16 years. A 11-year size requires 2¾ yards of 36-inch material. Price 10c.

#### CATALOGUE NOTICE

Send 12c 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 Merrill, 1241 Railway Exchange, Chicago, Ill.

#### Good Things to Eat

**Old-Fashioned Strawberry Shortcake.** With the strawberry season at hand, and strawberry shortcakes on the menus of every downtown luncheon place, and what is more, being ordered and eaten regardless of their good qualities or the lack of them, by every mother's son who has the price, it occurs to one to wonder how many of the girls of nowadays really know how to make the kind of shortcake that mother used to serve hot and juicy and luscious. It would not surprise me one bit to know that mother made her one strong hit with dad in days of old by putting before him a shortcake right from her hand and fit for the gods to hold revel over. There are shortcakes and shortcakes, and how often you hear a woman say, "Oh, yes, I know the kind you mean, a biscuit dough and the strawberries mashed." Biscuit dough, in a way, yes; but actually a shortcake dough, made with at least twice the shortening ordinarily used for biscuit, and with a little less baking-powder. Then mixed fairly moist, turned on to a well-floured board and pounded with the rolling pin for ten minutes, folding the dough over as soon as it is flattened out and pounding again. Pound to about one-half of an inch in thickness, out in two and place one of the halves on the baking tin, spread liberally with melted butter and put the other half on top. Bake in quick oven, split open while hot, spread with butter, and spread the berries over the first layer, place second layer on top, spread with butter and pour berries and juice over all. Now about the berries: They should be mashed to a pulp, well sugared, and that's a great point, use plenty of sugar, and allowed to stand in a cool place for at least an hour before serving. This draws out the juice, and when the berries are poured over the hot shortcake, the juice is immediately absorbed—or as much of it as the cake will take up—and the result is the rich red delicacy that causes every man with a good digestion and good judgment to lick his lips and canonize the maker. Any girl who can make a shortcake such as I have tried to tell about, can pick her own husband and she need not "take the first one that comes along" either. She will have a chance every time she treats her men friends to "one of her strawberry shortcakes."

**Strawberry Pie.** Those who like the flavor of the cooked strawberry generally are strong for

strawberry pie; and if properly made, it is good. The pastry may be made with a generous half cup of lard, seven heaping teaspoons of sifted flour and a good pinch of salt. Cut shortening into the flour thoroughly and moisten with cold water, dropping the water in with great care. Too much water and too much mixing makes a tough crust. Roll on floured board. Line a deep pie plate. Wash the berries before hulling, mash and mix with plenty of sugar, add a pinch of salt. Pour into the pie plate and cover with pastry.

Another strawberry pie is made of uncooked fruit. Line a pie plate with pastry, prick all over the bottom of the plate with a fork just as for a lemon pie. Bake and then fill with berries prepared as for shortcake. Cover with whipped cream, or serve with ice cream.

**Strawberry Jam.** Nothing can be better than good strawberry jam, and nothing less inviting or more insipid than a poorly made jam, or a jam made of tasteless berries. The berries should be the dark-colored, medium-sized Michigan berry.

This berry, of course, grows in many localities, but it is native to the lower peninsula of Michigan and so bears that state name. Always wash strawberries before the hulls are off. Pick over and remove hulls, measuring as you go along. Place in preserving kettle with half the number of bowls of sugar as you have berries. This makes about three-quarters in weight. Let stand overnight. In the morning stir with a wooden spoon until berries and sugar are thoroughly mixed. Cook slowly until thick, being very careful not to let them burn or cook too long. Usually twenty minutes after they begin to boil is sufficient. They should harden a little when exposed to the air on a saucer. Seal in air-tight cans. This makes a jam that is not over sweet and retains more than a sweeter article, the original flavor of the berry.

**Bean Loaf**—1½ cups of beans (navy or lima), ¾ cup bread crumbs, 1 cup milk, and 1 egg beaten slightly. Soak beans overnight. Boil till tender with pinch of soda. Mash or strain through a coarse sieve. Add other ingredients and bake one-half hour. May be served with bacon, sausages, cream sauce, or tomato sauce.

#### Household Suggestions

If you will save the thin wires that come on oyster and ice cream cartons, they will come in handy many times to mend hinges on cooking utensils and to make coils around rods where the wooden or glass knobs have been broken. They can often be used to better advantage than twine to make loops by which to hang articles on the wall.

Paraffin paper wrappers may be used to good advantage for cleaning and polishing a coal range. When steel is moderately warm, the paraffin melts enough to polish it.

Two thicknesses of cotton batting makes an excellent pad for the ironing board.

Three bushel baskets will be found very convenient to use as clothes baskets on wash-day. One basket may be left in the yard after first wash is hung out, and is there ready for the clothes when dry, while the other two baskets still contain wet clothes.

Where one has mud-loving children, it will be found convenient, if possible, to have them wash in the laundry instead of the white bathroom, and also to give them their baths in the laundry when the day's play is done. The muddy, sandy garments will then be right where they are wanted on washday and the white bathroom will remain clean much longer.

It will be found convenient to mark the length of each tablecloth on the narrow hem with very small letters in white, thus avoiding the necessity of opening out each cloth to see how long it is.

All kinds of copper and brass may be readily cleaned by dipping a cut lemon in salt and rubbing the stained surface of the metal briskly. Then rinse in soapy water and dry with soft cloth.

## SAFETY FIRST

No. 925

**Mr. FOREMAN,***Just a Moment!***Do all of your men know**

The safe way to do their work  
How and when to clean machinery  
What to do with slight injuries  
What to do in case of fire  
That they must think and practice safety

Accidents happen to men who  
don't know or who don't think.  
You can make a new safety record  
with your men--if you reach every  
one and convince him of the necessity for safety

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to the New Man**National Safety Council  
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## FROM THE BUREAU OF SAFETY

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

### FEWER RAIL ACCIDENTS

#### Safety First Movement Is Constantly Decreasing Injuries

The railways of the United States in the year 1921 made the best accident record they have ever made in the thirty-four years since accident statistics have been compiled by the Interstate Commerce Commission. Undoubtedly the record was the best ever made, as it is not probable that any better record was made before the statistics began to be compiled.

The statistics of accidents in 1921 the commission has just made public are not quite complete, but they are near enough to indicate beyond any question what the complete statistics will show.

The total number of employes on duty killed in train or train service accidents in 1921 was 1,096. This was a reduction of 1,011, or 48 per cent, as compared with 1920. It is the smallest number of employes on duty ever killed in any year for which statistics are available. The number of passengers killed was 205. This is a reduction of twenty-four or 10½ per cent, as compared with 1920. It is the smallest number of passengers ever killed in any year for which statistics are available except 1895, 1896 and 1915. The total number of employes on duty and passengers killed in train and train service accidents was 1,301, as compared with 2,336 in 1920—a reduction of 44 per cent, and the smallest ever reported in history. The total number of non-trespassers—that is, employes, passengers and other persons having a right to be on railway property—killed was 3,106, as compared with 4,329 in 1920, a reduction of over 28 per cent.

The foregoing statistics do not include fatalities resulting from "industrial and other non-train" accidents—that is, accidents occurring in shops and other places which were not due to the operation of trains. The number of persons killed in such accidents in 1920 was 463, and in 1921, 409, a reduction of 12 per cent.

The only class of persons the fatal accidents to which showed an increase was trespassers. The number of these persons killed in 1920 was 2,166, which in 1921 it was 2,481, an increase of 14½ per cent.

The commission's statistics of accidents for the last fifteen years reflect an increase in the safety of railway operation in the United States which probably has not been surpassed, and may not have been equaled, in any other industry in this country, or on the railways of any other country. The fatalities on railroads reached their maximum in 1907. In that year the total persons of all classes killed was 11,839. Of these, 4,534 were employes and 610 passengers. The num-

ber of fatal accidents has fluctuated from year to year since then, but has shown a generally declining tendency. In 1921 the railroads handled about one-third more passenger business and about one-half more freight business than in 1907, but the number of employes and passengers killed was almost exactly 66 per cent less than in 1907.

There has been a corresponding reduction in the number of trespassers and other classes of persons killed. Automobile accidents have seriously interfered with efforts to reduce the number of people killed at highway crossings. Nevertheless, when the complete figures for 1911 are available they will show that the total number of persons of all classes killed was only about 6,000. It was only about one-half the number killed in 1907, and was less than the number killed in any year since 1889.

When it is considered that the total number of persons killed in 1921 was about the same as in 1889, while since then the number of employes have increase about 140 per cent, the passenger traffic handled about 225 per cent and the freight business handled about 400 per cent, some idea of the increase in the safety of operation which has occurred during the last fifteen years can be formed.

The great increase in safety of operation has been largely due to improvements in the railway plant. It has been very much more largely due to the education of employes to the need of observing the rule of "safety first" in their work. For the great majority of accidents always has been due to man failures rather than to plant failures.

Tacoma, Wash.

Car Department Safety First Committee,  
Mr. Fred Brown:

Dear Sir and Brother:—

As Secretary of Tide Flat Lodge No. 366 B. R. C. of A. L., I am instructed by the membership in regular session, to write to you of the action taken in regard to the Safety First Movement.

The Carmen's Organization is very much interested in the successful progress of the movement and especially in you as a member of No. 366 and duly elected representative of the Carmen's Organization as Safety First committeeman.

Your resignation as same was read as requested but not expected for reasons I will endeavor to explain briefly herein.

You were highly commended for your success and earnest efforts in furthering the progress and efficiency of the Safety First movement in the car department.

Among the many improvements accredited to you in behalf of the movement, and same having a tendency to eliminate the causes of accidents and lessen the liabilities were—through your co-operation with the foremen.

prohibiting the use of unsafe jacks, the using of ordinary bars in place of jack bars, the use of unsafe tools, horses, etc. The sanitary improvements which were so badly needed are much appreciated by the membership, as also is your close observation in keeping all switch locks on repair tracks locked, and the placing of blue flags wherever needed.

I am unable to express the sentiment of the membership in their praise of your service, but believe the following action which was taken will be sufficient to convince you of the desire to retain you as Safety First committeeman. You are hereby notified of your unanimous election as Safety First committeeman in the car department for the year of 1922.

The support and co-operation of the Car-men's Organization is hereby pledged and further that it shall be your duty in the future to report any violators of your Safety First program to the Local Grievance Committee, who, if are unable to correct, shall refer same to the local officials and recommend their discharge.

Hoping that you will accept same and continue serving the car department employes as Safety First committeeman, I remain,

Fraternally yours,

E. J. Aaberg,

Recording Secretary No. 366.

#### My Underwood

Just a minute folks,  
I'll tell you if I would,  
About an old stand-by,  
My Betty Underwood.

There probably was a time  
On high ambition bent  
When she adorned the office,  
Of a Railroad President.

Alas! age-stole upon her;  
Then the C. M. & St. P.,  
Sent her here to us,  
To the burg of Avery.

Her paint is faded badly;  
She's beautiful no more  
And she looks like a vet  
Of the great World's War.

Seeing her broken carriage  
And the jerky way it crawls  
She's seen many sad summers  
And a few hard falls.

Her type is very worn,  
Her shift key sticks  
And her tabulator plays  
All sorts of funny tricks.

Her back-spacer slips  
Her roller's getting thin;  
Her space bar misses  
And her ribbon's mighty dim.

The way poor Betty rattles  
You'd think she's made of tin  
But she's a darn good machine  
For the shape she's in.

#### L'ENVOI.

These few words that follow  
Are just to let you know  
That the above does not come  
Under the heading of Humor.  
It is pathos, pure and simple.  
And this stanza is not poetry,  
Either. The printer set it  
Just this way for a joke.

#### Illinois Division

Mabel Johnson.

Engineer L. Johnson and wife, and Fireman Edw. Vogt and wife went on a short vacation trip to Florida, visiting at DuFuniak Spring and report a delightful time.

Brakeman L. C. Bradford and wife of Elgin, spent a few days in Savanna visiting at the home of Fireman Wm. Voltz.

John Reinehr, former rail mill superintendent of Savanna now of Altoona, Wis. spent a few days in Savanna visiting his brother, Agent A. J. Reinehr and daughter Mrs. I. Tyler.

Chief Clerk G. H. Rowley and wife of Sioux City spent a week end at the home of Mrs. Rowley's parents in Savanna recently. Glen and Mae both called at the superintendent's office for a friendly chat.

Engineer S. W. Alden recently underwent an operation at the Washington Blvd. Hospital and it is reported that he is getting along nicely.

Roadmaster W. A. Moberly called at the supt's office March 22nd for the first time after his recent vacation (?) at the Wash. Blvd. Hospital. He states he feels fine and is glad to be back on the job.

Miss Alma Groesinger, chief timekeeper master mechanic's office, spent week end of March 19th in Chicago with her sister Mrs. Victor Hitzfield who was quite ill.

Another office bulletin: To All Concerned: Roadmaster A. J. O'Connor wishes to thank the person (or persons) who returned his Joyce Jacks calendars. He will never forget their kindness (?)

We are pleased to note that Brakeman R. G. Hunt is again on duty at Elgin after an illness of about 7 weeks account rheumatism.

Conductor O. T. Welch has been off duty for several weeks account rheumatism having been to Prairie du Chien and Wash. Blvd. Hospital. Is now at his home in Savanna, and does not improve as fast as he would like to.

We noted in the Milwaukee Terminal news that Truhmaster Elder is adept in the art of cooking? There is a challenge at Savanna! Division Accountant Kinney says he can't be beat cooking beans. He can boil em, scramble, bake, and even saute em.

Conductor C. E. Abel had No. 65 on that eventful day when J. H. V.'s new Studebaker was in the train. C. E. A. says the car had a hot box and should have been set out, but brought it into Savanna for J. H. V. was looking for it on a 3:00 A. M. arrival.

Spring is here:

St. Clair—he's the "fresh guy"  
Wears sweetpeas in his coat-lapel,  
They never wilt—we wonder why  
And he does look "awful" swell.

April 1st. R. M. O'Connor and Chief Clerk Hansen went fishing out to "Kunce's Pond."

While there, they took orders from several of the office force, for fish of any kind or size, to make delivery within hour of order. Inquiry was later made if they were still on the line, or if they had a bite? It was cleverly done and several bit to say the least.

C. V. Kinney, division accountant at Savanna, has been transferred to Dubuque, Iowa where he will be chief clerk in the superintendent's office. Welcome is extended to Mr. Tigerman, new division accountant.

Conductor H. H. Fennie and wife will attend the O. R. C. Convention to be held at Buffalo in the near future. Conductor Fennie being a delegate. They will stop off at Detroit and Cleveland also.

Deepest sympathy is extended to the members of the family of Joseph McGrail, account the death of Mr. McGrail which occurred March 29th at Savanna, due to pneumonia. Mr. McGrail was a faithful and old employe of the C. M. & St. P. having been Savanna's first machinist, for the past several years being chief machinist at the Savanna rail mill, and was highly esteemed during his long service on the railroad. Funeral services were held April 1st at which his fellow workmen attended in a body, the office force of the master mechanic's and superintendent's office, also attending.

## Special Commendation

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

Brakeman Frank Passage, Muskego Yards, Milwaukee, on March 9th discovered a broken truck in train No. 64 as same was pulling by and promptly notified his engineer who whistled down 65's engineer. Car was set before an accident occurred.

Galewood, March 26th, waybill 89803, carload of sugar was received at Calmar, Ia., billed straight without "subject to bill of lading". As consignee received most of his shipments subject to bill of lading, Agent E. J. Hackett at Calmar made inquiry at the bank whether there was a bill of lading on this car and found there was; so he had consignee surrender it before delivering the shipment. Mr. Hackett's watchful care in this case saved considerable trouble and no doubt a claim, and he is entitled to considerable credit for discovering the error.

Section Foreman J. Coleman, Janesville, Wis., discovered pair of wheels with a bent axle, as train was passing him on March 23rd. He succeeded in getting train stopped and the wheels were found to be two inches out of plumb.

I. & M. Division Brakeman W. C. Pless discovered 18 inches of guard rail broken off C. & N. W. crossing as he was passing Owatonna on extra west March 26th. He promptly reported same to C. & N. W. operator.

Roadmaster W. A. Moberly, Elgin, Ill., discovered a bad hot box on stock train extra 8258 as it was passing Lanark, March 30th. He got signal to rear end of train, which was stopped and the defect attended to.

C. A. Bush, Muskego Yards, Milwaukee, discovered brake beam down on a car in his train when same was pulling out of the yard April 11th. He gave the signal to the brakeman and engineer to whistle train down, which no doubt prevented a derailment of No. 263.

The following to:

G. T. Carroll and dispatchers; Agent Mayville, Wis.; agent Beaver Dam and Operators Radtke and Hinz; Agent Waupun and Operator Nichols; Agent Winneconne; operators at Horicon; W. F. Schultz and crew; E. C. Oakes and crew. I have the following from F. Doherty Company in regard to service accorded them while they handled construction work during the year 1921—commending the service offered, which is very pleasing to the management, Superintendent Thurber and myself.

"We have just completed checking our accounts covering construction work during the year 1921, and among other things we are very pleased to state that the service given us by the C. M. & St. P. Ry. Company was more than satisfactory. At Winneconne we handled a total of 105 carloads of stone, 68 carloads of sand and 30 carloads of cement, originating at Lannon, Janesville and Oglesby, all of it being Milwaukee road haul.

At Beaver Dam we used 260 carloads of stone; 167 of sand and 86 cement. Ninety per cent of the stone was shipped from Lannon; eight per cent from Waukesha and two per cent from Mayville; sand from Janesville and cement from Oglesby—all Milwaukee road haul.

At Waupun we used 28 carloads of stone; 5 sand and 8 cement, shipped same as Beaver Dam material.

At Mayville we used 10 carloads of cement, 10 sand and 8 granite, from Janesville, Oglesby and Berlin respectively.

Wish to commend the above mentioned for their excellent service as we suffered no delay for the want of material and we are pleased to acknowledge that this, in many cases, was due entirely to the good service mentioned.

(Signed) E. H. Bannon, Trainmaster."

General Baggage Agent W. D. Carrick sends the following in regard to the excellent service of Mrs. J. A. Simpson, matron at union passenger

station, Milwaukee: Mrs. Simpson is more alert in watching for articles left in the women's waiting room, and seldom a day passes that she does not turn one or more purses containing considerable sums of money, and other valuable packages. On April 15th she turned in a purse containing \$184.00 in currency, two bank books and a gold watch; and within a few minutes afterward, she found another containing \$85.00. Both of these were delivered to the owners within twenty minutes after they were turned in. Her alertness in finding and taking care of such lost articles before they are appropriated by dishonest persons is most commendable.

S. C. & D. Division Switchman Chas. H. Stanbro, on April 15th, noticed a fire near a large alfalfa mill located close to West Yards, and due to his prompt action, it was brought under control and quickly extinguished. Had it not been for his promptness and efficient work, a very destructive fire might have ensued.

Assistant Yardmaster Guy E. Sampson, Bensenville, recently had a friend visiting at his home from Dell Rapids, S. D., who expected to return thither via C. & N. W. Ry. Mr. Sampson took his friends to the Union Depot ticket office before showing them the way to the Northwestern station, and by that means was instrumental in the sale of a ticket, Chicago to Dell Rapids, and sleeping car space via our line. The man was well satisfied with his journey and the Milwaukee service, and will use our line hereafter in coming to Chicago.

F. H. Dickhoff, yardmaster at Mason City, secured nine cars of grading outfit consigned to Green Bay, Wis.

Agent E. C. Koetting, Rathbun, Ia., recently overheard a conversation among four men who were planning to go from Rathbun to Albia, on the C. B. & Q., via interurban, and from that point to Chicago enroute to Cleveland. Agent Rathbun inquired why they preferred to use the C. B. & Q. when they could go direct from Rathbun to Chicago on the Milwaukee. They replied that the fast train did not stop at Rathbun and they did not want to go to Mystic to get the train. Mr. Koetting at once wired Chicago asking that No. 8 stop to take on the party. The permit was granted and the party routed via the Milwaukee.

**An Appreciation of Courteous Treatment**

The following letter written by J. H. Spencer of the Drake-Ballard Company, investment brokers, Minneapolis, compliments the courtesy of H. & D. Passenger Conductor Bingham: To Geo. B. Haynes, G.P.A., Chicago, Ill.

