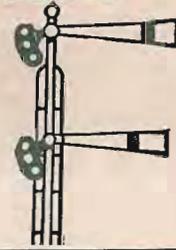
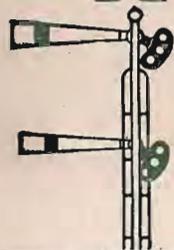


THE MILWAUKEE MAGAZINE



Freight Train Ascending 2 per cent Grade in the Rockies, C.M. & St.P. Ry.

MARCH, 1924

10 Important Features of Bird & Son's Neponset Rugs!

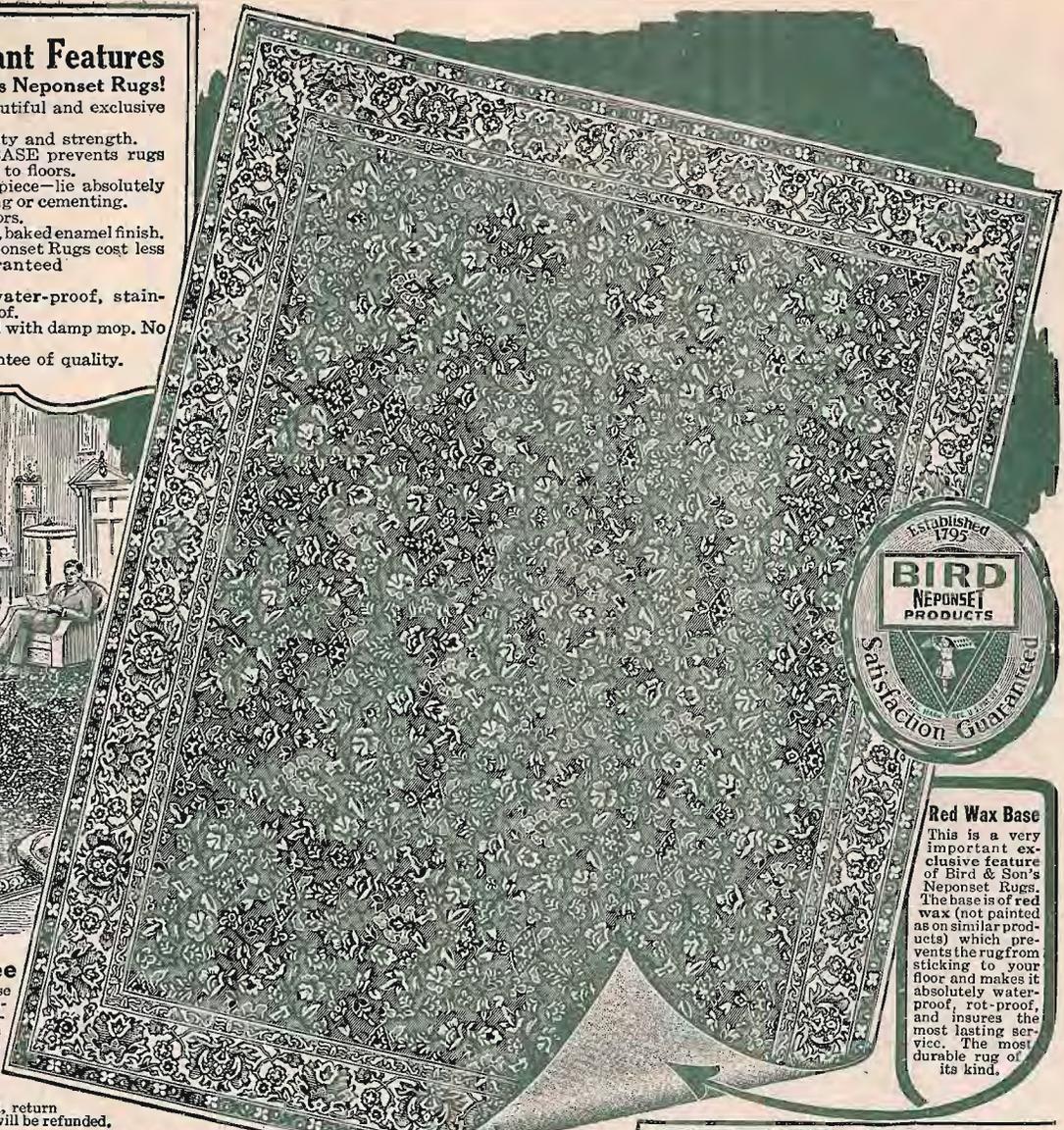
- 1—Unusually beautiful and exclusive designs.
- 2—Extra flexibility and strength.
- 3—RED WAX BASE prevents rugs from sticking to floors.
- 4—Made in one piece—lie absolutely flat—no tacking or cementing.
- 5—Sun-proof colors.
- 6—Richly glossed, baked enamel finish.
- 7—Felt Base Neponset Rugs cost less and are guaranteed
- 8—Guaranteed water-proof, stain-proof, rot-proof.
- 9—Easily cleaned with damp mop. No scrubbing.
- 10—Double guarantee of quality.