My Dear Sir:—

I cannot refrain from writing and telling you of the extremely courteous treatment I received from your Conductor Bingham on train No. 1 out of this city last Saturday morning. I got on at Buffalo Lake to go to Olivia to try to catch your fast train No. 18, as I had an important engagement in Minneapolis. Thanks to Mr. Bingham I made the connection, but would not have done so had he not taken a personal interest and done every thing consistent to help me. It is men like him that are needed in the railroad service these times, and when you find a man of the type of Mr. Bingham, you better hold on to him tight, as such men are badly needed.

Yours truly,  
(Signed) J. H. Spencer.

**Wonderful Courtesy, Splendid Service**

Myron E. Adams, secretary of the National Rehabilitation Assembly, American Legion, Chicago, who expects to travel forty thousand or more miles this year, writes to the general passenger agent of this company that so far he has found nothing to equal the "wonderful courtesy, splendid service, contented passengers, efficient railroad men who are enthusiastic about their job" of the Milwaukee. He made this observation on a recent trip to Seattle on The Olympian; and in

the course of his travels he says he expects to make comparisons and will write his conclusions.

**Commending River Division Engineer Fred Roberts**

The following letter speaks for itself:  
April 10, 1922.

Mr. J. H. Foster,  
General Superintendent, C. M. & St. P. Ry.,  
Minneapolis, Minn.  
Dear Sir:—

Until the last two months the Midwest Paper Company which receives an average of two to four carloads of paper a month from Luke, Md., and Covington, Va., has been getting its supplies from Chicago over the Soo Line, but through the influence of a personal friend of the writer's, Fred Roberts, engineer on your river division, I had this paper routed from Chicago over your line. This information is being conveyed to you merely for the purpose of letting you know that Mr. Roberts is loyal to your road. He also had us agree that wherever possible our road men and the road men of the FAWCETT PUBLICATIONS (Capt. Billy's Whiz Bang and True Confessions) be routed over your trains.

Very truly yours,  
MIDWEST PAPER COMPANY.  
By Harvey Fawcett.

**Another Instance of Real Milwaukee Service**

Below is a letter from the president of a Whitman County, Wash., bank in appreciation of Idaho Division brakeman John A. Mott's finding a purse with a sum of money in it in the aisle of a sleeping car on The Olympian and returning the property to its owner:

Whitman County National Bank,  
Rosalia, Wash., 4-1-22.

Macy Nicholson, General Manager,  
Seattle, Wash.

Dear Sir:—

About February 15, while en route to Chicago on The Olympian, I carelessly placed my purse containing a sum of money (\$55.00) under my pillow and during the night it slipped away into the aisle where it was found and returned to me by one of the trainmen, John A. Mott, 317 W. 4th Ave., Spokane, Wash.

While his action was a matter of but simple honesty, yet he could have appropriated the money without detection and I appreciated his behavior very much.

I write this with the thought that a knowledge of the incident by his superiors might be of service to him in some way in the future.

Yours truly,  
(Signed) F. J. Wilmer, President.

**Managing Director of the War Finance Extends Thanks**

The following letter is given publicity so that all concerned may receive the message of thanks and appreciation from Eugene Meyer, managing director of the War Finance Corporation.

WAR FINANCE CORPORATION  
Treasury Bldg.,  
Washington, D. C.

April 15, 1922.

Geo. B. Haynes,  
General Passenger Agent, C. M. & St. P. Ry.,  
Chicago, Ill.

Dear Mr. Haynes:—

I have just returned to Washington after a five weeks' trip through the west. We traveled over your lines from Minneapolis to Chicago and I want to take this opportunity to express my appreciation of the many courtesies extended to us by your representatives. We left Minneapolis at 10:35 P. M. on the evening of the 11th and we were very anxious to catch the Broadway Limited out of Chicago on the 12th. Before we reached Milwaukee we were something like an hour and twenty minutes late, but your people all along the line were very accommodating and did everything in their power to see that we made our connection. The schedule gave us only 55 minutes leeway in Chicago, but some time was made up before we reached Milwaukee and the run from Milwaukee to Chicago was made in about an hour and fifty minutes. The result was that we reached Chicago at exactly 12:40 P. M., and everything was in readiness there to at-

tach our car to the Broadway Limited. We left Chicago only five minutes late and arrived in Washington on time.

I hope you will be good enough to convey my thanks to your representatives in Minneapolis, Milwaukee and Chicago, as well as to the members of the train crew.

Yours very truly,  
(Signed) Eugene Meyer, Jr.,  
Managing Director.

**From a Merchant of Shanghai, China**

The Olympian, east of Spokane,  
March 3rd, 1922.

H. E. Pierpont,  
C. M. & St. P. Railroad,  
Chicago, Ill.  
Sir:—

Occasionally people who think they know more about running a railroad than the men charged with that duty write letters of complaint and criticism of the men and the operation of the road, but few travelers will take the trouble to write to heads of departments complimenting them upon their service.

I wish to be counted in that rare company and to express to you my appreciation of the Milwaukee service.

I have just doubled your road, going east on The Olympian, leaving Seattle the morning of January 31st, and returning west, leaving Chicago on the evening of February 28th.

The service in all departments has been most courteous, prompt and excellent.

I wish to compliment you especially upon the excellence of your dining car service. The menus have been ample, the cooking the best and the most home-like I have had upon any of the roads upon which I travel, and I have covered all of the large systems many times in the past twenty-five years.

The fish and meats were delicious, the vegetables and salads well-seasoned and served attractively and the pastry has truly been "like mother used to make". Excellent supplies are so often ruined in dining-car and hotel cooking.

I do not see how you can serve your \$1.25 dinner for the price. Your dining car should do for your road what that "gone but not forgotten" amber beverage did for the city from which your system takes its abbreviated name.

Begging your pardon for thus intruding upon your quiet (?) moments, for which there is certainly small excuse, I am,

Very respectfully yours,  
D. E. Douty,  
General Manager, The Shanghai  
Testing House.

**Twenty-five Years of Service**

Jim Currie, of Mr. Earling's office, who passes around cheer in the form of paychecks and smiles each half month, will soon celebrate his twenty-fifth year of service with the Milwaukee. He was born on the Island of Mull, off the west coast of Scotland, and is perhaps the only man on this part of the system who speaks the Gaelic tongue. He came to this country in 1889 and worked for some time with the Burlington, Union Pacific, and the Milwaukee, but taking frequent trips to Scotland until 1897, since which time he has been in continuous employ of the Company.

**An All Round "Cliff"**

Cliff Keith, city ticket agent in Chicago, is the fortunate owner of a summer home located on a prominence fifty feet above the waters of Tomahawk Lake, Wisconsin. He calls the place "Keith's Cliff." Not so bad for a railroad man.

**That Covers a Lot**

The man who spends his time sitting on a nail-keg at the grocery store ranks as a producer along with the hen that sits on a door knob, except that she is honest in her intentions.

**Too much coal kills the fire. Save your strength and the money.**

# Hamilton Watch

"The Railroad Timekeeper of America"

## Can You afford to have an inaccurate Watch?

Is it any economy to buy an undependable watch?

Or are you willing to accept the verdict of the thousands of American Railroad men and buy the watch that will render you year in and year out enduring, dependable, accurate time?

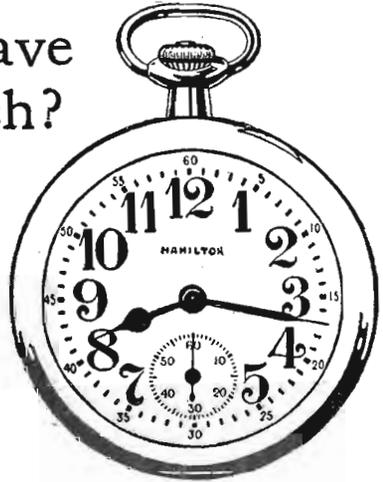
The Hamilton Watch for thirty years has been built to meet the Railroad man's requirements. Built to stand the hard usage to which railroad service puts it. Built with only one idea in mind—to serve the Railroad man for years by giving him true time all the time.

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

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

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

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



*The "Lackawanna Limited," crack train to New York City on the Delaware, Lackawanna & Western, is piloted by a veteran engineer and run on Hamilton time. Engineer Charles Stevenson has been at the throttle for nearly three decades, and for 19 years has relied upon his Hamilton Watch for the right time.*

## On the Steel Trail

Make every pound of coal do the work that has been done by two.

### Minneapolis Shop Happenings

James Nellins

April 8 and splendid weather, the sure sign of spring being here as General Car Foreman Gus Larson has shucked his sheep-lined coat.

Blacksmith Gust Farm threw a scare into his fellow workers by taking a bride, the event occurring on March 18th and he is receiving the congratulations of all his shop pals. Gus is a fine fellow and a splendid shop mate and he appears to be supremely happy and has recovered from his blushing period.

Machinist Carl Rachner is receiving the sincere condolence of all his fellow workers on account of the death of his daughter, the sad event occurring on March 19th. Mr. Rachner is a most popular and agreeable fellow worker and the men all sympathize with him in the great bereavement and sorrow he is passing through.

The old school employes here were reminiscent and recalling old events due to the death of Charles W. Case, Mr. Case dying on March 18th. He was our former assistant general superintendent and the older employes remember him with great veneration and particularly is this true with the old engineers who can all recall some interesting event of Mr. Case's career as our superior official.

It is with sadness that we read of the injury to our veteran friend Elial Hoxe and all trust and hope that his injury will be of but brief duration.

The keeper of the gate has returned and everything is lovely now.

Car Department Foreman John Burns is being sympathized with on account of his bereavement in the death of his wife who died March 21st. Mr. Burns is one of our veterans and among the eldest of the supervisory forces and sorrow is older of the supervisory forces and sorrow is freely expressed for him in this sad time.

After a year of off agin, on agin, up agin, gone agin, out agin, in agin, we seem to have settled down to knowing where one is at, the shops working full time although at reduced forces, but then one man's loss is another man's gain, so just feel rich and smile.

Ole Amundson, the veteran bolt cutter in the boiler shop, has the full sympathy of his shop mates on account of the death of his aged wife, the sad event taking place April 4th. Mr. Amundson is one of our oldest shop men and in his sadness he has the condolence of all his shop friends and many others, judging from the immense number of people who attended the funeral.

On March 28th, the employes of this boiler shop went on dress parade for it was a gala day in that shop. Assistant Foreman of the boiler shop, Charles Hoppe, made a request for lighter duties which was granted him, and his mates made him a present of a most beautiful watch, chain and charm. Mr. Hoppe has been an employe of those shops for forty years and has been a success in every position that he has been placed and always faithful, loyal and painstaking and conscientious. He has served successfully under three assistant superintendents motive power, eight master mechanics, three shop foremen and has filled the bill in the opinion of all of them. The present was no cheap affair for the boiler makers do not do things that way and Mr. Hoppe can well feel elated at the esteem he is held with his fellow men at the shops.

We note in the March issue in the comments of Brother Reilhan wherein he tells of a souvenir in the possession of the former veteran conductor Elial Hoxie, in the shape of an old time train order. Conductor Charles Howard, now retired and living in Minneapolis, holds a train order issued by the general manager, Mr. S. S. Merrill, himself. The manager's special train had come into North McGregor from Britt and required a special order to cross the pontoon bridge to

Prairie-du-Chien. Joshua Lantry was the engineer. Mr. Merrill said he would issue such an order and he wrote out "Howard and engineer: run from McGregor to Prairie-du-Chien over John Lawler's bridge and be d--n careful." Nothing could get this simple document from the possession of Mr. Howard.

Fred. Jesberg, round house machinist, is walking with a turkey gobbler strut these days, occasion: a fine baby boy came to his house and as Fred. says, the little fellow has his red hair and looks exactly like him, he is going to see that the baby does not run away.

Round House Machinist Helper Ole Haverberg threw a mild surprise into his fellow workers by getting married recently and his associates are all congratulating him.

The fellow workers of Engineer Wm. H. Bender, H. & D. division, are extending sympathy due to death of his baby daughter.

Master Mechanic John Turney has been conducting a coal pick-up campaign and it has been a success, not a speck of coal can be seen laying about the premises and it has been made use of in the proper way.

### Engineer Auditor's Office

Now that spring has come, it's time to think about vacations again.

We have another bobbed head in our midst. But it seems that Gertrude wasn't satisfied with just having her hair bobbed, she had to start a new fad of her own by having her toe bobbed also. We are glad to see her back in the office again and that she has fully recovered from her operation.

Ask May Conroy why the traffic at Clark and Harrison streets is always confused.

Mr. Bruce and Mr. Boettiger are both proud fathers of boys. Congratulations to both of them. Have you heard that Carl Green and Al Hendricksen are musicians? They both play the trombone.

Herman's cutting his eye-teeth. He's going both to the dentist and the oculist. How about it, Herman?

We are all very sorry to hear of the death of Mr. Larson's brother.

S. M. East

I. McCarthy

Death has entered our ranks twice in the past month. Engineer Adrian N. Smith died at St. Joseph's Hospital in Mankato, March 24th, following an operation. Deceased was born in Cleveland, O., in 1871. He was employed as fireman on the So. Minn. Division October 20th, 1895, and promoted to engineer July 7th, 1902. At the time of his death he held the position as engineer on the Mankato Branch.

On Tuesday, March 21st, John Lutz very suddenly passed away while at work in the coat house in Wells, the cause being heart disease. Mr. Lutz has been a very faithful employe for the past sixteen years and will be greatly missed by the numerous friends he made while in the employ of the C. M. & St. P. Ry. Co. Besides his wife, he leaves two sons: Clarence, who is employed as brakeman on the S. M. Division, and John, Jr., who is eight years of age.

Edward Horrihan, chief clerk of the store department, has again taken up his work after an attack of the "flu". Mr. Horrihan was ill at his home in Milwaukee for several days.

Donald McDougal has returned to work after a two weeks' illness. He spent the time at his home in Winona.

G. A. J. Carr, storekeeper on the I. & M. Division, spent a few hours in Austin between trains the latter part of March.

Angusta Sprague, chief clerk in the master mechanic's office, has been confined to her bed for the past three weeks with a severe attack of the grippe. We all hope to see Gussie with us again soon.

The question has been asked several times, why John McCarthy spends his Sundays in Isinours when he lives in Lanesboro. Tell us when it is going to be, John. The suspense is terrible.

We all extend sympathy to Operator and Mrs. R. C. Danley in the loss of their little son, Donald.

Fireman Wm. Sucha and wife are the proud parents of a son, and Firemen Wm. Coyle and Jacob Becker are just as proud of their new daughters.

Roadmaster Luskow in the last election was elected mayor of the little city of Lanesboro. That isn't all; in Austin the two new aldermen of the third ward are engineers, though not on the S. M. Division. P. Burns and Harry Howard will take their places in the council for the next two years.

We haven't learned whether the tobacco can at Wells contained the money on the 17th of March or not. Did it, Vic?

**H. & D.**

*J. D.*

**FIRE:** The freight house and dispatcher's office came very nearly burning down a few days ago. Fire caught in the roof above the chief's office and made quite a smoke, the most exciting move made was that by Mr. Sizer when he turned in the fire alarm. All were set for a high dive through the window except Della-Mae, who sat at her work as though there was nothing wrong a-tall. Della-Mae has either more nerve than the rest of the fellows upstairs or she was too scared to move, we can't tell which. Estimated loss to building, 7 shingies.

G. C. Williams of Wedgahl is in bed with the flu. He was the lucky man in bidding in third trick Appleton, he is the man who made that awful mistake in his Oldsmobile and we hear he will drive another brand new Olds out from the city soon as he is able to get out of bed.

Better get a Ford, old timer, that Olds has too much smoke for you.

The Governor, M. J. F., has been in bed with the flu for a few days.

C. O. Swanberg, who was in Montevideo for a month or two, returned to Aberdeen to work in the Aberdeen Yard Office.

Scotty Brown is back on the main stem after a few weeks of chasing Brownies on the Farmington Line.

J. H. D., agent Fargo, is taking a two weeks' vacation, being relieved by Geo. Lieb, who is being relieved by J. R. Lowe of Glenham. The boys are starting their vacations early this year. Let's hope they keep their good work up so as to keep the starving extra men from the poor house.

Louis Wolfe of Ortonville, trapper by trade, operator as a side line, it is reported, will take a trip through the North this summer, his mink, rabbit and rat furs to pay his expenses. Louis's got a dog that'll go right down in the hole and bring the mink out for him.

Two bad men, guus and everything, on an extra west other night, held up, beat up and half scared to death a nigger boy, they then got off the train at Granite Falls and were later caught and brought to Montevideo. They are at present in the Chippewa County jail awaiting orders from officials at Olivia.

Walt Ustruck is as busy as a pigeon trying to build a nest around Montevideo these days. Della says it isn't Della-Mae, it's just plain Della.

Len has his new car all overhauled for speed. Len says he will not speed this year. It can't be did, Len, your feet are too heavy on the stepper.

Red Hegre and Emmet are going to batch it. What's the big idea, Red? The first thing you know Emmet will ask you to get out so as to make room for another.

Buske of Ortonville has a brand new suit. It's a black one. It is rumored round Ortonville that Buske figures on getting hooked up. What you got to say, Buske?

The scribe and family are leaving for the West the first of April to spend three or four months.

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 ISSUED BY THE

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Double the Principal Sum.....	For Loss of Any Two Members
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**FULL INDEMNITY** for total disability—as long as the insured lives.

**ONE-HALF INDEMNITY** for partial loss of time—limit seven months.

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**NO EXCEPTIONS**

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**ACCIDENT AND HEALTH DEPARTMENT**  
 Saginaw, Michigan

Name .....Age.....Years

City or Town.....State.....

Employed as.....on.....R. R.

Please send to above address full information concerning Policy Contracts.

We expect to put in the summer with the Western Union at Billings, Mont., and returning in time to get the grapes this fall when business is good.

Ben Bishop used to like those summit turns arounds. What's the matter, you don't want 'em any more, Ben?

**I. & D.  
H. S. F.**

Miss Ina C. Long, stenographer, and Miss Elsie Hodges, clerk, both of the superintendent's office, spent the week-end in Chicago, shopping and sight-seeing. Both complained of a stiff neck upon their return.

Miss McCormick, assistant timekeeper superintendent's office, went home to mother for the week end. Her parents reside in Minneapolis.

Miss Ruth Scott, the clerk of the superintendent's office, who fell and broke her leg several weeks ago, has been removed from the hospital to her home, and will soon be on her feet again. Mrs. Vic Randall is taking Miss Scott's position during her absence.

Engineer A. A. Major has returned to the Running Water Branch after working several months on the East I. & D.

**NOTICE:** Anyone contemplating taking an auto ride with Chief Dispatcher O. A. B., would advise that they either inspect the gas supply or rush the can, as C. E. M. says, they must have gas.

Passenger Engineer John O'Leary is now pulling way freight. Must be the road is getting too rough. How come, John?

Fred C. Wagner, engineer from Sanborn, has returned to Sanborn after a few weeks' service on the night switch engine at Calmar. He was relieved by Engineer James Barr, of Mitchell, S. D.

Boilermaker Vaughn and his helper, Jos. Swehla, of Mason City, spent several days at Calmar doing some acetylene welding at the round house there.

James Shevik, for several years a member of the B. & B. crew at Calmar, was recently married to Miss Mable Rickabaugh of Decorah, Ia. Jim is to be congratulated and his cheery smile shows that he knows it. Miss Rickabaugh was the Standard Tel. Company's night operator the past year.

George Eppens, one of the senior engineers of the I. & D. Division, passed away at Calmar March 29th, after about ten years of invalidism. For many years he was engine hostler at Calmar, having worked for the Milwaukee about 38 years. He has two sons, Robert and William, both being in the engine service of the I. & D. The sympathy of the entire community is extended to the family.

Conductor George Warner has returned from sunny California, and reports having had a fine trip. He has resumed his run on 3 and 4.

P. Mylenberg, third operator at Seldon, is still on the sick list.

Engineer Alfred Swanson has resumed his run, after having spent the winter months in Florida.

G. M. Lambert, agent at Ionia, Ia., spent several days in Mason City on business.

E. J. Sullivan, traveling inspector, was on the sick list for about three weeks. He also spent several weeks in Mr. Stevens' office, Chicago.

Mrs. E. B. Hudspeth, agent at Conata, was called to Akron, O., account the serious illness of her mother.

Conductor E. G. Enright made a hurried trip to Chicago account serious illness.

C. E. Ring, division accountant, has purchased a new home in the east part of the city. He says he's going to raise a lot of ducks and chickens n'everything.

C. O. Bradshaw, assistant general manager, was a business caller, arriving on No. 33 and left the same day for LaCrosse via Austin.

**Drippings from the Ice Bunkers  
Spud Bar**

Bert Brandt of Deer Lodge anticipated a very busy day but Grover relieved him when he let it be known that the 50 cars of fish were cancelled and the message was bogus.

Ray Larson of Miles City visited with his family for a few days at Spokane. After being away three months the children thought he was a book agent on his arrival home.

The refrigerator department representatives

at Spokane now occupy Room No. 1 in the freight house formerly used by the Idaho Division trainmaster.

C. R. Kamm has not been in training, but his condition can be traced to moving the office furniture around. Says the locations now are hunky dory.

Our heartfelt sympathy goes out to E. A. Petersen of Avery. Pete was to be married April 10th. Along with handling the duties of perishable freight inspector he swings a wicked paint brush. Also, understand that he has rented an exclusive apartment at Avery where he and the bride will make their home after spending the honeymoon in Missoula.

Trouble generally comes all at one time, especially so with Bert Brandt of Deer Lodge. The chiropodist worked out on his feet, then the dentist yanked out everything but the wisdom tooth. Looks like symptoms of hoof and mouth disease.

B. P. Nave, of Malden, Wash., says:—"Wait until my ship comes in. Father has some land adjacent to an oil field."

Ben Root of Othello is taking lessons on how to operate a typewriter with speed from no other than one Slats Whalen. Imagine Slats is obtaining some valuable experience himself while tutoring Ben.

**Wisconsin Valley Division Notes**

*Lillian*

We are enjoying nice spring weather, the snow has about disappeared. About three weeks ago the snow was piled as high as eight and ten feet in some places, and we have had several coats of brand new winters since, but the warm weather of the past week has caused the snow to melt away rapidly, and we hope our difficulties, as far as snow blockades are concerned, have been overcome for this season at least. We have had our annual housecleaning and the offices look spick and span. We are ready for the balmy spring and summer days, but, O! you spring fever.

Safety first meeting was held at Wausau on Monday, April 3rd, and the usual things of interest were discussed.

It was with deep regret that we received the news of the death of Mrs. C. Olson, wife of Gust Olson, janitor at the freight and passenger station, Wausau, who passed away at her home Friday, March 31, after an illness of about three weeks. We extend heartfelt sympathy to Mr. Olson and family.

The principle event of this month is the wedding of Miss Helen Conklin to Joseph Shira, which is to take place April 25th. A number of pretty parties have been given in honor of the bride. The bridegroom says there has not been very much done in his honor, excepting to keep his fiancée busy going to parties and depriving him of her society. We feel he is justified in making a complaint of this kind.

Niles McGinley has been added to the office force, serving in the capacity of timekeeper, having taken the position formerly occupied by Helen Conklin.

Preparations are now under way for the banquet which is to be given by the Railroad Social Club, April 30th. All members of the C. & N. W. and C. M. & St. P. Rys. are invited to attend. The meeting will take place at Eagles Hall at Wausau and a splendid program is being arranged for the entertainment during the afternoon and evening.

**Signal Department Bubbles—Lines East**

*"Suds"*

One of the most severe sleet storms in many a year visited this section of Wisconsin during the month of February, doing great damage, leaving a trail of broken telephone poles and wires in its path and ruining many trees. The signal department felt the storm most between Portage and Sparta, where the signals were all out of service for several days. Assistant Signal Engineer Porter and Supervisor Gillan, along with all inspectors and every available maintainer, worked long hours removing leaning trees and limbs from the wires. The repairs were only temporary and will require a crew to go over the entire territory to bring the efficiency of the signals up to the standard.

Chas. Wiechert, signalman, was instantly killed while removing line wire near Camp Douglas. In some manner he came in contact with the 4,400-volt wire. Two fellow workmen had their hands on the same wire but were thrown clear, receiving a heavy shock. Chas. Wiechert had been in the employ of the signal department for the past 10 years, with the exception of about two years he spent in the army. He served in France for a year and was cited several times for distinguished service under fire. He had been signal foreman for a year just prior to the time all crews were laid off and was a very competent employe. This department extends their heartfelt sympathies to the sorrowing family.

We were glad to see Slim once more. After reading the account of his sickness in the Magazine we hardly expected to see him so soon, but I suppose you can't keep a good man down. Eh! What, Slim? He dropped off here for a few hours after visiting relatives down in Illinois and attending the signal show.

Philip Linderoth is sporting one of those broad smiles that cannot be mistaken. The reason is a 11lb. girl born on April 2nd. Philip said the first thing she wanted to do was to eat with a spoon. They have decided on the first name as Phyllis, but can't think of a nice middle name. Suggestions are in order. Congratulations, Phil, from the bunch.

L. F. Gillan is the latest in the department here to buy an auto. As Gil has always been interested in the races at Indianapolis we look for some records in the near future.

W. F. Seemuth and E. D. Morehart were the guests of J. C. Mill recently and were entertained by a radio concert, after which an orange eating contest was held. William won without a struggle.

The C. M. & St. P. bowling league of Milwaukee completed its third successful season with Milwaukee Shops, the infant member of the organization taking first honors. With a large field to pick their bowlers from it was only natural that the shops could put an aggregation in the field that would carry off the bacon. The boys from the foot of Thirty-fifth Street were good sportsmen, however, and it is hoped that they will again be represented in the league next year. The final standing of teams, together with the first ten high averaged bowlers, were as follows:

	Won	Lost	Avg.
Milwaukee Shops	66	18	851
Telegraphers	63	21	855
Rates	50	34	804
Cashiers	44	40	787
Special Agents	43	41	786
Signals	40	44	792
Chestnut Street	17	67	729
Milwaukee Terminals	13	71	719

C. Klug, 183 avg.; C. Horlivy, 180; E. Johnson, 179; F. Derfus, 178; L. Oman, 178; A. Epp, 177; H. Nolte, 174; E. Brock, 173; A. Hoerl, 172; F. Winkle, 170. High single game, 5 men 1,014 and high three games, 5 men, 2,889, bowled by Milwaukee Shops. High individual game, 279; bowled by H. Nolte and high three games, 678, bowled by F. Derfus.

**Kansas City Terminals**  
L. E.

All the employes in Coburg who live up "Northeast" are quite elated over the fact that a new cinder patch is being built from St. John Ave. to the Frisco tracks; also a new bridge being erected over the rushing torrent that tears its way along the foot of St. John Ave.

F. M. McPherson, agent, left Kansas City April 1st for Chicago, where he has been appointed agent at Union St. Before his departure the clerks at Liberty St. presented him with a fine mahogany desk. A party of about 16 were down to the station to see him off. The best wishes of his friends and associates here go with him.

Eddie Singleton, the new O. S. & D. clerk, bought his bride a nice little bungalow this week. Good start Eddie. Here's wishing you a honeymoon all your life.

The Milwaukee bowling team took the C. R. I. & P. boys to a clearing last week and they are sure puffed up over it. In fact, they are looking for some bigger game. Who's next? Speak up; don't get scared.

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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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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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**Credit Terms:** Cash down, balance divided into equal payments within eight months. Send for Catalog.

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The girls at Liberty St. have the bowling fever also. Prizes were awarded last week to Miss Hammann for the highest score and Miss Neher ran off with the booby prize.

Helen wants to know if bowling will reduce weight?

Mr. Gorman is the new yard clerk at Coburg. Delmar V. Parker died at his home, 129 North White Ave. Mr. Parker came to Kansas City in 1900. He was a member of the Loyal Order of Moose. He is survived by his wife, Mrs. Flora Parker, and two daughters: Mr. Parker was one of our oldest conductors on the division. The sympathy of a host of friends is extended to his family.

E. F. Reed, chief yard clerk, spent a few days in St. Louis last month. Suppose he would have stayed longer but they threw in a few earthquakes down there by way of excitement, so he decided to come back to western Missouri.

Warren Kelley, who has been one of the family for—well, some 'steen years or so—has been appointed soliciting agent. Mr. Kelley is taking the place of Harry Zane who has been promoted to the position formerly occupied by Wm. Lewellyn, Mr. Lewellyn having resigned.

Albert Smith has been appointed to take the place of Warren Kelley in the cashier's office.

Young Frank McPherson, who was left behind by his father to dispose of the chickens, is doing nicely. We can't say whether he has disposed of them or not. We do know that he has been chasing a few fancy ones. Better go on to Chicago, Frank.

Has anyone looked over our ball team? Well, it's a dandy. The M. K. & T. beat us 13 to 8 but that's no disgrace. We didn't have any fielders, and you can't win with six players.

A meeting was held in the assistant superintendent's office April 6th to discuss the conservation of coal. About 25 engineers, firemen and other employes attended. Another meeting is to be held soon.

Did you notice how much older Mr. Lord was looking? Neither did we. But just the same he had a birthday and a big surprise party and everything not long ago.

W. H. Fesler was appointed agent at Liberty St. to succeed Mr. McPherson, who was promoted. Mr. Fesler assumed his duties the first of April. We are glad to welcome him to the Terminals.

Our crack bowlers Talbot and Devol will travel to Chicago April 29 to take part in the National Railway & Steamship Employees' Tournament. They will help make up the C. R. I. & P. Ry., Kansas City, team. Here's hoping they bring home the bacon.

Orville Jasper, call boy, made a short visit to Laredo, Mo., during March. We wonder! Must be some good looking flappers up there.

The big question at the local is, "Who will be the June bride?" There are three candidates but the odds are 2 to 1 it will be one with Auburn hair. Which one did you say? Wait until June and we'll tell you.

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18	1
4	9 15

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### Signal Department "Wig Wags"—Lines West

F. F. Seeburger

#### "TIMELY TOPICS"

"No Splices Are to Be Made in Underground Wires"

The above is not exactly a timely topic but is brought to your attention because of several failures being traced to splices in trunking and the fact that it is not standard practice, also recent inspections have disclosed a number of splices in underground wires. No one wants to get out in the middle of a cold night to chase this kind of trouble, particularly when it is avoidable.

F. C. Mihns, maintainer at Ellensburg, had three toes removed account of having his foot crushed at the Yakima River Bridge east of Thorp. He expects to be back on the job about June 1st. Fred Schweighart is relieving him with Steve Rooney as assistant maintainer.

L. W. Smith, R. F. Tyler, and the writer attended the A. R. A. meeting in Chicago in March, later going to Pittsburgh to inspect the Union Switch and Signal Company's automatic train control device. We all went down together, but as all had relations close to Chicago, separated for a few days and couldn't make return connec-

tions. Some one looking over my writing just now asked: "How come you do not show the Irish Lord as being at the show?" That's right, Mr. and Mrs. James T. Mallany were in Chicago at the time of the show, but I had to wire him last month to get the R. M. and Msla. Division notes and wrote him in ample time this month, but evidently he is powerful busy, as nothing came in. However, we happen to know James just got back from Chicago before thirty-one, hi-tension transformers were burned by the mix-up, resulting from the first slide at Drexel.

We are going to use some new kind of wire on the R. M. Division as the supervisor has ordered "one hundred feet of number nine waterproof wire" for each maintainer. Now if Allen had ordered this for west of Cle Elum it might be understood, but—well! yes, it was sorta moist in Chicago at that. Wasn't it, Jim? Now if you can't remember, ask Tyler, he is the lad that almost spoiled our party at the L. A. C.

We had some more distinguished visitors last month looking over the electric zones. Mr. Hjalmer Aberg, chief engineer, True Hard, signal engineer and Hugo Wilson, of the Swedish Government Railway, were shown over the coast division by Supervisor Allen and over the R. M. & Msla. Division by Supervisor Mallany.

Harry Wade, Tacoma Laboratory foreman, is going to California for sixty days, so the job is open as a temporary assignment. At this writing not all the maintainers have bid on it, but the bulletin doesn't close until May 10th.

Understand George Sypal has a severe attack of Oldsmobilitis, having been hit by a robin's egg, blue type, self starter, exhaustless battery, tireless rims and all that sort of thing. Course you remember George got the last bunch of back pay not so very long ago.

Speaking of back pay just recalls that we came in one day and discovered "Eva" behind her pile of old time records. After getting around to where we could see, we ask: "Who is it this time?" 'n she says. "Oh! Hal Smith just discovered he can collect some back pay, now if Hous Loffen finds this out I'll have to do it all over again, but at that I guess I'm lucky I don't have to dig any out for Dave Williams."

Walter Dill is just about to launch another gas car, won't say any more until this one is running, as we made too many poor starts on his last one. No, not that either as the car itself always started after it was built, but it was so long getting finished.

"Rather than be jealous of any man, make your own career such that weak, malevolent people will be jealous of you. Their jealousy will be powerless to do you any harm."

**Des Moines Division Items.**  
"Frenchie"

Engineer Otto Strand has returned from a sojourn in California, very much benefited in health. He says California is a fine place in which to recuperate.

Engineer "Bill" Chase has returned from a trip to California where he enjoyed the bathing and all the other pleasures that are available in that "sunny" land.

Brakeman J. S. Foster has gone to Minnesota. He has been granted a six months' leave of absence.

Brakeman P. M. Clark has returned from a trip to St. Louis.

"Bill" Chase would like to know through the columns of this magazine whether Fireman Eggleston has picked up any "sleepers" lately.

Train Baggage man Tucker and Brakeman White say that a Ford will run just as well or better on the railroad track than on city paving. Wonder how they know.

We are glad to state that Mrs. Flanagan, wife of Roadmaster J. Flanagan, is recovering nicely from her recent illness.

A certain young lady says Conductor "Bill" Caskey must be Irish as he is getting so extremely witty in recent years. She would like to know if "Irish confetti" is a cure for this.

Brakeman H. M. Killam met with quite a serious accident recently when he was unfortunate enough to get some sand in his eye. Doctor thinks it will not prove serious, however.

We are sorry to announce the death of the little grandson of Conductor Charley Meyers.

Train Baggage man Guy Stone recently left his

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**Send Only 25 Cents**

with your order and when the razor arrives pay postman the balance \$1.35 and the razor is yours. If you prefer send \$1.50 cash with order. Two razors for \$2.00 cash with order. Exactly as represented or money back. Order today, as No. 27.

MASON SUPPLY HOUSE, 17 Oakdale Ave., Chicago

## Advertise in the "Milwaukee"

grip with all his clean collars, powder puff, manicure implements, etc., in the superintendent's office. Some one suggests that Guy needs a guardian.

V. C. McGee, clerk at Adel, returned to work April 10th after a leave of absence account of serious injury to his foot.

Brakeman L. E. Bates, who has been confined to his home with rheumatism, is again at work on his old job. His many friends on the Division are glad to see him back.

Operator T. D. Hakes recently acquired a brand new wife together with 160 acres of land. Lucky man, we say. He was appointed side table operator in the chief dispatcher's office at a recent date. His position at Adaza is being filled by Ray McGee.

Anyone wishing to know how to successfully operate a binding machine, please call on Dispatcher Arthur Olson. He is said to be an expert along this line. If there is anything you do not wish bound, however, please keep it in safe distance from the machine as he binds everything in sight.

We have the following from Rockwell City.

We are sorry to report that S. E. Carter, agent at Lavinia, is quite ill.

Mr. Bollard of the round house is laid up with a bad arm, same being caused from driving an auto without sufficient lights. Would suggest that the C. M. & St. P. furnish him with an electric headlight for such purposes.

Mr. Coulter is laid up with a bad arm also. Don't know what was the cause but probably due to too much baseball too early in the spring.

Someone said that Mr. Ferguson at Nemaha had given up chewing J. T. and gone to running a new Ford.

Pat Padden has become very patriotic of late. For the past week he has been sporting a cracked Liberty Bell on the 723. Just now it has disappeared. Guess he must have traded it for a new pipe.

Oh, yes, Paul Black is back on the branch ringing Pat Padden's new bell.

Ralph Page is very proud lately, cause he now has an heir. It's a boy.

### R. & S. W. Division M. J. Cavey

F. A. Kennedy the guinea pig king with headquarters at Corliss, has invested \$150. more in guinea pigs; which makes a total of \$487.

These little animals are raised for pets or profit. On application Frank can furnish the pigs, also the where, how and why to raise them.

It pays to have a little side business. Frank's income on this is netting him \$50 per month and is still growing.

Some figure he became interested in this line through Conductor Matson's circular entitled, "The Rat Ranch".

Conductor Jake Myers contracted a severe cold on his return from Florida, and we are glad his condition at this writing (April 14th) is much improved, and will be spared from a siege of pneumonia, as was first expected.

He was relieved from duties on the Eagle Branch by Conductor "Honest Bill" Smith.

Conductor Cavey was confined to his home with a severe cold first part of April. Conductor D. McCarty having charge of his run.

Geo. R. Williams, assistant division accountant, returned from Fort Dodge, Ia., and brought his family back with him. They intend to make Beloit their future home and are now comfortably settled on Central Ave. George says "no more meals at the Greasy Spoon." There are others who wished they could say the same.

We don't know if she does or not—BUT—Clara Furman was overheard to ask Tom Crago if he had an extra cigaret the other day.

Reta Westrick, file clerk in the superintendent's office, and Beryl Rossman, clerk in the roadmaster's office, spent the week-end in Chicago taking a peep at the new style of hats and wearing apparel. "The girls say that the new hats will be trimmed with skunk fur." THAT'S SCENTS-IBLE.

Lloyd L. Kuntz, agent at Delavan, says, "The only mark some fellows make in the world is the reputation they get for being E. Z. MARKS."

Owen Campbell has charge of the Beloit Night Patrol in place of Conductor Jos. C. Gibbons, who has taken a run on the Janesville Branch.

Chief Dispatcher Geo. H. Pietsch is sporting a fine new genuine briar pipe these days, a gift from Master Mechanic W. J. Hughes. George says she's a Lulu. Does anybody know her?

Engineer Clarence Hammell, being called upon to attend several formal affairs, with the result that when he got his dress suit he found that after laboring on the road for several years the "MOTHS" had double-crossed him and left said dress coat minus the tails.

Mr. and Mrs. Ben McCauley are rejoicing over the arrival of a baby girl born March 29th. Ben at one time was captain of police in Beloit, now special agent at Sioux City.

Owing to a hopper dropping down from a loaded car of coal on train No. 366 in charge of Conductor Gibbons on the main line at Rockford made it impossible for passenger train No. 306 to pass, a train was made up at Rockford, all passengers and baggage transferred and as usual the Milwaukee "ON TIME".

Conductor Jas. Kelly on the Shuttle Run between Rockford and Davis Junction also acts as train director at Davis Junction. Passengers need have no fear in getting aboard the wrong train under his guidance.

A quartet of officials of the Milwaukee visited Beloit in a special car and spent a portion of the day and overnight calling on commercial and industrial interests. The officials were T. W. Proctor, general freight agent, Geo. B. Haynes, general passenger agent E. G. Hayden, general agent of the passenger department, Milwaukee, and Grant Williams, division freight agent, who is well known in Beloit.

Conductor Dennis Gillen and Brakeman Geo. Brnkman are saying it with flowers these days to the superintendent's office girls.

The "Milwaukee for Service" is the slogan we treasure for that is what makes our work a pleasure.

A man is considered a good worker to the degree in which he renders good service.

On March 20th the coal chute at Steward Junction caught fire and burned to the ground.

All the boys that were working out of Joliet

and Faithhorn have been cut off the boards owing to depression in business and have returned to Ladd to await settlement of the miners' strike.

On March 20th the Oglesby-Granville Patrol run was put back in service with Conductor Wheatley in charge.

Conductor Kuhl is on the sick list at present, having quite a tussle with rheumatism.

Conductor Kerwin relieved Conductor Brasure on No. 416 and 415 a few days first part of April.

On April 10th W. J. Hughes held a "Coal Conservation" meeting in the coach at Ladd with the following employes present.

Engineers: Beecham, J. Ziel, Carruthers, Wolfe, Johnson, Whitty, Shultz, Carr, C. Hight, Blake, Smith, Graves, Kuckuck, Firemen: Conti, Volkel, Valasano, R. Morgan, Ferris, Effner, J. Marietta, Conductors: Kinny, A. Morgan, I. L. Battin, W. A. Morgan, W. A. Baxter, E. G. Dreynoiz, E. J. Mason, Brakemen: Frank Deverd, J. E. Wright, Joe Gruette, John Ruckman, Fred Devert, P. Bionchini, Schatz, O. Brown, J. Chioni, Switchman: S. R. Collier, Operator: H. Zimmerman, Sec. Foreman: G. J. Messer, R. H. F.; W. Zimmerman, R. M.; W. J. Hughes, Dmm.