Double Guarantee

The maker guarantees these rugs to be free from manufacturing defects, and assures perfect satisfaction to every purchaser. Hartman guarantees them to be exactly as represented in this advertisement.

If not entirely satisfied after 30 days' free trial, return the rugs and your money will be refunded.



Red Wax Base

This is a very important exclusive feature of Bird & Son's Neponset Rugs. The base is of red wax (not painted as on similar products) which prevents the rug from sticking to your floor and makes it absolutely water-proof, rot-proof, and insures the most lasting service. The most durable rug of its kind.

NO MONEY DOWN

No C. O. D.—Nothing to Pay for Rug on Arrival

Not a penny now. Just mail the coupon and **Hartman, the Largest Home Furnishing Concern in the World**, will send you this wonderful 9x12 ft., full room size, Bird & Son's Felt Base Neponset Rug. Pay nothing for rug on arrival. No C. O. D. Use it 30 Days on Free Trial, and if not satisfied send it back and we will pay transportation charges both ways. If you keep the rug, take nearly a year to pay—a little every month while you are using it. Don't miss this special bargain offer. Send the coupon today.

9x12 Ft. Neponset Rug Seamless—Genuine Waterproof

Only by seeing this splendid rug can you realize what a bargain Hartman offers you. Put it on your floor and see the superb floral pattern—an exclusive Bird & Son's Neponset Rug design. Has beautiful colorings; background is rich blue with design in red, green and tan exquisitely blended. Border has light tan background with harmonizing pattern. Then examine the fine, flexible material and the red wax base which makes the rug sanitary, sun-proof, stain-proof and water-proof. Will not shrink, no matter how often it is washed. Also note that it is made in one piece and lies flat without tacking or cementing. Take advantage of the 30 days' free trial to prove what a beauty it is and what an unparalleled bargain. Offer is limited. Mail the coupon NOW!

Order by No. 34FMA35. Bargain Price, \$16.85. No Money Down. Pay \$2.00 Monthly.

HARTMAN Furniture & Carpet Co. Dept. 6376 CHICAGO

The Largest Home Furnishing Concern in the World

This No-Money-Down Offer Is Special to Readers of Milwaukee Employees Magazine—This Issue Only

FREE No-Money-Down Bargain Catalog

Most complete book of its kind ever issued. Over 500 pages (68 pages are in actual colors) of the world's greatest bargains in Furniture, carpets, rugs, sewing machines, silverware, also farm implements, accessories, etc. No money down. 30 days' free trial. Easy monthly terms. Opening an account with us is like opening a charge account at your local store, but you have nearly a year to pay at Hartman's. Ask for Catalog No. E 6376



Free Gifts This book explains all about Hartman's wonderful gift plan which brings you many splendid articles, such as glassware, dishes, silverware, toilet sets, jewelry, table linens, etc., absolutely FREE with purchases. Postal brings this big free catalog today. Write for it NOW.

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TAKE NEARLY A YEAR TO PAY

HARTMAN FURNITURE & CARPET CO. Dept. 6376 Chicago, Ill.

Send the 9x12 ft. Genuine Neponset Seamless Rug No. 34FMA35, Price \$16.85,

as described. I am to pay nothing for rug on arrival—only the small transportation charges. I am to have 30 days' free trial. If not satisfied, I will ship rug back and you will pay transportation charges both ways. If I keep it, I will send you \$2.00 monthly until full price of rug, \$16.85, is paid. Title remains with you until paid in full.

Name.....

R. F. D., Box No. or Street and No.

Town..... State.....

Occupation of Head of Household.....

Big Sensational Sale!



All Three \$2.48
for ...

Milwaukee Men!

Here is the chance of a lifetime for you to secure all three of these useful articles for the ridiculously low price of \$2.48, and at the same time you can prove you are proud to be a "Milwaukee Man" by displaying the well known "Milwaukee" emblem.

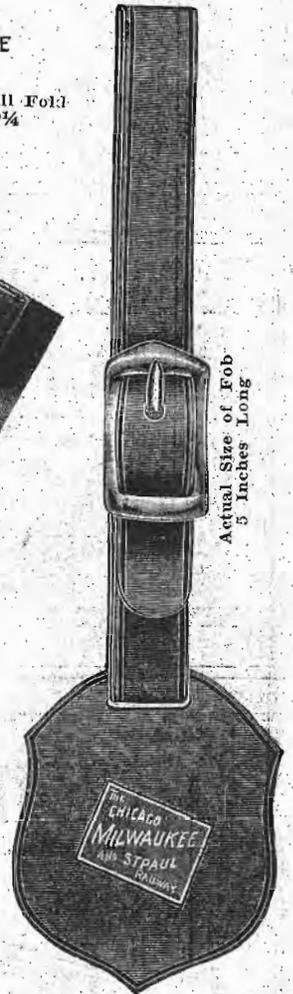
This is a real honest to goodness offer, and it is only through our great buying power, which enables us to make our purchases in large quantities, that we can pass this big saving on to you.

The "Railway" Bill Fold

Is made of GENUINE CALF SKIN; designed especially for Railroad men. The window for R.R. Passes and calendar note book you will find very convenient (The note book contains all kinds of information that you need every day), with additional compartment for coins, bills, business cards, check book, etc. Machine stitched and GENUINE CALF SKIN throughout makes this pocket book particularly strong and serviceable. WILL LAST A LIFETIME. Could not be duplicated for \$5.00. Our bargain price only \$2.25.

Wear a Milwaukee Emblem on Your Watch Fob

We have had these fobs made especially for "Milwaukee Men"; are manufactured from high grade leather, solid and substantial. Something you will be proud to show. In the center of the fob is the emblem of the Milwaukee System. The illustration opposite is an exact size photograph. Exceptional value. OUR BIG SALE PRICE \$1.00.



Combination Offer:

To introduce the Railway Novelty to Milwaukee Employees we will give absolutely FREE one of the emblem screw buttons below to any "Milwaukee" man or woman sending for the "Railway" Bill Fold, and Watch Fob, for only \$2.48. We will pay the postage if you send money with order, but if you prefer, just send us your name and address and we will mail you all three pieces, you pay postman \$2.48 plus a few cents postage when the package arrives.

This exceptional offer good for one month only. Fill in the coupon NOW.

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We have a small stock of plated emblematic buttons, wear one in your coat. Identify yourself with one of the greatest R. R. Systems in the world. These buttons are screw back, and will fit any buttonhole, same size as illustration. Send Only 50 cents, NOW.



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141 W. Ohio Street, Chicago, Ill.

Gentlemen:—Please send by return mail—"Railway" Bill Fold, Emblematic Watch Fob, Emblematic Plated Button. Combination offer special this month only. Check which item you want.

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Name

Street

Town..... State.....

Electric



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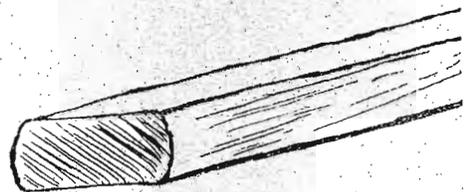
NEW YORK

CHICAGO

WHICH WILL YOU HAVE?



This untreated red oak tie failed after five years service



Thistreated red oak tie in service 20 years. Still sound.

Either zinc-chloride or cresote kills the germs and insures long life.