Mr. Hughes told how the "Milwaukee Co." had bought up all the coal they possibly could and how it was up to every employe to make it last until the mines were working again and the following employes were appointed as a sub-committee to conserve the supply:—

Engr. J. Ziel, Condr. W. H. Boucher, Brkman, E. J. Mason, Fireman R. R. Johnson, Agent H. Dwyer, Sec. Foreman H. Zimmerman, Car Foreman J. C. Witherell, R. H. F. Messer, R. H. F. Cain.

If you have any suggestions as to saving coal get in touch with one of the men on this committee and it will receive prompt attention.

On April 12th Conductor Wheatley on the Oglesby patrol had 3 cars cement and a caboos derailed at Lehigh Cement Co. plant at Oglesby. But as usual "Boots" and his crew were on the job and had the cars rerailed and back to Ladd by 4 a. m.

Brakeman Ed. Ellis relieved Brakeman Denault on passenger a few days during April.



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TRAVELING BAGS

PORTFOLIOS & BRIEF CASES

POPULAR PRICES

NEW DEPARTMENT

Omaha Printing Co.

13<sup>TH</sup> & FARNAM STS.



**Missoula Misgivings.**  
*"Pete and George"*

Now that we have figured out our income tax, been assured that spring is really here and established out lares and penates (we've been waiting for a long time to use that) we can go ahead and see what the cub reporter has got tucked away in the shape of news, items, slams, boosts and cigarettes.

Inspector Frank Anderson is away on leave of absence visiting relatives and boyhood friends in Wisconsin.

Hayden, chief dispatcher at Moberge, was an Avery visitor, spending several hours talking over the "days that used to be" with old cronies and taking back with him pictures of the slides to show the folks "back there."

Mrs. Van Antwerp and Mrs. Zelda Pearl, of Falcon, have just returned from a trip to California. They visited Los Angeles, Venice and other points of interest and while they had an enjoyable time, they state they are glad to get back to Idaho once more.

C. B. (Brownie) Brown returned from a business trip to Spokane, bringing with him a bale of neckties (?) but the funny part of it is that they were in a popular florist's carton, and while Brownie doesn't stutter when he talks, perhaps he realizes there are things that can be said with flowers.

Fireman Schmalhorst has been passing out cigars and accepting congratulations since he and Mrs. Schmalhorst returned.

Frank Opie, houndhouse foreman's clerk at Avery, made a hurry up trip to Deer Lodge and return on company business.

Hold'er Newt, she's rarin'! Mr. and Mrs. E. A. Peterson (nee Koehler) arrived on No. 17 in a cloud, of dust, rice and old galoshes t'other night after a brief honeymoon in the metropolis of Missoula and the adjacent Indian Reservation. "Pete" has had pretty good luck so far, and we are just wondering what his "old-man-in-law" will do when he gets out of the hospital.

Bill Beedon says his idea of a soft snap is calling way stations on an ocean liner. What's the matter with the present snap, Bill?

Wm. Koehler, engineer, recently suffered a broken leg and at present is resting easy in the hospital at St. Maries.

Since business has been on the increase, some of the boys that gave up bucking the extra board are back on the job and it's beginning to look like old times.

**Save It For The Minstrels.**

Pete: Did you hear the scandal?

George: No.

Pete: Then there isn't any.

**RR Mother Goose.**

Box cars clackety bump,  
 The dater came over the hump  
 Well, I swan,  
 The crummie's still on,  
 Box cars clackety bump.

**River Division**  
*J. M. M.*

Trainmaster J. E. Hills deeply appreciates the kind expression of sympathy in the beautiful floral offerings presented by the employes of the C. M. & St. P.

Mrs. Hills passed away March 25th after a long illness.

The father of Traveling Engineer W. C. Blase died March 17th and the wife of Conductor Paul Andres passed away March 20th. The River Division extends their kindest sympathy.

Former River Division Engineer J. B. Johnson, who conducted the mechanical and air examinations at Milwaukee visited old friends at Minneapolis recently.

The disappearance of Operator Jimmy Moudry in Room 4 is still a mystery.

As a suggestion for addition and betterments would suggest that showers be installed in our lavatory for the benefit of Timekeeper Wheeler who had occasion to take a bath one noon account of cork coming out of a bottle carried on his hip and spilling the contents.

Traveling Engineers Dick Blase and Frank Hensey compiling answers to mechanical examination in the trainmaster's office taking advan-

tage of the intellectual atmosphere, the following was overheard: Question 3333. "What would you do if you heard the pounding of a steam kink in the reverse driver caused by the back firing of the key rod?" Ans. "Would adjust loose wedges or rod braces and wash the lens of the headlight." Question 3335. "What would you do if the anti-foaming compound failed to vibrate causing piston packing?" Ans. "Would work the injector on the combustion chamber working the steam in form of a spray so that the bell would be ringing wet." What they say would fill two books but the above was all I could get.

If Fireman Clarence Sutton ties up at Winona very much more he will lose his Charley Chaplin. By order of the Dirty Dozen, Mustash Mike nearly lost his eye trough on one occasion on such a tie-up and it was only the unwillingness of the safety razor to cut that saved him from being an outcast from his home.

The River Division is going to hold a class of twenty-one for promotion to conductors in a week or so. Haven't seen so many green books being carried for a long time.

Art Kersie, one of our strong back men at Winona, who has spent the past winter in three places, namely, the doctor's office, hospital and home, has returned to work and relieved Louis Tarras, the trucker with the least days of seniority.

The pile driver has finished work on our tracks so Winona can extend her sewer system beyond them.

Wm. Bohn has inflammatory rheumatism and is unable to work.

Bill Raibau complains of sore teeth but has kill-or-cure medicine which keeps him working.

Warehouse Foreman Considine, Winona, tells us he and his son went to see "Irish Eyes". What we want to know is, how he happened to call his son "Katie".

**Milwaukee Car Shops Superintendent's Sanctum**  
*"Lov"*

In connection with recent earthquakes in Mexico, a darky preacher down in Texas is said to have evolved a remarkable theory, which seems to fit in very well with certain existing circumstances. He promulgates his theory of the earthquake as follows:

"We has received anudder warnin' not to go pestictin' into de ways ob Providence. De carf, my breddren, revolutes on its axels, as we do now all know, and we all know dar must be somefin to grease dem axels and it takes a right smat ob grease to do it. So de good Lord done put de troleum inside de carf to keep de axels greased. Den byme bye 'long come all dese hyah oil companies, punchin' holes down into de beatin's and de oil all come squitten' out. Fust thing we know dar's a hot box, and de carf squeaks and jolts and rumbles and dat's de earthquake, and if dey don't quit pretty soon, dere won't be no moah grease left and de carf will stick tight on its axels and won't go round no moah."

Charlie Berodin, the paint mixer foreman, completed forty-three years of service with this company on April 7th, 1922.

Harriet Boyle spent a week-end with her brother in Chicago. Anyone desiring a sample of Blue Rose Face Powder can secure same from Harriet.

He worked by day  
 And toiled by night,  
 He gave up play  
 And some delight.

Dry books he read,  
 New things to learn,  
 And forged ahead  
 Success to earn.

He plodded on  
 With faith and pluck,  
 And when he won  
 Men called it luck.

Helps and hints to H. B.'rs—To save a fall—If your cellar is dark, paint the lowest step white. This may save many a fall and will do away with "feeling for the last step" when going down and when coming up with an armful—of wood—a—for the kitchen stove.

Marguerite Van Laanen of the blacksmith shop is under treatment at Mayo Bros., Rochester. The world is a wheel, and it will come 'round right.

## Electric Heat in Lens Making

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### TRANSPORTATION OF PAULISTA LOCOMOTIVES

When a manufacturing concern undertakes to build large electric locomotives there is the great problem of transporting the finished machines to the user. When such apparatus has to be shipped to foreign countries it has to be handled and re-handled, which means that it has to be packed with the greatest care.

A recent example of sea shipment of locomotives was the shipment of the Baldwin-Westinghouse electric locomotives to the Central Paulista Railways of Brazil. The locomotives were assembled for test at the factory, and then disassembled and packed. Each locomotive required three main packages; the whole cab was crated with moisture-proof cloth between the layers of crating; two crates, one for each of the trucks; and then some miscellaneous smaller boxes for other parts. The size of the main cab, when crated, was about that of the floor area of a flat car, and its height above the floor of a flat car was just within the limit imposed by tunnels.

The trucks were put in the hold of the ship, but the cabs had to be lashed to the deck. Upon arriving at Santos in South America it was found that the unloading facilities were not equal to those of the modern dock equipment in the United States. The unloading had to be done with a floating crane. The ship's cranes were able to lift the cab, but they were not long enough to place their load away from the edge of the dock. The floating crane, or "sheerlegs" used was equipped with a steam hoist and had barely sufficient capacity to place the cabs on the dock.

Considering these difficulties it is noteworthy to know that the whole transfer of these locomotives to South America was accomplished without a serious mishap.

Herb Manke, our former truck driver, is with us again, also Bill Behne, formerly an electrician helper.

Have you noticed the shadow on the repair tracks lately? No—not the ground hog. What's resting on Charlie K.'s upper lip? A week and a day.

#### Iowa and Minnesota Division

By D. M. W.

The news for the I. and M. Division are going to be rather short this month. The items from out along the line are not coming in at all. What's the matter with you I. and M. folks? Wake up, let's hear from you.

We can see where no more news comes from P. J. Burns and Harry Howard. They will have their hands full cleaning up the back yard and kidding the public of the 3rd and 4th wards at Austin.

We also hear that Walter Gleason has been elected Alderman of the 3rd ward at Cresco. Mr. Gleason expects a rather hard term on account of the high taxes. But cheer up Walter, high taxes are like short skirts. They have got to stop somewhere.

We understand Train Dispatcher Renshaw is figuring on buying a car. It is a good thing he lives out where there are no cops nor trees.

Engineer James Cane is back on the job. He says he had some trip.

We are all sorry that Trainmaster J. E. Hills lost his wife and the entire I. & M. Division joins in extending their sympathy.

The following men have passed physical requirements and standard rules examination for promotion to conductor: A. W. Haseltine, A. B. Reilly, J. E. King, Chas. Hoffstater. Those who have filled out questionnaires waiting for dates are: Owen Cambern, G. J. Placek, R. E. Byers and H. B. Cerkill. April 13, W. C. Pless, H. P. Dwyer, J. H. Lux and C. T. Lenahan will fill out questionnaires.

Last but not least we must compliment the train and engine men for getting in their time-slips so promptly. It sure helps with our pay rolls and we hope this will continue.

#### Dubuque Division

J. J. Reilly

Baggage man Billy Hagensick of McGregor, is able to be around again, after an enforced vacation of about six weeks, caused by a fall on an icy sidewalk the latter part of February.

Engineer Frank McKinney has given up his passenger run and is now on the way freight with the Sunday lay-over in LaCrosse. Engineer Mike Brophy, who has been on switch engine in Dubuque yard for several years, took passenger runs Nos. 4 and 33.

Brakeman John Zuber has been making quite frequent visits over to Shawno and Clintonville, Wis. Johnnie confided in the train-master and told him that just about one more trip and then he would be asking for transportation for two.

Roadmaster Billy Whalen has been keeping a work train busy for the past week distributing ties for this season's renewals.

We will soon have a smiling lot of new engineers and conductors, as quite a large class of the boys recently took the examinations.

On March 12th the Dubuque Division handled the "Lumberman's Special" from Sabula to River Junction. The party left Minneapolis several weeks previous making a tour of the Coast country and the South, returning via Kansas City. The party were more than pleased with the Milwaukee service, especially with the run made on the Dubuque Division. Four hours and 30 minutes was used, which is a mighty good run, figuring track conditions at that time of the year.

Washington's Birthday will no doubt be long remembered by the division officials as well as the citizens on the West Union line. A hard rain all day started the ice which was from two to three feet thick, down the Turkey river, the towns of Garber and Osterdock being the worst sufferers. Practically all of the bridges were damaged to such an extent that there was no through service for about 10 days. A pile driver was run over the Rock Island and worked from the West Union end which was a big factor in opening up the line for service.

## HEALTH and MONEY

are two of the greatest blessings of mankind. To be sick or injured and penniless, too, is the worst that can befall anyone.

Those who possess a STANDARD Mogul Policy (designed especially for railroad men) are never reduced to the latter extreme. When injury or sickness *does* overtake them then the STANDARD steps in and provides.

**Standard**  
**Accident Insurance Co.**  
DETROIT     ::     MICHIGAN

H. C. Conley, Sup't., R. R. Department

Ed Prolow, agent at Garber, is thinking some of accepting a position as life guard at Atlantic City, since his experience during the big flood on the Turkey River. Mr. Prolow was quite a heavy loser. Part of the living rooms in the depot are on the ground floor and as the water was about 7 feet deep in the building, he lost practically everything, including a new piano.

Roadmaster Kelsey is the proud daddy of a new baby boy. This makes a pair of Jacks for Norm now; just enough for a section gaug during these times of depression.

Rumor has it that Conductor W. A. Cutting will soon blossom out dressed up like Mrs. Astor's broken arm on a holiday. Bill had his measure taken for a new uniform, which will be decorated with solid gold buttons.

Conductor Walter Graham is driving around in a fine new Studebaker. He figures on loading up Trainmaster Dutton some Sunday soon and taking him to church.

Baggageman Boxleiter was the victim of what might have been a serious accident in Dubuque April 11th. He was riding on an express wagon when the rig was hit by an automobile, killing the horse, and spilling "Box" and the driver on the pavement. Mr. Boxleiter escaped with only a few minor bruises.

Effective April 13th, the Preston Line freight will no longer go through to LaCrosse, but will tie up at Reno. The roundhouse will be again opened up at Reno, Andy Dohlin returning from Waukon, where he has been employed as night R. H. F.

Conductor R. R. Freeman, one of the members of the "Holywood Colony" at Bellevue, was married last month. We have not learned the name of the bride, but a host of friends on the Dubuque Division wish the new couple much joy and happiness.

O. T. Cull, who has been division freight and passenger agent for about two years, has been promoted to the position of assistant general freight agent at Chicago. Mr. Cull will have supervision of complaints before the Interstate Commerce Commission and State Commissions, except Montana, Idaho and Washington. Before coming to Dubuque Mr. Cull held the position as chief of the Tariff Bureau in Chicago. The many friends that he has made since coming to this division regret his departure, but are more than pleased to hear of his promotion.

**Chicago Terminals**

*Guy E. Sampson*

Yardmaster Mike Duffy says that we will have a wet spring. Every employe in the terminals agree with him for we have sure had it, even if Mike did prophecy this after the spring was far advanced. Water, water everywhere. We are wondering if the old water car at Loweth is still dry.

On Sunday, April 9th, train No. 50 had an engine failure at Itaska. Mr. P. Cary at the Bensenville roundhouse was notified to have the crew that was doing some switching at that point, to cut off, turn their engine and go to Tower B17 for instructions in regard to getting this train off the main line. Mr. Cary did some quick work clearing the engine track and getting this crew and engine over the turn table and on their way in seven minutes.

"Sfunny we haven't seen Perry around the Belt switches lately. Cold feet, Mary?"

Congratulations, Bill Balouseka is the proud father of another fine son. Best wishes to mother and baby.

When Perry "Dominick" Wells works on the North Hump it reminds one of the famous photoplay, "Smiling Through," as he always has a smile to cast through the windows of Mr. Meyers' office.

Train Director James Burke had a close call to having a month's vacation which he was to put in sitting on the Grand Jury. However, after two days' absence from the office he succeeded in getting excused from the service. Sampson worked in Jim's place at the desk the two days he was absent.

Car Clerk Tom Collins, who is always on the look-out for assisting the Milwaukee service, made a good showing, having discovered eight broken rails within a week.

# Acres of Diamonds

Have you heard that famous lecture about "Acres of Diamonds"-the story of the man who traveled over the entire world looking for wealth and came home in old age only to find that the land he owned was full of diamonds, full of possibilities for wealth? Have you applied the lesson to yourself? Do you make all the money you can out of your job as a ticket agent? Are you selling all the Travelers Accident Tickets that you could? Are you trying everyone who comes to your wicket? Are you earning every commission possible? GET BUSY!

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# FALK Castings

The Falk Corporation is prepared to furnish acid open-hearth steel castings from 1 to 100,000 pounds, for all commercial purposes. An experienced personnel, modern plant equipment and geographical location combine to make Falk Foundry Service unexcelled.

## The Falk Corporation

Milwaukee :: Wisconsin

Specialists in making steel castings for railroad, mining, marine, hydraulic and other commercial purposes.

# Locomotive Maintenance

ONE of the most important items in railway operation is locomotive maintenance. Power held in the back-shop awaiting repair parts, means financial loss until such parts are secured.

We have exceptionally complete facilities for furnishing and delivering duplicate and repair parts, and also for overhauling and rebuilding locomotives in our own shops.

This service is at the command of all railways.

The  
**Baldwin Locomotive Works**  
Philadelphia

Understand "Dutch" Schroeder and Harold Casey Schuler are looking for a harder job than the west end train yard but claim there is none to be found. Don't worry, boys, fuel conservation will soon make us all sit up and take notice. We would advise putting less coal on your engine not only so that it won't be wasted around the yard but so you can get more exercise reaching after it.

We were recently asked by a fireman if the report was true that Trainmaster Johnson wanted to break in some of the enginemen as yardmasters so that they would learn how to do the right thing at the right time. In other words *Snead Up* when needed. We could not answer the question but our personal belief is that there is just as important work outside of the Y. M.'s duties as there is in his duties and we can all profit by making a closer study of the work we are assigned to do. If we all give 100 per cent efficient service the Y. M. can't do more.

Mr. and Mrs. Ray Helsdon, of Bensenville, are rejoicing over the arrival of another daughter at their home this month. Congratulations to all.

Car Inspector George Shaw has purchased the Henry home on Pine Ave., Bensenville, and moved into our midst. Welcome to our city George and family.

The only time A. Broker is sorry that he is not married is when he has to pay his income tax.

Train Clerks C. Miller and Thos. Collins wear a broad smile whenever any of the other boys complain of rents being raised in Chicago. Lucky birds these two. They both adopted the "Own your own home" idea last fall.

Lady employes on the lines west please take notice. A. G. Karr and H. Stone of Cameron's office force, both considered as the Beau Braumells of the west yards, are planning a trip to Seattle this summer in view of training the "Wild Women of the West." If the boys let us in on the secret of when they start we will try and send some hand bills ahead announcing their arrival on the coast.

Car order clerk, O. M. Ulrick, has been transferred to Car Accountant E. F. Hoy's office. Some one in this neck of the woods will lament the fact but you see sentiment must not usurp duty and we always felt that it was a duty that a man owes himself to accept promotion. Good luck Minnie, we all know you deserve it.

Yardmaster J. Capoot was elected as president of the school board at the election held at Bensenville this month.

Supt. of Terminals C. S. C. is on a two weeks' vacation and we are informed that he will spend the time in New York, Boston, Washington and finish up in—yes in Cuba. Oh, what a grand and glorious feelin', two weeks' vacation and most of that in a land of sunshine and of "Moonshine."

Glad to see something from the pen of E. W. Dutcher last month. His poem was the voice of all Milwaukee employes. Come often E. W. D.

Our sympathy is extended to the families of John J. Whalen and Michael Brosnan, switchmen in the Chicago Terminals for many years, who passed away within a few days of each other.

Sympathy is also extended to Anna Esbenson and family on the bereavement of their son and brother, Eric, who passed away on March 11th.

We also wish to express our deepest sympathy to Annabelle Hudson and other members of her family on the sudden death of their daughter and sister, Irene.

### Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division.

Nora B. Decco

Spring may have arrived some places and it may arrive on the R. M. but the blue birds and robins in these parts stand with their feet frozen in an inch of ice most of the time and the poor ladies whose husbands gave them enough of last half pay check to buy Easter hats look outside and shiver and return to last winters old felt. Still it isn't so bad as it could be—take the Missoula Division for instance, Joe Daniels says things are too uncertain over there, he wouldn't care to stay long. One day the track is there

and the next day the landscape illustrates the well known story of Mark Twain's hillside farm that slid down over its neighbors. As for us we wait patiently and otherwise for the hills to settle and the box cars to return eastward.

Dad Echard says he doesn't know whether he is or is not on the Lombard helper. At 4 p. m. he leaves for Lombard and 6 p. m. the job is pulled off he is so busy packing and unpacking his bed roll he forgets to report for work.