SPEND PENNIES AND SAVE DOLLARS

Our treating plants are equipped for all kinds of

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Play Leapfrog in *Signals*

YES—our overalls are so “roomy” you can play leapfrog in Signals!

Moreover, Signal “TubTesT” overalls are *fast-dyed* and *shrunk*. No fading or shrinking in Signals!

Our new and exclusive denim is woven with 5 more threads to the square inch! That makes Signals *much stronger!*

Besides, you look “dressed up” in our union-made Signals which cost you no more than other brands, yet are *always worth more than they cost!* There’s nothing like Signal work-shirts and overalls!

If you can't get Signal Overalls of your Dealer, drop us a postcard, give us your size and tell us his name and address



Signal Shirt Company

(formerly Hilker-Wiechers Mfg. Co.)

Dept. R5

Racine, Wis.

Dearborn

The Standard

Thirty-six years ago, a chemist named Edgar who converts to the idea of analyzing boiler water supplies before trying to remedy them. This idea founded the Dearborn Chemical Company. It won instant favor among operators, who had found indifferent results in the unscientific, uncertain remedies they had been using. The idea was fundamental. It was good. Its acceptance grew until today, Dearborn Treatment is recognized standard practice in Railway operation.

We invite correspondence from roads not using Dearborn, anywhere.

**DEARBORN
CHEMICAL
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CHICAGO

CONTENTS

	Author—	Page
Directors' Vote of Appreciation	H. E. Byram	5
Along The Milwaukee In Eastern Washington	E. A. Lalk	6
General Safety Rally In Milwaukee		8
J. R. Veitch (Obituary)		10
Some Things To Think About		10
A Radio Concert		10
Andrew J. Henry (Obituary)		10
Radio For Everybody	P. S. Westcott	11
The Washington and Idaho Exhibit Car		12
Be Loyal To Your Employer	L. J. Benson	12
Eggs' Ephemeral Epics	H. M. Eggs	13
Champions of Freedom	John S. Andrews	13
Old Pals	A Bent Rail	13
Importance of Air Brake Maintenance	James Elder	14
The Bureau Of Safety	A. W. Smallen, G.S.C.	16
Claim Prevention		18
Sports	T. I. Walsh, Editor	20
At Home	Hazel M. Merrill	22
Current News Of The Railroads		24
Special Commendation		24
On The Steel Trail		26

Baldwin Locomotives Give Many Years of Service

One of the most successful passenger locomotives used in the Pennsylvania Railroad in 1856 was the "Tiger", built by Matthias W. Baldwin. It used wood for fuel and weighed about 30 tons. In that same year a similar locomotive was built by Mr. Baldwin for work in the south, and is still in operation at Valdosta, Ga., after 69 years of service.

**THE
Baldwin Locomotive Works
PHILADELPHIA**

New Locomotives for the N. Y., N. H. & H. R. R.

The New York, New Haven and Hartford Railway has just placed in service 12 new electric passenger locomotives purchased from the Westinghouse Electric & Manufacturing Company. This road was a pioneer in trunk line railroad electrification and is now operating 100 per cent electric passenger service from New York to New Haven, a distance of 72 miles.

The present electric motive power consists of 118 Baldwin-Westinghouse locomotives, 64 passenger, 38 freight, 16 switches. Also 35 multiple unit cars, each capable of hauling two trail cars. With this equipment and nearly 600 miles of electrified track, the N. Y., N. H. & H. Railway is an outstanding example of what can be done by electrification on a congested four track section.

The first 41 passenger locomotive placed in service in 1906 and 1908 were of the 2-6-2 gearless type, weighing 102 tons complete. These locomotives have an average of over 1,200,000 locomotive miles. It was but a few years, however, after these locomotives were placed in service that the railroad began to replace the light forty ton wooden coaches with steel cars of 62.5 tons weight. This necessitated double-heading these locomotives the greater part of the time and even so they do not have the capacity to handle many of the heavier trains. For these reasons the railroad purchased and placed in service in 1919 five new locomotives of the 2-6-2 — 2-6-2 type, each weighing 180 tons and capable of hand-

ling, without double-heading, their heaviest passenger trains.