While Mr. and Mrs. Ralph Spayde were visiting friends in Lewistown and DeerLodge this week, their house caught fire here and partly burned. The Three Forks fire department did some quick work and saved the property otherwise it would have been a total loss as the fire occurred in the night.

A small son arrived at the home of Mr. and Mrs. Harry Mertons March 11th. Mr. Mertons is operator at Ringling and we offer our congratulations.

Mrs. William Cosgrove, wife of Conductor Cosgrove, and two children left this week for Wisconsin where she will visit friends and relatives for some time.

Brakeman Harry Maannon who has for some time been working in Spokane has been called back to work on the R. M. Division. Aside from losing his trunk he arrived OK ready for work. Another new tag on the Extra board.

Fireman Simms, wife and son have arrived to make their home in Three Forks moving into the Asher house. Mr. Asher has gone to the Nor Mont on passenger.

Firemen Brash, Merrill, Alverson, Dickerson are back on the main line again owing to an increase of business. May it keep on increasing say Engineers Robison, Thompson and Brentnall, who are also back again.

Brakeman D. J. Malloy and family have sold their home in DeerLodge and will make their future home in Montrose, South Dakota. They have lived in DeerLodge for ten years and Mr. Malloy like all railroaders is now going to try his hand at ranching. Success to them in the new venture.

Brakeman Rockefeller has a new car and guess it must be a dandy from all we hear about it anyway he says it is. He says if there are no swear words in the Jap language, how do they start a fivver?

An item that has come to our notice and may interest a number of old timers is the return of Ed. Johnson to work as carpenter's helper in the bridge and building department for H. B. Rivers. He went to work here in 1907 as carpenter's helper working until 1917 when he quit to homestead near Fort Benton where he has been since. His returning again as helper on the bridge gang don't seem to mean failure in any sense of the word in the homestead line if all we hear is true but perhaps only a desire to learn some new fangled way of repairing old fashioned bridges, as the homestead has spread out into four or five hundred acres, since 1917.

Now the last and very most important bit of news so far is the arrival in DeerLodge April 12th at high noon the seven pound lusty lunged daughter Barbara at the home of Night Chief and Mrs. Dowd. Congratulations from every one of us.

#### S. M. West—Notes.

Roy H. Hoffmann

Tony Malek, station agent at Vienna, So. Dak., on the M. & B. Line stopped over-night at Madison, during the early part of April, while returning from a few days leave of absence spent at the home of his parents at Lakefield, Minn. While at Madison Tony took time to call on his numerous friends, also paying the dispatchers office and roadmasters office a short but pleasant call.

We wonder if Agent Harvey Gregorson of Madison eats all the doughnuts he has been carrying home here lately. How about it Harvey?

A newcomer to the S. M. West is John S. Healy, section foreman at Faribault, Minn. on the I. & M. Division, who has accepted the position of assistant roadmaster to Roadmaster W. H. Crabbs, of Madison, So. Dak.

On Tuesday evening, April 4th, a very successful Safety First Meeting was held in the passenger depot at Madison, So. Dak. Nearly

all the Committeemen were present and a very good gathering of employes attended the meeting. Quite a number of Safety First Items were brought up at the meeting and after calling the attention of these matters to those concerned, measures were taken to have the matters corrected. When it comes to Safety First we believe the S. M. West stands among the highest. After a short but interesting talk by Safety Inspector, J. L. Bauer and also a little instructive speech by Supt. E. A. Meyer the meeting was adjourned.

Section Foreman, August Anderson, of Lakefield, Minn. has moved his family to Lakefield, Minn. How does it seem to eat home made pies again, August?

Section Foreman P. Peterson of Sherburn, Minn. spent Sunday at Jackson recently, renewing acquaintances.

A very interesting and beneficial meeting was held at Madison on the evening of April 6th, the purpose of the meeting being to discuss ways and means to save coal, during the present coal strike. Felix Vidal, Chairman, called on all employes present to offer some suggestions along this line, a large number of suggestions were made and among them were some very good ones. A large gathering of engineers, firemen, brakemen and Station Agents were present at the meeting. Mr. Dimmitt, master mechanic of Austin, gave a short talk on the "Necessity of Saving Coal."

When it comes to high water, we all agree that the Forestburg Section of the S. M. West holds the record, for both high water and floods, during the year of 1922.

Beginning March 21st and continuing without a halt for ten days the James River, which runs about one mile east of Forestburg, steadily rose and quickly over-flowed its banks, spreading water over the surrounding country for miles, on the west side of the river. On March 25th, the water had risen over the S. M. Main tracks and began washing out the dump in numerous places, which made it necessary to transfer the passengers from No. 1 and No. 8 until the waters subsided.

It was only after days of hard work on the part of the track men that the passenger and other trains could proceed over this place with safety. Over 60 cars of cinders were placed under the track after the waters had begun to go down, and at present the track along this point has been raised from two to three feet and we now stand ready to defy the James River, should it again break loose. We all feel proud of the faithful work which was performed by the track men, as only their constant attention kept the track from washing off the dump during the height of the flood. Ye scribe had the good fortune of securing a number of very good pictures of the James River during the flood and any employe is welcome to see them by calling at the roadmasters office at Madison.

Fireman Hunter, on No. 1 passenger, eats lunch at Artesian now regularly. Artesian cooking must agree with "Bob." What say?

Machinist Breski, of the Madison round house, has been kept rather busy the last month, traveling back and forth from the Madison telephone office.

Section Foreman, Edw. Westby, of Madison, has returned from Tacoma, Wash., where he spent the winter with his son Emil. Edw. reports a very cold winter with plenty of snow throughout the north-west. We are all glad to see you back to work Edw.

Roy Garrettson, brakeman out of Madison, is the proud father of a bouncing baby boy.

#### S. M. P. Office Milwaukee

"Hazel"

There are many new faces in the office lately. Jack Mullter has taken Casper Pogorzelski's place, Casper having left for parts unknown. Walter Mack has succeeded Frank Wasascheck and Carl Riemann late of the Valuation Department has now taken up his abode in our offices. Clem Stolenowicz has taken the position of office boy made vacant by John Klem, John having gone to Europe with his parents.

Miss Ryan received a card from Jane Kimnick who is in New York and claims it is a great place to live.

Lillian VanLanen went to Rochester, Min-

nesota, to be with her sister Margaret, of the car dept. blacksmith shop who is undergoing a serious operation. The last reports are that she is doing fine. We wish her a speedy recovery.

Myrtle French received a beautiful white gold wrist watch for her birthday. Some girls do pick out the nicest beaux.

Rosie bobbed 'em and they look real cute, too. Every noon a checker tournament is in progress. The boys will be taking up knitting next if the weather doesn't permit the regular noon day ball game.

Harvey VonWald was off a few days to have his tonsils removed. He is back again, however, looking handsomer than ever.

"Doc" Barlow, chief clerk to the shop superintendent, has accepted a position in Superior, Michigan. He was replaced by Julius Guenther, timekeeper in Master Mechanic Joost's office. Frank Peters, from the roundhouse, is now in Mr. Guenther's place.

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

Some one sent Frank King another scoop. What's the idea?

Our sympathies are extended to Boilermakers Jos. Burns, Peter Kocho and Peter Miller for the recent deaths in their families.

Engineer Chas. Heyrman is the proud father of a baby boy. Good for you, Charlie.

Boilermaker Helper Wm. Delwiche had the sad misfortune of injuring the first two fingers on his right hand, necessitating the amputation of both.

Wm. Miller, boilermaker apprentice, returned to work, having been off due to injured eye.

Miss Florence O'Connor of the store department, spent the week end at Milwaukee.

Also Lead Boilermaker Matt Kennedy was at Milwaukee on company business April 7th.

Machinist Robt. Heyde had to take a day off to save himself and family from drowning. He only had twelve inches of water in his basement when he layed off and when he got through bailing via bucket brigade there was two feet left.

Machinist Heyde and Olson are not the only ones that voted for that fourteen inch sewer.

Engineer Maurice Clarey has returned to work on his run No. 6 and 31 after a two weeks' illness.

Engineer Ralph Graves' Buick Six had the pleasure of being towed around by a Ford truck.

Fireman George Madden is recovering from a serious illness having been confined at St. Vincent's hospital.

Engineer Jay Parkinson can use four horses any time his car won't run. Papers have been made out for the transfer—Bender to Parkinson.

There is a full blood spaniel at DePere now and he's some dog. FULL-BLOOD.

Back Shop Foreman A. W. Jones has moved his family to Green Bay. He has a nice residence up in "Lapland" across from Union Park.

#### Kansas City Division J. V. T.

A meeting was called at Ottumwa Junction to discuss ways of conserving the coal supply on hand when the nation-wide coal strike went into effect April 1st. About thirty attended. A committee was formed composed of the following: Superintendent Hoehn, chairman; Traveling Engineer Schmtz, Trainmaster Allard, Chief Dispatcher Klabu; Engineers Kemp and Exceen and Firemen Broich and Heather. Everybody on the division is included in the campaign to make the existing supply of fuel go as far as possible.

At Ottumwa on March 31st twenty-two officials from all points in the Southern District met in a business session at the Hotel Ottumwa. Luncheon at the hotel was had at noon. Those attending were: General Superintendent Weidenhamer of Savanna; Superintendents Christoffer of Chicago, Devlin of Beloit, Lollis of Savanna, Marshall of Marion, Hoehn of Ottumwa, Anderson of Kansas City; Trainmasters Washburn of Chicago, Connors of Beloit, Dutton of Dubuque, Allard of Ottumwa, Ingraham of Sioux City, G. W. Miller, chief clerk to general superintendent, Savanna; J. T. Clark, general car foreman, Kansas City; O. G. Mars, demurrage inspector, Des Moines;

## Stifel's Indigo Cloth

Standard for over 75 years



### "Safety-Valve Steve" Says:

"I've been railroading for forty years—or thereabouts—and want to tell you fellows right now that the right Work Clothes are made out of Stifel's Indigo Cloth.

All the big Overall and Jumper makers are wise to it—and make their clothes out of it.—If you want a real "go-ahead signal" when buying Work Clothes—just turn up the cuff of the pants.

There it is—big as a semaphore—but shaped like a boot—see:



Look for that trade mark—it'll pay you—well, good luck."

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

J. L. STIFEL & SONS  
Indigo Dyers and Printers

New York

Wheeling, W. Va.

Baltimore



also the following local officers: R. C. Hempstead, L. B. Faltynski, J. W. Sowder, T. L. Holland and E. J. Klahn.

Engineer Walter Becker of Ottumwa who has been off about two months on account of an operation for appendicitis will resume work in a few days.

Brakeman Bert McGraw, who has been confined to his home in Ottumwa for the last month on account of serious illness, is improving but is not able to be up and around at this writing.

Cecelia Thorne of Mr. Hempstead's office has been in a hospital in Ottumwa for an operation on her throat. Miss Lilly Brody is relieving.

The baseball season in Ottumwa opens May 1st, Ottumwa being a member of the Mississippi Valley League, a new organization composed of teams in several Iowa and Illinois cities. The games will be played in the park constructed last year on the West End car line. It is up to Milwaukee employes living in Ottumwa to support the team for the sake of the sport, to boost Ottumwa, and because the players will use our line in all their movements in and out of Ottumwa. There will be 65 games of the schedule played in Ottumwa and for every series of games 18 or more players will travel.

Thanks to the energy of Jack Park, our live agent at Washington, all the material for the big job of paving in that city is being moved via our line instead of the C. R. I. & P. About 13 cars of gravel, rock and cement will be forwarded each day, for several weeks from Muscatine and Buffalo, Ia., and Hannibal, Mo. Mr. Park and Roadmaster Henberger have arranged for convenient unloading space in the yard for the contractor.

Last month was a record breaker for meat business out of Ottumwa. 111 through cars and about 50 peddlers were forwarded by John Morrell and Co.

A passenger special was run Chicago to Kansas City just ahead of No. 25 the night of April 3rd to accommodate a party of oil men bound for Oklahoma.

The Barnesdale Oil Co., who handle the "B square" oils, have put in an up-to-date plant on our rails at Chillicothe, consisting of two tanks and a storage building. This firm expects to put in other plants along the line.

The Kansas City Division is again in first place on the efficiency report for April, thus leading all other divisions for the fifth consecutive month.

At a meeting of the Brotherhood of Railway Clerks in Ottumwa April 11th, E. G. Schaefer of the division storekeeper's office at West Yard was elected president of the lodge for the next year.

The heavy wind-storm of Sunday morning, April 9, put the telegraph lines all out of business. About forty poles were broken off at different places.

When Trainmaster Horton returned from the LaCrosse Division to move his family from Ottumwa to Portage, a number of employes met in Mr. Allard's office and presented Mr. Horton with a suitable remembrance from his Kansas City Division friends. Superintendent Hoehn in a few appropriate words made the presentation and Mr. Horton replying, bade us farewell and expressed his regret in leaving the division.

Mrs. James C. Cunningham of Davenport, wife of Passenger Conductor Cunningham, died late in March. Burial was made at Marion, Ia., the old home of the family. Mr. Cunningham has the deep sympathy of all in his great loss.

Doctor Bogart, for a long time company physician at Excelsior Springs, died at that place March 29th.

Second trick at Rutledge was assigned to James Perry of Bidwell April 1st. Mr. Perry has not been able to take his new job yet on account of a bad case of rheumatism.

Times are getting better. Several men were put on when the car department force was increased at West Yard the other day.

Clarence Haines, at one time a brakeman here, died in Moberly, S. D., and was brought back to his old home at Seymour for burial, April 12th.

R. W. Winstler of Moravia, the egg and poultry man, is now having carload shipments of canned frozen eggs. Freezing and canning eggs is a process that originated in China, large quantities having been canned and shipped to New York. Machines, operated by girls, crack the eggs, remove the shells and place the eggs in gallon cans.

The eggs are then frozen in the cans in an ammonia plant. They are shipped in iced cars and held in the big Eastern markets in cold storage.

Four young ladies from the Ottumwa Junction offices made a week-end visit to Davenport to take in a performance at the new million dollar theatre there. While walking down the white way one of the girls, thoroughly imbued with the spirit of safety first, efficiency, conservation and so on, had her eyes wide open and watching for anything that might possibly happen. This young lady, too, was taller than the others, so of course it was she that discovered the fire. It was a very smoky and treacherous looking fire. She ran down the street a couple of blocks, the others hurrying to keep pace, and met a small group of citizens to whom they gave the alarm and all rushed back to the scene of the big conflagration, gained admittance to the burning (?) building and found a peaceful party smoking some meat and begging to be let alone. Luckily the fire department didn't get there too soon. If you want to learn who the brave girl was just go upstairs at the Junction and cry, "Fire Chief" and she will come to attention at once.

#### Iowa Division

##### Ruby Eckman

Engineer D. Jones has been baching a while. His wife has been spending a few weeks with her daughter, Mrs. Harry Havens, in Mitchell, S. D.

Mrs. Edward Jordan and daughter Ethel made several trips to Chicago in March and April to visit Edward Jordan, a car inspector, who had the misfortune to injure his foot when he slipped and fell in front of a train. Edward had several operations on the foot at the Washington Boulevard Hospital.

As a method of saving coal during the coal strike the way freights on the middle and western divisions were operated on a tri-weekly schedule effective April 12th.

J. W. Kuykendall, a Perry fireman, is getting into the limelight as a political speaker. Jack is a member of the Legislative Committee representing the firemen and has recently been appointed to the position of secretary and treasurer of the "Brookhart for Senator" club. His presence at the various meetings which the club has been fostering has been the means of him being called upon to fill in on the program when other speakers failed to appear. Jack has never made a speech before a Perry audience but friends who have heard him talk elsewhere say that he does well.

Operator Ben Dvotak of Ferguson station is the father of a nine pound son born on April 3rd.

Engineer W. J. Overton returned to work the first of April following a several weeks' lay off on account of a broken leg. W. J. was cranking his auto last winter when he slipped on some ice and fell, breaking his leg.

Machinist Ed Bacon of the Perry force spent a few days in April with friends in Kansas City.

A wedding which was overlooked last month was one which united in marriage Louis Luther of Haverhill and Mary Wilkins of Galena, Ill. The ceremony was performed at St. Patrick's Church in Haverhill. The bride and groom went to Chicago on their honeymoon and upon their return went to housekeeping in Melbourne. Mr. Luther is a signal maintainer and has been stationed on the middle division for some time.

M. F. Hogan of Spokane, Wash., was in Perry the fore part of April for a short visit with his sister, Mrs. John Gorman. Mr. Hogan is in the safety first department, being one of the general committeemen. He had been to Milwaukee on a business trip and visited with his sister on his way home.

W. E. Beadle is the new car foreman at Ferguson, taking the place of C. H. Courtwright who was transferred to Cedar Rapids. Mr. Courtwright was injured several months ago and when he returned to work was transferred to a lighter job until he fully recovers his health and strength.

Walter Walrath and Edward Lavell returned the first of April from California, where they have been spending several weeks.

Agent George Halley of Huxley Station has a new son in his family, born March 25th.

Mrs. Tony Lyons and son Homer of Miles City, Mont., visited with relatives in Perry and Des Moines in April and March. Mr. Lyons is a switchman employed by the Milwaukee at Miles City.

## The First Capitol

of Minnesota burned in 1881. By that year this bank had increased its original resources of a quarter million by five times that amount -progressing thru its policy of service.

**"For Saint Paul and The Great Northwest"**

## THE MERCHANTS NATIONAL BANK

ROBERT AT FOURTH - SAINT PAUL

## The First Bill Paid

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



FIRST NATIONAL BANK  
MILES CITY MONTANA

## Larabie Bros.

**BANKERS**

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every Banking facility extended to our customers

Safety Deposit Boxes For Rent

Depository for C. M. & St. P. Ry. Co.

March 19th Wm. Cook and Mrs. Crabb of Collins were united in marriage at the home of the bride. The ceremony was performed at 6:00 P. M. Mr. Cook is an agent and operator who has worked for the Milwaukee for years. He is not assigned to any regular position but does relief work when called upon. They will make their home in Collins.

Wm. Reel, the young son of Car Inspector John Reel, is able to be up and about the yard again after having been confined to his bed for four months with the rheumatism.

John Conway returned to work March 15th following a several weeks' lay off on account of a carbuncle on the back of his neck.

Conductor George Robinson has been off about a month taking treatment with the Mayos at Rochester.

Wm. Leaf of Marmouth, N. D., was in Perry during March, having been called here by the sickness of his daughter who was visiting with relatives in Perry. Mrs. Leaf and daughter returned to their home the fore part of April.

Machinist Howard McKarren of the Perry force is in a St. Louis hospital receiving treatment for stomach trouble. Howard has been under the care of the government surgeons for some time and was ordered to St. Louis for treatment.

Engineer Ira Hurlless was off duty in March on account of the death of his wife's sister, who was buried March 21st at Traer, Ia.

F. L. Tice, who has been making his home in Perry, has moved to Marion. He was on one of the east end way freight runs till the car was pulled off and then took a car in the ring.

Verto Reckert, one of the clerks in the division accountant's office at Marion, came out to Perry in March to spend Sunday and Monday with friends. The report was circulated in Marion that Verto saw a bunch of girls on the platform at Perry and would not get out of the car, but the report was a little in error. The facts of the case were that the girls accompanied his friend to the depot when they were returning home and Verto was too bashful to join the crowd and boarded the train on the north side just before they pulled out. The girls are waiting for his next visit to Perry.

Miss Helen Cate, who works at Atkins, was in Perry in March to spend a Sunday and Monday with her parents.

Wm. Trump is a new machinist on the Perry round house roll since the first of April.

### Milwaukee Shops Items

H. W. G.

Veteran W. H. Gardner has returned from a three months' health trip to California, and is looking much better as though the trip was a great benefit. Glad to see you here again, W. H.

Radio is all the rage now. We were hustled down to Chicago to photo the interior and exterior of car Wauwatosa equipped with the apparatus, and for a cloudy day with some rain must say the pictures showed up well, especially the two young ladies who posed at the receiver, everybody is asking "Who are they?" The enlarged copies are framed and sent out over the lines.

Our V. E. A. secretary-treasurer, Grant Williams, called on Mr. John C. Fox at Janesville recently and found him not quite so well. Mr. Fox, this weather is enough to make us all tired.

C. H. Bilty and Ted Kirkby headed for Philadelphia Sunday the 9th on new locomotive business. Mr. Kirkby as mechanical assistant to Mr. Silcox will shortly move his family to Chicago from Wauwatosa. We will miss you all very much, Ted.

Someone was saying L. K. Silcox was up in Canada and then was going to the western mountains where the snow is bothering. Speaking of snow, Cascade snow, Frank Buchanan's paper was read at the November meeting of the Master Mechanics, but Frank was detained in the Cascades by the snow and did not show up as was so announced.

The big frame planer in the rod bay of the locomotive shop has a battery of eight tools all cutting at the same time on two frames, three tools on the top and one on the side of each frame. J. A. Anderson brought this out.

Ed. Zimmermann has returned from Excelsior Springs where he was with R. W. Anderson for a week in the S. W. district.

Electric Engineer C. R. Gillman was down around Terre Haute first week in April.

The C. M. & St. P. Bowling League ended the season with "Milwaukee Shops" winning the pennant, the final standings were as follows:

	Won	Lost
Milwaukee Shops	66	18
Telegraphers	63	21
Rates	50	40
Cashiers	44	40
Special Agents	43	41
Signals	40	44
Chestnut Street	17	67
Milwaukee Terminals	13	71

High three games, Milwaukee Shops 2889. High single games, Milwaukee Shops 1014. High three individual games, F. Deraus, 678. High single individual games, H. Nolte, 279.

The first ten in individual standings as follows:

C. Klug, 183.30 average; C. Horlivy, 180.10; E. Johnson, 179.4; F. Deraus, 178.26; L. Oman, 178.25; A. Epp, 177.24; H. Nolte, 174.49; E. Brock, 173.7; A. Hoere, 172.61; F. Windle, 170.58.

Milwaukee Shops team consisted of the following members:

H. L. Billinger, H. R. Toohy, A. J. Epp, H. Nolte, C. Klug, C. J. Horlivy, J. M. Mitten, and F. A. Deraus, captain.

**Pickups on the Aberdeen Division**

*"Scoop"*

Spring must be here for certain as we notice that Ralph has a new haircut.

Through no fault of ours there were no Aberdeen Division notes in the April Magazine as they were either lost or delayed in the mail. The main remark seemed to be—"What's the matter with the Aberdeen Division?" However, we have noticed that no one has ever hurt themselves giving us any information as to the happenings that they would like to see in print.

Walter Amundson has been admitted to the Lincoln Hospital for a minor operation. C. N. Williams is at present taking his place at the official relief dispatcher and operator.

Say, won't we step on that old Ford sedan again considering the fact that we haven't had it for the past four months.

H. F. Gibson left last week for Excelsior Springs, Ark., to spend his annual vacation. I don't suppose that we will know Harry when he gets back as they say it sure is a fast life in that locality.

The linemen have been busy putting in telegraph wires at Westport station and bulletin covering have been posted. The scribe has had his eye on this job for quite a while now but—"fat chance".

Effective April 10th, H. K. Krohn has been appointed as roadmaster on the Moberge and Linton Lines, vice J. E. Haley, who was transferred to the middle district.

"MISS" Leah Logne, cream cashier at the baggage room has been granted a 90-day leave of absence, which she will spend at her home in Wisconsin.

The mechanical department offices have received a new coat of paint, varnish and everything. Looks real "niftick" too, if you should happen to ask. Oh, yes, do not forget to clean your feet before you go in now.

"Loganberry" James Fullerton, traveling immigration agent of this company, conducted two well attended and educational lectures in this city. One at the Normal School and one at the Municipal Auditorium. They had to deal with the development of Western Washington. A great many colored slides of the country were shown during the course of the lecture and much interest was shown by all present.

**Store Department—Minneapolis Shops, Minn.**

*Emma Zinn*

The fair debutantes of the office have just opened up the spring social season with a mighty display of "BOOTS". The alleged "Boots" have become such prominent features on the feet of our fair sex that we now have in the store department office the best looking "BOOT-LEG-GERS" in the city.

Yes, the fashions have changed—Yes, indeed—Even Mr. Kelly felt the lure of the day and blew in March 17th with a new hat. Now can anyone guess the color? ? ?

**SPOKANE & EASTERN TRUST COMPANY**  
SPOKANE, WASH.  
**CAPITAL & SURPLUS \$1,250,000.00**

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Geo. Sheridan, our chief clerk, has the fresh air habit and insists upon having open house a couple of times a day, causing groans and much delight from the other inmates. Biddy Murphy says it makes her shiver but she's afraid to because we'll all think she's trying to "shimmy".

One of the agreeable surprises of the month was the appearance of Martin Ward who has been confined to his bed for the last three months. Martin is looking fine again and seems to have made a very successful recovery.

Tim O'Connell, our congenial station agent, has at last ascertained the reason why dining cars use hard coal. About a dollar's worth of info.—eh, Tim?

A rumor has been circling about the shops concerning Geo. Ward, chief stenographer for the River, I. & M. and Twin City Terminals Divisions. It is said that George won a bet the other day.

Jane Williams was heard to remark that she was going to drop her watch in the street car, too. Flo. Mueller did and received fifteen dollars.

Other famous events of the month: George Ryan's new dance, John O. Johnson pricing 1722's, Margarette Neuwirth's bobbed hair, Otto Halmrast late, Allen Templeton's singing (???), Geo. A. J. Carr's smile, and Len Farrell all dolled up.

### Notes from Tacoma Local Office

Not very much is happening around these diggins except that the same old bumping game is still going on. Ed. Collins, who had been on thirty days' leave of absence because of illness, came back to work only to find his old position as chief clerk at the docks abolished. The positions of claim clerk at the docks and claim clerk at the local office being consolidated, Brother Collins bid on the new position, displacing F. C. Clover, who in turn bid in the warehouse foreman job, and so it goes. However business is picking up somewhat and a new position has just been put on, to handle the demurrage at the Port Commission's Docks.

The Port Commission's Docks not being large enough to handle all the steamers that come there for cargo, the Port Commission has been loading a number of steamers at the Milwaukee Docks of late. One day last week there were as many as four big steamers there loading lumber in addition to an O. S. K. Steamer.

Keith Williams of the yard office is taking a thirty days' vacation, visiting the folks back in Iowa, and no doubt living on the fat of the land.

The other morning Ray Powels, our tall and handsome export clerk and timekeeper, came down looking even more genial than usual and imparted the pleasing news that on the previous evening the Powels family had increased by a ten-pound boy. (You will remember that Mrs. Powels was formerly Minnie Rohrs, one of the most popular girls we ever had at Dock Two.) These being hard times, Ray lost no time in entering the new arrival on the seniority list so that he may hold some rights by the time he goes to railroading.

Ray Kidd, formerly chief bill clerk at the local office, is now working at the yard office for a while until business gets better. We hear that he is quite an amateur carpenter and built several fine chickencoops at Puyallup while laying off. He brought the blueprints down to the office, but Al. Goldsborough, our efficient revising clerk, who can find through the most intricate tariff with ease, threw up his hands and confessed that he couldn't make out just what class rates should apply.

Miss Gwen Guslander, assistant bill clerk, has been sick for several weeks but is now on the recovery. During her absence Miss Margaret Bolander has again done billing.

Jack McKay, assistant warehouse foreman, who is branching out as a chicken fancier, came down to the office the other morning with a puzzled expression. It appears that he set a hen to hatch some eggs and the chicks had come out, which was all right and good, but what Jack couldn't understand was why some of the chicks were black, for he had wanted white chickens and

had therefore picked out the whitest eggs he could find. Can any of our chicken experts explain? And if Jack wanted black chicks, would he have to set black eggs?

The girls in this office call our attention to the fact that Miss Conway of our force has recently on frequent occasions come down to the office all dressed up ready to step out for the evening. Our otherwise efficient detective bureau has not been able to learn whom she meets, as Emmett Maloney, our handsome chief sleuth, is handicapped by having occasional work to do at the docks. We shall report further developments.

#### Tacoma Car Department C. D. G.

F. D. Campbell and W. L. Delaney attended a meeting at Milwaukee Shops the forepart of the month. Delaney spent a few days visiting at his old home in Dubuque, Iowa. The Car Department was in charge of G. W. Taylor during Delaney's absence.

The car department is coming to the front all right. The wheel shop, locomotive carpenters and tank men have been turned over to us and the work is going along in fine shape.

E. E. Packard recently returned from Miles City where he was employed as chief clerk to Mr. Ripberger. Elon has accepted a position as assistant to Mr. LeVere. We are all very glad to have him back as we missed him during his absence from Tacoma shops.

Delaney's office was the scene of a most delicious spread during the noon hour one day recently. The girls brought some very appetizing dishes which were enjoyed by all. Those responsible for the good eats were, Hazel Browning, Ann Howland and Irene Campbell.

Ray Meservey was a Seattle visitor last week. Don't make those week end trips too often, Ray.

Mrs. Browning and Miss Howland entertained a few young people Thursday evening, April 6th, honoring Miss Campbell. The evening was spent playing bridge after which delicious refreshments were served. Friday morning, Mr. Delaney's office was brightly illuminated by a beautiful new sparkler on Miss Irene's important finger.

Mr. and Mrs. A. P. Smith are making plans for a new home which will be erected this summer. Mrs. Smith is our File 4 clerk in Mr. Campbell's office.

#### Sioux City & Dakota Division

H. B. Olsen

The "Milwaukee" scored another point when our already popular service handled the Rotarians from Des Moines, Sioux City and other points into Sioux Falls where the convention was held for three days. The all-parlor car trains were without question the finest and most luxurious passenger trains ever brought into Sioux Falls, in fact, the "Milwaukee" equipment was placed on track "one" in the Omaha Ry. yards where board walks and electric lights together with telephone connections were in evidence. Thousands of people who visited the interior of the palace train admired the "Milwaukee" cars as being the finest.

The Sioux City "special" was accompanied by City Passenger Agent Wyckoff and John Murphy special agent who attended to the comforts of all passengers.

The Des Moines train was accompanied by W. F. Ingraham, trainmaster, and we are proud of the fine service rendered the Rotarians which goes to show our line can compete with the best of them when it comes to excellent service.

John R. Phelps has supplanted R. L. Robson, as city ticket agent at Sioux City, Robson having resigned to enter new fields. John comes from the city ticket office at Milwaukee, and he is well able to handle the business at Sioux City.

R. McGregor, clerk to Road-master Murphy at Sioux Falls, underwent an operation on his right arm. "Mac" is up and around again but will not be able to use his arm for some time.

Conductor Alexander and family have returned from Hot Springs where they have been for some time. "Alex" is displaying a bran-new uniform and looks his very best.

B. & B. Foreman S. E. Hanson had the misfortune to be struck on the head by a 2 by 6 which cut quite a gash—although injuries were not so as to lay him up and while he says his head is

# WOOLERY ENGINES

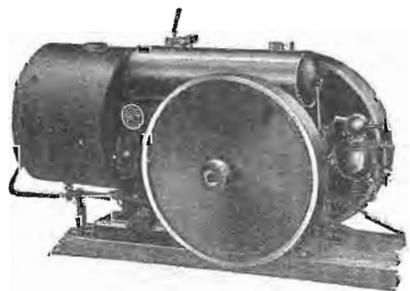
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rather tender it did not interfere with his work.

C. G. Vollmar, superintendent E. & B., has been laid up for nearly a month with rheumatic trouble but at this writing he is able to be up, and we will be glad to see his smiling countenance again.

Superintendent E. F. Rummel, D'spr. Emil Gilbertson, Night Yard Master Tom Oxley and Conductor W. A. Rands all took the Consistory in the last Consistory class at Sioux City in the Masonic Order.

Ross J. Bankson, yard-master Sioux Falls, spent a couple days in Sioux City on his monthly vacation relieved by Engineer Foreman Raymond Hunter.

Flood waters which threatened to seriously damage the road bed in the north part of the City at Sioux Falls also points on the Madison and Egna lines did not materialize—thank you. Lines which paralleled our rails however were entirely washed out and have not as yet fully recovered from the damage.

Employees can win more good will for BIG MILWAUKEE SYSTEM by little acts of courtesy than by almost any other service.

On April 7th official and employes numbering over one hundred met at the passenger station Sioux City and formed a Council to decrease fuel consumption which is in order over the entire system since the present coal strike became effective.

Supt. E. F. Rummel was appointed Chairman of the Council and A. M. Martinson M. M., Vice Chairman. Committee memberships are comprised of both freight and passenger employes. The slogan of the Council is "Make One Pound of Coal Go for Two." The duty of the committees is to see that normal operations are carried on with the least possible amount of coal being consumed.

Politeness costs nothing, but it's worth a great deal; it's a valuable business asset in dealing with the public. Use it.

"MAKE ONE POUND OF COAL GO FOR TWO"  
Miss Ethel Jacobs, assistant cashier, who handles the collection end in the cashier's office at Sioux Falls, sails out every morning in her boat, the "Cheery Smile" and tows into the harbor of the credit department all the small crafts of delinquent debtors. She than sees that they anchor their payments at the cashier's window.

Conductor Dave Stewart can be seen riding in his nicely "appointed" sedan when off duty at Sioux City.

On April 10th a very destructive blizzard with heavy snow practically wrecked telegraph and telephone lines between Sioux City and Sioux Falls. Also heavy damage to these lines between Elk Point and Yankton. Wire service was interrupted for forty-eight hours between Sioux City and Sioux Falls. We do not take kindly to "blizzards" at this time of the year.

### West End Scraps

J. T. Ritch

Acting under the assumption that M. M. (conductor of the well known column East Wind) is correct in her conclusions, allow us to be second only to that individual in wishing Harry Wurzbacher the best of happiness. Incidentally, we might compliment him on his choice, for having met the lady in question, we know for certain that Harry is "Wright."

After much coaxing, wheedling, threatening and imploring, the traffic department at last consented to divulge the name of the new girl they were keeping from the public eye, like a flower that blushes unseen. Anyway, we are glad to know Miss Agnes Herity.

Paul O. Carey, local speed demon, recently tried the altogether foolish and useless act of moving a three ton truck of scrap iron with a Dodge car, via the head-on route. Luckily he escaped bodily injury, but the car didn't. Damage \$35.00.

Miss Ella Almqvist, well known, well liked and well behaved blond, is now in the general manager's office, and for some time too so hope the local swains.

Miss Lucille Maricle, who has for the past couple of years wrestled with the speed dog, in the G. M.'s office, is on a leave of absence, visiting Sioux Falls and other middle west Metro-

polises, and I fear, we will never see her again, at least as Miss Maricle.

A. E. Campbell, who recently spent a short time in Chicago as special representative of Mr. Nicholson is back, and fully appreciative of good weather when he sees it now....in contrast to....well, we'll not say it.

Henry J. Williams, local art connoisseur, is back from a short jaunt over the line.

That Johnnie Pain, still has a lot to learn, is evidenced by the fact that a "Dead Soldier" was found on his desk one morning, not so long ago. It was also labeled "Gone but not forgotten," which expresses all our sentiments exactly. We might suggest the waste basket for empties of this nature.

Claude E. Pike, formerly with this company and the U. S. Shipping Board, is again with us, doing special work, and this time we hope there is not any shipping board to lure him away.

**East Wind**  
*Mile a Minute*

This is radio station M L M, located in the Railway Exchange Building, Chicago.

The moving finger writes,  
And having writ moves on,  
Nor all your piety and wit  
Shall lure it back to cancel  
half a line  
Nor all your tears wash out a  
word of it.

Did you all get your stick of gum in the lobby the other day? Judging from the difficulty some of the employes had in talking I thing they must have gone back for their third helping.

Johnnie Stipp has gotten herself engaged and now she is contemplating moving to Kansas City. She says she will leave the ring here so some of us poor unfortunates can scramble for it, but of course we know she doesn't mean it. Anyway, we wish her lots of luck and happiness, and don't forget to write once in awhile, Johnnie.

Mr. Bagnell we understand is now being addressed in telegrams as D. T. Bagnees. Can you imagine it?

Wonder why S. C. & D. 11 and 6 are riding light a general office employe over the week ends recently. Could anyone in 1215 know the reason?

If anyone knows of a nice cozy four-room apartment, don't forget Mrs. Costello in the Employment Bureau, as the poor girl is exhausted in the futile chase for one.

Frank Lowry is out for big game. He recently set a mouse trap in 1225, but the next morning no trace could be found of the mouse or the trap. But Frank says that is all right, we more than likely will be visited by its spirit. Heaven forbid!

We are extremely anxious to know how Mr. Williams is making out with his collection of Bathing Beauties.

Understand Jim Rice of Mr. Calkins' office has been traveling around 63rd and "The Grove" lately. Explain yourself, Jim.

We welcome the items from the Terre Haute Division and are glad to see them listed among the steel trail columns so soon.

I suppose you have all seen our old friend Wallie Swanson and know that he is affiliated with the oriental freight department, but we

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Lump and Hydrated  
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**WATER TREATMENT AND  
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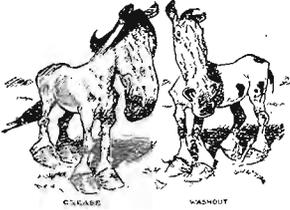
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Eliminate scale and corrosion by the use  
of only 35 lbs. per engine per month.

**B-A Anti-Foaming Chemicals**

Stop foaming and priming in the lightest waters  
by the use of only one pound to 8,000  
gallons of water evaporated.

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mention it here so that we may see his name in print someplace besides the society columns of the Quincy papers.

Our old friend Bessie Drach, who used to keep the A. F. E. records in the general manager's office, called on us Saturday. She was in Chicago attending the wedding of her cousin.

The high rents seem to have a terrible effect upon some of our stenographers and these have been found lurking about the alleys.—Bowling now is their latest sport.

The traffic department has informed me they will not give me any more scandal for this sheet if I don't mention that the latest passtime at noon of the stenographer in the president's office is riding on top of the bus. Well, here is the confession, but Nellie Ayers will have to take part of the responsibility, as she was along. However, Mr. Meyers does not know what secret business took us north on that day.

There has been taken into the O. F. D. a new office boy, William McCormick, succeeding Everett Horton, who resigned to assume duties in the office of the Traffic Department of the Union Pacific.

Toledo sat up and looked around when Harry Dickie dropped in for the week end at his brother's place there.

Competition looks quite keen in the treasurer's office, with a tinge of political aggressiveness from the City Hall hovering over in the race for Miss Kevil's favor. Messrs. Fitzgerald, Connors and Reid appear bunched at the three-quarter post, but judging from the proximity of certain phone calls at the lunch period each day, Fitzgerald is setting the pace.

This is radio station M L M, located in the Railway Exchange Building, Chicago. No further broadcast until June 1st.

**Car Accountant's News**  
*"Magpie"*

Our deepest and sincere sympathy goes to Elsa Augustine in the loss of her mother.

Puzzle—Who cut the buttons off of Osborn's vest? You were lucky to get the buttons back.

We want to know who picked out the shirt Lester Kincaid had on last week.

We notice that John J. Meyers has been visiting on the north side quite often lately. There must be a reason.

Congratulations Mr. and Mrs. Carl Knigge. Why keep it a secret so long.

We also understand congratulations are in order for Miss Phyllis Koehler.

Contributions are now in order for a set of Wallace records for our office boy.

Did you ever hear of the gent who smokes the same cigar for three weeks making it last by smoking it on Saturdays or Sundays, or any other notable day. Said party also has a glass cage for Mr. Butts, thereby preserving for future enjoyment. Our Mr. Petzold will be glad to give further enlightenment on how to preserve your smokes if you will just pop the question. He can also furnish you with information on how to shine your shoes with the cigar ashes.

We are sorry Jim Nolan will not be able to keep up his record bowling for a while, as he injured his hand quite seriously from the looks of the bandages he has been wearing on his right hand.

John Kaveney's motto—"Look before you speak."

**News Items from the Northern Division**  
*Hazel E. Whitty*

Can you imagine Ice Miller staying on one job more than a month? The last move takes him back to his first love, the west end way freight.

Dick Oakes was off the greater part of the month of March repairing the damage done to his trees by the sleet storm in February. It seems that one of his trees was left in pretty bad shape and in trimming this particular one, Dick happened to saw off the limb he was sitting on. He was lucky not to get a bad fall. The next day he adopted the Safety First Idea using a safety belt he borrowed from one of the linemen.

Chas. Greibler is now the engineer on the

Horicon switch job. Engineer Lewis back on the North end way freight and Engineer Ryan on the Fond du Lac jitney.

Understand that Geo. Price was elected Justice of the Peace at North Lake at the last election. We know that Geo. has always been out for a record on coal saving and efficiency and so I suppose he will be trying to equal the record of that Waukegan Justice who married 1630 couples in the year 1920. Don't worry, George. We'll all come to you to have the knot tied.

Dick Yahr is complaining continually about the weather. Being curious, I asked him what difference the weather could make to a staid employe as he is, and he said, "Do you think that I want to take my new Studebaker out in the mud." Of course, that changed everything and we were right there with sympathy. Dick has put a steering wheel on engine 5000 and now he can go around the Loops at Beaver Dam and Fox Lake without going in the ditch, so he thinks he will get along all right with his new boat. He thinks that he will have to build a little shed in the yard for himself as the new car takes up most of the house.

Heard on the Northern Division: Lady to Conductor, "Please stop the train, my wig blew out of the window." "Oh, that's all right, there's a switch down here a little ways."

I would like to inquire where T. E. Melcher gets the paper that he uses in making out his reports to the dispatcher each day. They say that it is such pretty paper, with bright colors and pictures of corn and peas on it. Wonder if this is supposed to represent the family crest. How far back does your family tree go, Ted?

Hugo Warren, section foreman at Waupun, is all smiles over the arrival of a fine boy at his home during the latter part of March.

Mrs. E. Raue, mother of Felix Raue, our cashier, passed away March 16th after a long illness. We extend sympathy to Felix in the loss of his best friend, his mother.

The mother of Frank Caldwell, our third trick operator at Granville, passed away March 18th, at the age of 87 years. She was ill but a short time. The remains were taken to California for burial.

#### H. & D. Division

A coal conservation meeting was held in a coach at Montevideo, at 10 A. M. and 2 P. M., April 6th and 7th, and a very good attendance was had at all the meetings, everyone displaying interest in the movement, and it can be expected that the move will be put over big—that's the way the H. & D. always does things. The following were appointed on the committee:—

Charman, M. J. Flanigan, superintendent.

Vice Chairman, F. L. Paul, division master mechanic.

#### West H. & D. Division

Passenger—

F. Burdick, engineer.

Ed. Nemitz, fireman.

Freight—

Andrew Noard, engineer.

Winfred Hayes, fireman.

J. H. Barrett, conductor.

Fred Myers, brakeman.

#### Montevideo Yard

W. W. Westfall, general yardmaster.

Dave Burns, switchman.

H. Renberger, switchman.

#### Car Department

Nels Peterson, car repairer.

Martin Paulson, car repairer.

#### East H. & D. Division

Passenger—

Wm. Eddington, engineer.

Joe Sandel, fireman.

Freight—

Wm. Defield, engineer.

Stere Brophy, fireman.

Ed. Nemeec, conductor.

Frank Burns, brakeman.

#### Roundhouse

Cad Schmitz, hostler.

Forrest Johnson, hostler.

#### Train Disprs. Office

J. E. Andres, chief Dispr.

Walter Dunlap, trick dispr.

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Idaho Division.  
R. C. P.

There is nothing like keeping after a thing if you want to get it. I'm going to harp about Whalen's cow until we get the story.

The tension has passed. Ray Shook has returned from Honolulu. He was absent about six weeks. Certain ones here had almost given up hope of ever seeing him again when he departed, but Ray isn't so easily vamped.

Daily service on the Elk River line was resumed 1st of month on account of increase in business. This line promises to be a hummer the coming season.

J. C. McConnell has relieved Fireman Montgomery on this line while "Monte" has holed up with a lne crew in Montana.

Conductor and Mrs. C. H. Lewis has returned from a Florida trip. Conductor Cummins had the Elk River run during Mr. Lewis' absence. Wonder how Mr. Lewis likes the twenty inches of snow along his run after a return from the south.

Joe Lawrence is a full fledged conductor now. He picked up what No. 192 spilled the other night.

N. J. Westermark tried to make Bill Ralston believe that he saw a man dragging a bear on the ice of Upper St. Joe a while back.

The funny part of it was that Bill too had seen the dragging. The said bear being nothing more than a deceased porker being towed away to bait coyote traps. Somebody tell "Westy" that bears aren't galvanting around at that time of year. I remember the time when I, too, used to think that anything too big to be a pole-cat had to be a bear, but that was when I was a kid.

Pend O' Reille Happenings

Your Pend O' Reille correspondent was in hopes that he would be able to chronicle to the Milwaukee Magazine readers that the snow was gone for good but as we have been having intermittent snow storms up to today we shall have to wait for the next issue.

If any Milwaukee Magazine readers happen to see The Movie entitled "The Grub-Stake" by Nell Shipman they can see some of the high hills along the Pend O' Reille river, along which a portion of the scenes were taken for this movie—Nell and her dogs and extra coach and her retinue of actors and actress have returned to Spokane and we hope that by next month we can tell you when this big thriller will be finished.

Most of our agents and operators who have been fighting the flu are now in the harness again and no one is as glad as they who were down. An operators meeting was held in Spokane March 26th at which there was sure a good attendance of Idaho Division boys.

The recent main line trouble between Henderson and Missoula gave your correspondent chance to view the Milwaukee Yaller trains on the N. P. and while we don't very often have a chance to "O. S." a main line train on the P. O. R. branch take it from me we could advise the dispatchers when 15 and 18 were rambling through the N. P. yards here.

Business continues good along the P. O. R. branch as mills are starting and one or two more are to commence operations soon.

Tom Stephens at Lost Creek says he has cancelled his order for a helper at that station as he now has all the business systematized so he thinks he can handle it O K.

St. Maries.

Mike Donovan, yardmaster, seems to be getting young in his old age. He recently recovered from a severe case of "chicken pox."

Now that the weather is warming up a bit, I suppose that Agent Burt will resume painting those houses in Spokane every Sunday. How about it C.H.B.

Heard from the operator's desk about every afternoon at 4:00 P. M. "Wonder when they are going to get the scales fixed at Elk River."

We are offering 1000 dollars reward to any one who can tell us the whereabouts of "SPRING."

L. Carlson, section foreman at Santa, and Mrs.

Minnie Dougherty of Spokane were married February 15th at St. Maries. This was quite a surprise to Louie's many friends, as it had been frequently reported that he was very well satisfied with the life of "single blessedness."

Robert Woodward recovering from a broken foot, at the St. Maries Hospital is about again, as spry as a spring robin, and will soon be on the job.

Melodious strains of "Nearer my God to Thee" accompanied by D. J. Reed on the banjo are to be heard at the Sorrento Camp.

Tiny and Muggins have received numerous knocks since they began their career of supply news of the local freight office, but our policy is every knock is a boast.

What we can't understand is why they accused Zelda and Ed also Jean of being Tiny and Muggins when there are quite a few employed at the local freight house, but we think anyone ought to be proud to be a contributor.

Glen Cole is the proud father of a baby girl. Congratulations Glen.

Jean Hempftling's little girl has been seriously sick, but we are all happy to know she is recovering and back to school.

We understand Charlie Clemmons was recently married in Moutana. How about it Charlie? Tell us all about it.

Glady's Morgan was seen on the Apple Way Sunday learning to drive a Dodge car. The gentleman friend seemed to be having a nice time showing her how. In doing so he had the privilege of putting his arm around her. Sh, Sh, don't tell.

We understand that Jack Carrolus is building a ONE room modern home. There is nothing like having a home of your own, Jack.

Joe James came up to the office the other day just as proud as you please with his three small sons and take it from us he has some fine boys. They are just nice enough to make any father proud, we don't blame you Joe.

Ray Webb was seen going out of Missonla the other day with his golf clubs. I wonder what he intends to do with them with 3 feet of snow on the level. Some peoples' actions are very peculiar.

**Whalen's Cow.**

(For the information of all concerned, the Editor rises to remark that in some mysterious way Whalen's cow was amputated in the middle and it has taken all this time to get her together, but here she is, R. C. P. and good luck to her. Editor.)

M. F. Whalen, yardmaster, Othello, has a cow. He places her in the stock yard when 15 and 16 go through to make business look good, and drives her home evenings.

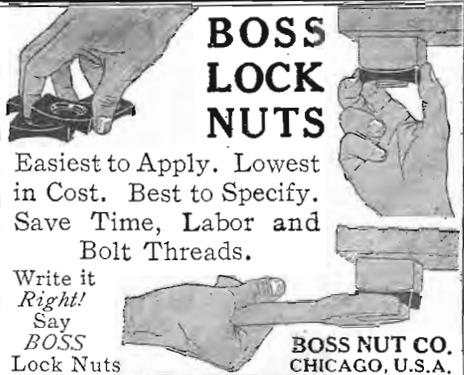
He was too busy to do the driving one evening last week, so he struck a bargain with Brakeman Joe Lawrence to do it for him. Joe was to get his supper for this service.

Now, Joe is an appreciative cuss and the promise of a nice supper prepared by Mrs. Whalen herself, warmed his heart to such a degree that he became very sentimental. Surely, he thought, Mr. Whalen is a most generous man to offer so great a reward for a very slight service. He was very deeply touched with such an example of human kindness: So deep in fact that he wanted to weep on somebody's neck. Pure and simple hard luck steered him onto Conductor Geo. Steiner and Brakeman Gene Wright, hard rascals, both of them and to these two, Joe proceeded to unload what was weighing down on his chest.

They agreed with him on everything. Mr. Whalen was a prince of good fellows and Joe was sure in luck and all, but—they pleaded—could he feel just right about eating that nice supper, with nice fresh milk, while they had to be content with bacon and crackers in the caboose? Would he not have a heart and permit them to have the milk. They proposed to milk said cow and Joe was then to drive her home and report that a hobo had milked her.

Joe was in the right mood to gladden the heart of a fellow man so he agreed to do this.

Brakeman Art. Black, having overheard the conversation, slipped down to the depot and told Mr. Whalen, who, with the yard officer, started



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at once for the stock yard. Mr. Whalen crawled under a box car to see the fun—from where he peked out from under and could see George Steiner holding a pail of milk and Gene Wright brushing off his clothes, he having just finished the job of milking and handed the pail of milk to George.

Joe was just going over the hill with the cow.

The officer then interviewed the two villains, who had a hard time squaring themselves.

When Mr. Whalen arrived home for supper that evening he found Joe there all set with his best table manners, eager to be fed. He had made his report about the hobo and it was taken in such a way as to leave him no cause for worry. It's for us to guess what took place after that.

I can hear the cause of the milk shortage being explained to "Slat" and hear him growl that he knew all about it: I can't hear what Joe said however: neither can I guess.

### Auditor of Expenditure's Office

As an example of the very progressive policy of the auditor of expenditure's office, ten new Moon-Hopkins machines have been installed in our stenographic bureau. This machine is a combination of a typewriter and a comptometer, the extensions on the payroll being checked at the same time the check is written. These machines will be operated by the present force of typists and stenographers.

There was a young vampire named Mae,

Who checks M. C. Billing all day,

Together with Midge,

She wished for a bridge,

And the Sea, that was far, far away.

We are all wondering at the often far-away expression noted in the eyes of Mabel, who, by the way, is a comptometer operator sitting in front row. Her other name is Carlson.

Misses Margaret Havey and Louise Langston, two very popular young ladies, recently spent a week-end in the Twin Cities. They report a most enjoyable time.

Why do the hearts of two young ladies go pit-a-pat when a certain traveling accountant from the Western Lines reaches the office?

If Hank Leunsmann continues to use the dictaphone, it will be necessary to either "muffler" him or move his desk to the 19th floor—in other words, the roof.

Girls, if you want a real thrill out of life, consult the gentleman in the office, who dines occasionally at the Castle Gardens.

Have you heard the latest? From the bits of conversation one can pick up around the office, we are inclined to believe Jim Lathrop, otherwise known as the "Iron man," has bought a pair of ice skates for someone answering to the name of Mary.

**WANTED:** Six temporary typists. Following qualifications are necessary. Must have pleasing personality. Prefer girls over 40 years—gray hair, long skirts, no cosmetics. For full information consult—Chief Clerk.

Jim Vickery was seen standing on a State Street corner one night last week and from the happy disposition he displayed the following morning, one would assume he waited in vain.

Monday, April 3rd, the general offices of the C. M. & G. Ry. Co. were moved to Chicago and are located at 907 Lytton Bldg., in the office of our auditor of expenditure.

F. A. Winkler brought with him as assistants Miss Irene Stretti, Miss Alice Cronk and Mr. R. M. Franks. All accounting features will be handled as heretofore, being kept entirely separate from Milwaukee accounts.

The Action Club of the auditor and expenditure's office held its regular meeting at King's Restaurant, Monday evening, March 20th. Very interesting talks were given by Mr. Montgomery on "Suspense Accounts," and by Mr. Jensen on the Accounts of the W. Clinton Hotel. Mr. Severs, assistant auditor of expenditure, read quite an article on the progress made in the auditor of expenditure's office during the last eighteen months.

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

Conductor F. E. Pike was off duty during April due to an injured knee; Conductor Bulkley relieving. Reports are to the effect that he is making satisfactory recovery.

Miss Coral Grossinger is back on the assistant timekeeper's job in Supt. Marshall's office made vacant by the resignation of Fred Lawson.

Miss Idelle Fullerton has accepted a position as clerk in the roundhouse foreman's office at Council Bluffs.

Superintendent A. C. Bowen and son Theodore of Miles City, Mont. and Agent and Mrs. Dana Bowen of Van Hornie were called to Marion on account of the illness and death of Mrs. Petrie.

Switchman Carl Olney has returned from a two week stay at Excelsior Springs.

A. De Garmo, submitted to an operation for gall-stones at a Cedar Rapids hospital Monday March 27th, is improving.

Mrs. Lillian Heer Cunningham, wife of K. C., Division Conductor James C. Cunningham, died Wednesday March 23rd at Mercy Hospital Davenport where she had been ill for three weeks; she is survived by her husband, and one daughter, Mrs. Mildred Winter Taylor. Funeral services were held in Davenport Friday and the remains brought to Marion Saturday for interment. Brief services were conducted. The bereaved family have the sympathy of many friends on the division.

Agent F. M. Snyder of Strawberry Point was off few days account of illness. L. H. Baker acted as relief agent.

A meeting of the division officials was held at Marion in March in the office of Master Mechanic W. N. Foster. Those present were Superintendent C. H. Marshall, Trainmaster L. A. Turner, Chief Dispatchers H. C. Van Wormer, and J. M. Losey, Traveling Engineer H. T. Dersch, and Round House Foremen W. G. Hamilton of Council Bluffs, A. P. Brown Manilla, G. N. Abell Perry, and W. E. Cooper Atkins. At noon Mr. Foster entertained those present at a dinner at Rubecks Cafe.

Conductor Charles Lewis of St. Maries, Idaho and his son Chauncy Lewis of Ardmore, Okla. were guests of Marion friends in March. They received a warm welcome from many Marion friends.

W. K. Hodgson has been appointed operator and rate clerk at Council Bluffs freight house.

Miss Enid Burns of Green Island was a contestant at the pre-district declamatory contest at the High School Auditorium Marion Friday evening, March 27th. She had won the right to take part in this contest by having won the sub-district contest at Monticello. Her recital was listed in the dramatic division.—Subject, "Law of Retaliation," which was very creditably given, showing remarkable talent. She is the daughter of Station Agent and Mrs. M. E. Burns and attends school at Bellevue.

A fuel meeting was held in Marion Friday, April 7th. Superintendent C. H. Marshall presiding. Those present were Trainmasters L. A. Turner, and W. G. Bowen, Chief Dispr. H. C. Van Wormer, and J. M. Losey, Master Mechanic W. N. Foster, and Traveling Engineers H. T. Dersch and John Lutz.

Former Superintendent J. W. Stapleton passed through Marion latter part of March on the Pacific Limited enroute to his home in California. He is looking fine and says he is enjoying life in the Golden State.

Yard Master E. W. Craine of Atkins is on duty again, we missed "Earner" and feel pleased to see him restored to health and the ranks once more after a long and severe illness.

Mrs. Catherine Mullaly died Monday, April 3rd, at the home of her daughter Mrs. L. E. Peckosh, Marion, Iowa, after an illness of four months. Six children survive the mother including Edward, operator at Atkins Yard, and Harold, also employed at Atkins. We extend deepest sympathy to the bereaved family.

Mrs. Lucy Ella Petrie died at her residence Marion, Iowa April 9th after a month's illness. She leaves, besides her husband, two sons, A. C. Bowen, Miles City, Mont. and D. A. Bowen of

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Van Horne and two daughters, Mrs. H. P. Thompson of Lyons, Ia. and Mrs. Francis Caldwell of San Diego, Cal. The bereaved family have the sympathy of a large circle of friends among the employes on the division.

Tacoma Tide Flats.  
R. R. R.

Greetings,

Al. Pentecost returned to Tacoma, during the past month, from Miles City, where he says he left the best kind of warm weather.

Wanted a pair of dumbbells for the stenographers in the store department to practice with, instead of 75 lb. castings. See Betty Hagen.

Mr. and Mrs. Brewster and family are expecting to go east for a visit with relatives and friends in Montana, for a few weeks soon.

I see "Ford" has been successful again, Eppler and his "Coupe" came out unhurt and unscratched, in a three car collision the other day.

We wish to express our sympathy to Mr. and Mrs. George Pyette, in the sad passing away of Mr. Nicholas Pyette, father of our shop accountant, who died on Saturday, April 8th, after an illness of several months. The remains were accompanied east to Appellton by Mr. G. Pyette, where they were laid to rest in the family lot.

Elon Packard is again at the shops, after having been in Miles City for the past year. He says he can now fully appreciate the Puget Sound weather.

Miss M. Conley, who was at home sick for three weeks, has sufficiently recovered from a throat operation, to be at work with us again. Marguerite says she is feeling much better.

The Base Ball Club are giving a dance this month to help finance team. Every one should attend the affairs which the Club gives, as they all promise to be the very best of season, and also to help the boys who are showing mighty fine work, while in action on the diamond.

I have been bawled out, bawled up, held up and held down: bulldozed, black jacked, walked on, cheated, squeezed and mocked; stuck for war tax, excess profit tax, per capita tax, state tax, dog tax, and syntax; Liberty Bonds, bonds of matrimony, Red Cross, green cross and the double cross, asked to help the Society of John the Baptist, G. A. R. Woman's Relief Corps, men's relief and stomach relief.

I have worked, been worked, have been drunk and gotten others drunk, lost all I had, and part of my furniture; and because I won't spend or lend all of the little I earn, and go beg, borrow or steal, I have been cussed, and discussed, boycotted, talked to talked about, lied to and lied about; held up, hung up, robbed and very near ruined, and the only reason I am sticking around now is to see if the National Bonus is ever going to the "W. W. Boys."

M. C. B. Gossip  
Alby

As I look through the notes I have gathered and contributions which have come my way, during the month, my heart fails me. Where shall I start?

Edna Bremser surprised our community one day appearing in blue bedroom slippers. The effect was unusual, especially on the rest of us. But, Oh, her poor foot.

Several of the car department officials were in our office due to a special meeting on Schedule car work. We saw Mr. F. D. Campbell, A. M. C. B., W. L. Delaney, car foreman, both from Tacoma, Axel Strand, Deer Lodge, E. J. Rippberger, Miles City, and others. We were also favored by a visit from Mr. L. K. Silcox, William Snell, Chicago, and M. L. Hynes, Green Bay.

We wish to congratulate Mr. and Mrs. J. A. Deppe, on the safe arrival of a fine baby girl, (to be named Marion,) April 2nd.

Anton Kramer, the boy with the hair, now works in the billing department. Welcome to our city.

Latest song hit:  
Our good friend, jolly Dan,  
Has a new Ford Sedan.

Julia Weins, the young lady with the broken

wrist visited in Racine for several days, notwithstanding her splints and reported she had a good time.

Norma Lutzenberger was on the sick list for a few days, but this time it was nothing serious, as we soon saw her again, wearing a blushing sweater.

Freddie Koehn's favorite expression and cure for all ills, "Us stenographers...."

Our friend who doth the styles adore received the following personal letter. Word for word it is:—

"If you aspire to the rank of the coming season's well dressed man, as specified by the Association of Straw Hat Manufacturers who convened here recently, you must purchase three distinctly different straw lids. One must be fancy for street and office wear; one "China Split" to accompany dinner clothing; and no a fedora (telescope leghorn for sport wear.) And no aspirant carries a hat into the second season."

The word has been passed that the king shall live up to the edict. The best is yet to come.

For one whole morning excitement raged. Wilhelmien flashed a 34-carat diamond, and dazzled the natives. Makes one realize how many gullible people there are in the world, and how far a good bluff goes. Wilhelmien had the best time in her life receiving the congratulations of the multitude. It took a half hour to convince Eva Anton it wasn't true.

It is rumored that Silky Emil was seen at Washington Park of a Sunday afternoon arrayed in the latest sport clothes, accompanied with various accessories, as, well, even a cane is hinted at. Truth is stranger than fiction, you know, but then, this may be fiction.

We understand Linda Sell had a wonderful time in Chicago one sunny Sunday. She saw everything worth seeing evidently from the Art Institute to hearing Voliva's Choir, and the best part of it is that she did not see these things "all by herself" either.

Berenice Kruse is deserting Chicago for some mysterious reason, for this time when she felt the Wanderlust possessed her, she went to Beaver Dam.

Well, I guess that's all. There may be a few things missing, but never mind, we'll get them next time.

#### Twin City Terminal Division "Molly O."

Mrs. B. R. Bowe, who has been with the legal department for the past fourteen years, has resigned on account of the ill health of her mother. Mrs. Bowe has a great many friends in the station who regret her departure and hope for her speedy return. Miss Staretts takes Mrs. Bowe's place, and she in turn is succeeded by Miss Pauline Leyhe. Among the new members of the legal force are Mr. Newcomb formerly with the C. M. & St. P. at Aberdeen. Mr. Newcomb relieves Mr. C. O. Wright who goes to the M. & St. L. as general attorney. Mr. E. C. Erdall recently from the legal department of the So. Line has also become a member of the C. M. & St. P. legal family.

Engineer Swenson has been trying to tell us just how hard a game "Duck Pins" is.

Engineer Podas intends to have a stag party in the near future. Regrets have already been received from Charlie Leoun. The last time Charlie came in from Butte to attend one of these meetings he came in on a stock train. We could easily tell Charlie by his hat.

The wind blew so hard the other day it blew a picture out of Engineer Bost's watch. After a record breaking dash of 100 rods Mr. Bost recovered the picture.

The passenger club of Milwaukee came to Minneapolis on Sunday, March 26th, and were entertained by the Minneapolis Passenger Traffic Association. After a tour through the various ticket offices and around the city the party were entertained at a banquet at the Oak Grove Hotel. In the afternoon the ladies attended a matinee at the Orpheum while the men indulged in a bowling contest. At five o'clock dinner was served at the Golden Pheasant Inn, and after some music and dancing, the party departed for home

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on the Pioneer. They united in declaring they had a good time and extended a cordial invitation to the Minneapolis Traffic Club to visit Milwaukee. The invitation will be accepted sometime during the baseball season.

Henry McCauley has been graduated from the depot ticket office and advanced to position of ticket seller in the city office. Paul Zadach succeeds George B. Scarce as night ticket seller at the depot. We will thus be able to keep tab on Paul for a little while each day anyway.

A great surprise in the baggage department. Warren Noles, assistant milk checker, was the proud father of a baby girl March 29th. Up to date we have failed to see any cigars.

George Cornish is back on the job at the baggage counter after an operation, and one of the boys, J. L. Behnke, is sure glad to see him back as doubling gets his goat.

E. P. Risk has now received his back pay and we expect to see another wedding in the near future as he is in the market for an engagement ring. "Oh, Ed!"

Mr. "Shorty" Orr also of the baggage department is now batching as "his wife has gone to the country, hurrah!" He looks as though he had been losing some sleep. Oh you late hours!

#### Rail Rumbblings from St. Paul.

"Allen"

We are pleased to announce that Raymond M. Pfeiffer, contracting freight agent, became a happily wedded man April 1st. Sure, we smoke.

Wm. G. Lacey of the commercial office transferred to Los Angeles, Calif. Milton M. Wolverson succeeds him as solicitor in the Minnesota transfer district.

Harry Lutz' latest hobby is razors. He now is the proud owner of an even dozen, including one lawn mower, an ever ready and always sharp.

He also finds time to take orders for strawberries which he raises on his lot at Merriam Park. Last year he had to cancel several orders account of weather conditions.

They tell me George Larson of the commercial office has joined the Cake Eaters' rank and file. Is that right George? Maybe someone just got that idea from the suit you wore at the Transportation Club's dinner the other evening.

Bert Bauerfield was acting yardmaster for the past several days. Now we know why the sheepskin coat was discarded and his recent visits to the haberdashery shops, for new hats.

Miss Nyberg, of the local office, is back on the job again after a stay in the hospital from an attack of appendicitis.

The writer had a close call from death while crossing Summit Avenue the other evening. A Dodge roadster almost did the work. Yes, you guessed it, Mr. Graven was at the wheel.

And now it's Golf, Harold, Harold, what next?

Arthur Peterson attended a boxing show the other evening. He was perched way up where the angels dwell and armed with a pair of field glasses, but before he could get the powerful glasses adjusted the fight was over for Mike Gibbons won in the first minute of the first round. One dollar and ten cents shot and not even a look. We call that real hard luck and then some.

#### Northern Montana Division

A. B. Goff

Section foreman between Falls Yard and Salem, Mont. reports finding a few rails on his section with piece broken out of the base of the rail, which he claims are moon breaks. His idea of moon breaks seems to be doubted as it is thought that these breaks are apt to come in at times when the Moon does not shine at all.

Conductor Jess E. Allen, who is in charge of the Winnett train, has recovered from a serious illness which has kept him from his duties for the past six weeks, and now is back on his old run again.

Conductor Thos. Sackett has been confined to his room for several days on account of sickness.

#### Great Falls, Montana.

Quite a surprise to see this from here isn't it? Suppose everyone thought we were dead—but

we aren't, we all got through the winter fine and are all very glad Spring is here.

General conditions look quite favorable at Great Falls and we all hope for the best.

A letter written to Conductor Frank E. Hatten, care of Johnson Hotel, Great Falls, Mont.:—  
Browning, Mont., March 14, 1922.

Dear Mr. Hatten:—

Many thanks for your kindness to my wife and her little niece while on your train last week. I am enclosing a check for the amount my wife says you so kindly loaned her, and I hope I may some day ride on your train and can then thank you in person.

Very truly yours,

E. E. Bruce.

P. S. Forgot to add that I will be an eternal booster for the Milwaukee Ry. Co.

To G. O. Lightly

Go lightly dear brother and please hush your noise.

Don't mention I'm making home brew.  
And some sunny day I will whisper and say,  
"There's a case on the way to you."

—Jack Gavin.

"Shop Accountant Bits"

Irm.

"Yours truly" bad the flu and at home about three weeks, consequently no magazine notes last month.

Clarence, you're not funny, only funny looking. At least so they said one noon while playing cards.

Mr. Masino was a visitor in our office and he was rather leary about me putting a write-up in the monthly magazine. So I'll just fool him and won't do it. But I am anxious to know what two birds he killed with one stone.

Buying the right automobile must be quite a task as Bob Hayden looks with scorn upon such common cars as Studebaker, Chalmers, Hupmobile and Buicks.

We have heard from good authority that Charles Pfanner still wanted to spring a sur-

prise by coming to work on his 1922 model 40 horse power bicycle. Be sure you stop for the Arterial Highways Charles.

Rosalyn Budzien sure did mourn the defeat of Hon. Itzenhauser as she thought at last Waukesha would be classed with the rest of the big cities (Chicago, New York, etc.)

We had all the thrills of a prohibition raid when the force of traveling accountants stormed in on April 11th.

Jim Howard is making plans to accompany the Milwaukee Shops bowling teams to Chicago as he thinks his position of critic requires his presence.

Freight Claim Department.

Miss Kathlyn Magee came to work one morning with her left hand adorned with a large diamond. A few days later, Miss Anna Slahor of the Typing Bureau, came to work with the same kind of adornment. The Diamond cutters must be working overtime lately. Congratulations.

Ed. Lindberg's folks are putting up a two story building in Portage Park and Ed. has been out there almost every night hustling the contractors. He contemplates getting married just as soon as finished.

According to a remark passed by Mr. Kennedy, he must be intending to get married, because he said, "he did not think he was TOO OLD yet."

A lot of secrecy has been enveloping the truth about what happened to Mr. Piepho's Prairie Du Chien uniform. We heard there was a cry of distress over the company wire. No barrels in the Lockup Charles?

We understand Harry Mauch attended a movie in Portage Park recently and was so affected by the drama he saw that he was unable to appear at the office the next day. Courage Harry you'll get used to these "soul stirrer's" sometime.

Rodney Baird has been laid up with rheumatism.

William McFetridge has been on the sick list for sometime. He is expected back shortly.

On April 1st, our Chief Clerk, Mr. M. B. Mortensen, took the fatal step by embarking on the

# GLENDORA

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Mined on the C. M. & St. P. in Sullivan County, Indiana, and extensively sold at stations on that line.

Reasonable in price; first in quality of all coals from this region.

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**STERLING-MIDLAND COAL COMPANY**  
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raft of matrimony. Congratulations.

There is very keen opposition in the Revising Bureau Bowling Team, to represent the All Stars at Detroit in June. Messrs. Kuehn and Shay are tied for first honors.

It is reported that Mr. Hunt of the O. S. & D. Bureau and Mr. Harrington of the loss and damage together with some of their less sophisticated friends recently toured the near north side devoting considerable time to a study of artistic drama at the Dill Pickle. It is understood some of the party contemplate an early visit to the Wind Blew Inn, although it is not altogether certain. Mr. Hunt will be willing to chaperone the next party unless the late comers agree to reform.

#### Ticket Auditor's Office.

Lillian Scheidler of the Computing Department resigned April 1st to go housekeeping. I am sure we all wish her the best of luck and happiness in this matrimonial venture.

Florence Hume is back at her desk again after a spell of illness extending over three weeks.

All that our office boy needs while passing around the towels is a pigtail to make him look natural.

It seems that the accounting officials bowling team had a very bad night, Friday, March 31st, in fact the entire evening must have been ruined. No details are available and when scores are requested, mere murmurs make up the reply, which from the standpoint of refined English don't mean anything. However, as the officials have won two match-games in succession, the defeat will add zest to their next meeting, for to win them all is to lose interest in the game.

Remember way back when H. B. C. had a full head of hair.

Blumberg's trained sea lions may expect some intensive training as Maeas has joined the Public Library. He carries home loads of books weekly, under such titles as "The Head Clerk's Manual," "How to Recognize a Punch Out" and "Brains and What They Are For."

Those contemplating a bunco party, should see F. Kozy who has placed on the market an original Bunco Card which for its beauty and simplicity is unsurpassed.

#### Terre Haute News Items

*Roberta Carmichael*

M. M. Dick, division general car foreman, who has been ill for several weeks and who underwent an operation recently, is convalescing.

Sincere sympathy is extended the family of Engineer L. E. Pyffe. In the death of Mr. Pyffe, the loss of a loyal employe and a congenial co-worker is sustained.

In the re-arrangement at West Clinton of the enginemen's and mechanics' locker rooms and the installation of new wash room facilities, much has been contributed to the comfort and contentment of the men. As West Clinton is an isolated terminal, Roundhouse Foreman, M. H. Donoho, is putting forth every effort toward making contented employes, and much credit is due him.

Deepest sympathy is extended Mr. and Mrs. F. D. Nichols, in the loss of their only child, Donald, Mr. Nichols is an engineer on our division.

Mr. and Mrs. Harry Bridwell are the proud parents of a new son—John Brown—Mr. Bridwell is chief clerk to general foreman at Bedford shops.

H. J. Richard, assistant roundhouse foreman at Terre Haute, has gone to Rochester, Minn. to consult with Mayo specialists. It is hoped that Mr. Richard will soon regain his health.

Roundhouse Foreman F. C. Kubeck, Faithorn, Illinois, is making arrangements to move his family to Faithorn.

The Terre Haute Division of Chicago, Milwaukee and St. Paul road has retained part of the repairmen to continue the heavy repair work on the engines and other property of the company.

#### West Clinton, Indiana.

The rush is over and not many of the boys are working now on account of the miners' strike but we all hope for an early settlement.

Yard Clerk, Dale Goff and wife announce the

arrival of a baby girl at their home. We are still waiting on the cigars.

Bill Clerk, Homer McCown is on a business trip to Cleveland, Ohio. This will serve as a much needed vacation as he has been working hard all winter.

Castle Kuhns, machinist at the roundhouse, had the misfortune of losing his left thumb while at work in the early part of April.

Brakeman Wallace Jordan and wife have a big girl baby at their home in St. Bernice.

We hear that Conductor L. W. Parker and wife have a fine big baby boy at their country home north of town.

Former General Yardmaster, Skid Nelson and family are preparing for an extended visit in Evansville, Indiana.

Former Assistant Foreman, Peck Wallace, at West Clinton roundhouse, is preparing to build a nice bungalow on his lot in West Clinton. More young men should follow his example.

Conductor Robert Stewart and family and Storekeeper Walter Glass and family are leaving for several weeks visit in Rochester, Minn.

Yard Master George F. Lundwall and family will soon leave on their annual vacation. They will visit several points in the west.

Note:—Thanks to Earl Lehman, Joe Wright and Homer McCown for West Clinton items.

#### Car Department—Faithorn Yards

*F. C.*

On account of the increased coal business the past few months, we have hardly had time to eat at Faithorn and thus the reason for not hearing from us heretofore but nevertheless, we are still on the job and things have slackened a bit now, enabling us to find a few minutes to devote to our magazine.

During the month of March, there were 28,752 cars through here and of these 1315 were bad orders, 16 rebuilds, 7 heavies, 25 mediums, 673 lights, and 594 running were repaired and placed on road during the month.

After the reduction in force, effective April 1st, two steady days, of rain, sleet and snow and one or two derailments in yards, our repair tracks began to overflow with bad orders but the following day, out came our Foreman, Mr. Davis, and his Assistant, Mr. Patton all bedecked with new suits of "Headlights" and say, you ought to have seen things fly. Pat hasn't time to scratch his head now, but oh, that 55 report. How about it Pat?

Sure sign of spring. Oscar Krieg has rolled up his ear flaps, and "Butch" Duensing has taken off two pair of trousers and one pair leggings. "Be careful little ones, don't take cold."

Our Car Department Stockman, Williamson, has adopted the motto "A place for everything and everything in its place." If you don't believe this, try turning one of the piles of material over on the platform.

F. A. Shoulty, general car foreman, and C. W. Pearce, division storekeeper, are weekly visitors at Faithorn. Much credit is due these gentlemen for the way they have co-operated with all concerned and the successful manner in which they have handled this material proposition and repair programme the past few months, "Forward."

"Give to the C. M. & St. P. the best that you have, and the best will come back to you."

#### When—Then

When fish creep over dry land  
And mules on bicycles ride  
When foxes lay eggs in the sand  
And women in dress take no pride,  
When ideas grow in "Maboney's head  
And to "sponge" tobacco is no crime  
Then will the Car Department be dead  
And Faithorn not worth a dime.

Heard Above The Air Hammer's Rat—A Tat-Tat at Bedford Shops.

*"Red"*

Timekeeper, Harry Bridwell's going 'round the office these days wearing a smile which rivals that of Smiling Jim Watson of Hoosier political fame? Yep, it's John Brown if you please, arrived March 27th. Congratulations Harry.

Seems as tho a jinx were operating on this end



## See It First—No Money Down

Our determination to this year double our sales of the world famous

**Santa Fe Special**  
and  
**Bunn Special Watches**  
prompts this matchless offer.

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 prewar 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 positions Bunn Special, and let us explain our easy payment plan and send the watch express prepaid for you to examine. No money down.

**SANTA FE WATCH CO.,**  
420 Thomas Bldg., Topeka, Kans.

Please send prepaid and without obligation your Watch Book free, explaining your "No money down" Offer on the Santa Fe Special Watch.

Name.....

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**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.

**SANTA FE WATCH CO.,**  
420 Thomas Bldg. Topeka, Kans.

# Machine Tools Railroad and Shipyard Equipment

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of this division, March 24th an extra piled up eight cars at Coxton including three of coal.

We wish to extend our sympathy to the family of Lafe Fyffe, veteran engineer, who passed away at his home in Terre Haute, Mar. 18 after a lingering illness of kidney trouble. Lafe was well known here and his many friends sympathize deeply with the family in their loss.

Now that spring's well under way, why not a base-ball team?

### Who's Who?

How many do you know off-hand?

Shine	Young Liver
Liverfoot	Shackleboat
Ludwig	Quick Trigger
Candy	Dad
Shorty	Shot Gun
Bruzy	The Old Man
Mr. Conductor	Sky Hooks
Ikey	

Say Fellers, we got a regular menagerie round here. We've got Lyons and Beavers and A. Bullock. And come to think of it, we need never go bungry because we have a Cook to get our meals if Cissel only stay away from her Studgy long enough to scrub the Potts. But she says "be blooied" if she Hughes the wood. But we realize she's hardly Able to do that, so we agree to hew it our own Self and also carry it into the Hall, but when we do that, we're Dunn. And then we have a Miller to furnish our breadstuff and a Taylor to make our clothes. And for entertainment, we can stage fights and shed our Gore, go out with the Bunch and pick Lemons, leave our Holmes and climb some Hill or Craig to study the Heavens or plod through the Frost to some nearby movie to see our favorite Starr. Or we can hunt in the Hollers, frolic in the Fields or go to the library and Reid. And with all these advantages, there is still one vexing question,—if Ikey Owens the Greathouse Laux what is it Zimri Owens?

Rounding a corner the other day we thot we saw a Flivver bearing down upon us. Anyway we thot we saw the windshield. But after gasping a hasty prayer and waiting a reasonable length of time, we realize we were still unhdrt, so we opened up our eyes to discover that it was only Rolla Mickels advancing behind his new Shell Rim Spectacles.

### Minneapolis Car Department.

#### "Slivers"

Bernice Anderson, our file clerk, left for Washington, D. C., on an extended visit. Some say to be married. I wonder!

Carol Osterberg is the new file clerk who is taking Miss Anderson's place. Be careful Carol don't let any of these old hands teach you any bad habits.

Mr. Palmer, our worthy Boss, is a very busy official these days. He is on the road so much of the time that we feel he should have a day "At Home" to become acquainted with the bunch.

Assistant Chief Clerk, Thos. Holloran had a surprise party on the evening of March 24th. He was sitting in his counting house counting out his money and in came two black birds and took all the money; two hundred forty-three dollars they say. Poor Tom's knees shook for a week. That gun surely gave him the thrill of his life.

Word has just reached the office that an adorable girl has come to make her home with Mr. and Mrs. Thos. Skrove. Mrs. Skrove was formerly Miss Agnes Sherve of the office staff—having been Mr. Larson's steno.

The car department extends hearty congratulations.

Alas! The time is fast coming when it will be necessary for G. C. F. Larson and G. F. F. Hemsey to bring down from their pegs their straw hat relics. Perhaps Piltz will supervise the spring renovation, or perhaps the estimable gentlemen have headed the sign "Bring your head in and have it fitted" and intend to s'prise us. Here's hoping.

Heard at the office:

Einar: Lou, your stump speech is good. Why don't you run for office?

Thea—"She does every morning."

That's all there is

There isn't any more.



THIS 14-YEAR-OLD SCHOOL GIRL WON A TOURING CAR. NOW WE WILL GIVE AWAY A FINE NEW SEDAN.

# Don't Buy an Auto

SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

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

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

### What Words Do These Numbers Make?

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

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

### Solve Puzzle—Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile 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 Sedan, and share in hundreds of dollars in cash.

## Write Me Today—Quick—Now

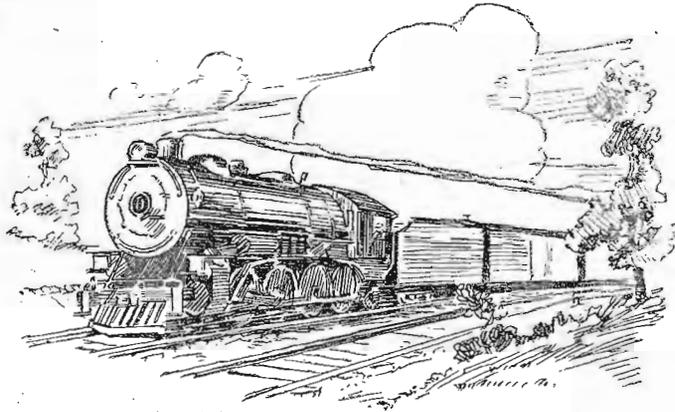
If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you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

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The four words are.....  
My name and address are below. I want to win the new Ford Automobile.  
(WRITE PLAINLY)

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