The 12 new locomotives just placed in service are duplicates of the five just mentioned, as these have proven to be the most efficient unit to meet all of the operating requirements. These added units will allow the Company to operate all passenger trains with electric power thereby securing a more efficient and reliable service.

These locomotives are equipped with six twin, 409 C-2 Westinghouse motors and will operate from a 11,000 volt single current third rail. The drive is through a geared quill similar to the Baldwin-Westinghouse locomotives on the Chicago, Milwaukee & St. Paul Railway and has proved very successful. The locomotives will rate 2016 h. p. and will develop a maximum tractive effort of 52,500 lbs. The maximum operating speed is 66 miles per hour.

In designing these locomotives a maximum weight of 181 tons complete was the limit due to the restrictions imposed by the Park Avenue Viaduct in New York. The locomotives will operate from the 11,000 volt trolley on the N. Y., N. H. & H. R. R. and will, in addition, operate equally well from the 650 volt third rail encountered in the Grand Central and Pennsylvania Terminals. They will be capable of hauling a 900 ton train, on a non-stop run, from the Grand Central Station to New Haven in 99 minutes. This is a remarkable performance considering the necessary slow-downs.



THE MILWAUKEE MAGAZINE

Volume XI

MARCH, 1924

No. 12



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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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

Directors Vote of Appreciation

Our Board of Directors has passed the following resolution:

"The Board of Directors, at the regular monthly meeting held January 31st, 1924 voted to congratulate the officers and employes of the Company on the results of their continued effort toward the effective operation of the Company, by which, for the first time in several years, the fixed interest charges have been fully earned in the year 1923."

I take pleasure in transmitting through the columns of the *Employees' Magazine* this acknowledgement of the results obtained during the year which were accomplished by the united efforts of our officers and employes.

While the progress made is gratifying, we were able to earn only the interest on our bonds and nothing for the stockholders. Interest on bonds to a railroad is the same as house rent to a family or individual, and while we have been successful in earning enough to pay our rent last year we have not been able to earn anything for our stockholders, who have received no dividends for the past six years and who are entitled to some return on their investment.

Therefore, while the progress made during 1923 is gratifying, further effort is necessary to produce additional earnings above the bond interest to make necessary improvements and additions to our facilities and to pay proper returns to our stockholders.

President.

Along the Milwaukee in Eastern Washington

E. A. LALK, D. F. & P. A.

Emerging from the great Snoqualmie tunnel one day in the early Fall and after a short stop at Hyak to deliver the staff, our journey through eastern Washington is begun. As we drop down the eastern slope of the Cascades, we skirt the shores of Lake Keechelus, one of the highest bodies of water in the country. This lake lies in a valley between high mountain ranges and is a natural reservoir. It is fed by numerous small streams from the snow line and by subterranean streams which have their origin in the bowels of the mountains. Lake Keechelus has many camps and pleasure resorts upon its shores and is well patronized by the people from the Sound country as well as those from Eastern Washington. In a commercial way, its waters are used for irrigation in the arid regions to the south; (many of the Washington apples you so much enjoy owe their growth to the life giving waters of Lake Keechelus) so this beautiful lake not only serves man's craving for natural beauty but commerce as well.

As we journey on east, through Easton and across the Yakima River into Cle Elum, the country is but sparsely wooded and the pines and firs smaller and less stately. The heavy undergrowth of ferns, Oregon grape and other native underbrush disappear—dwarf pines and white pines take the place of the forest we have just left. At Cle Elum a short stop is made while our train is looked over and supplied with water and ice.

After leaving Cle Elum, the mountains become less rugged and the country is more rolling. The forest has disappeared and the only trees to be seen are willows and poplars growing in the creeks and river bottoms. This is a country of distances. Valleys and mountains appear close on either side while in reality they are miles away. The air is so dry and clear that distances are very deceiving. A casual remark as to the distance to a certain hill might bring a reply that it was a mile or two when in truth twenty miles would be a closer guess. Space is surely deceiving in this part of the country.

We drop on down the eastern slope through the small villages of Horlick and Thorpe. On either side of the track vast fields of hay can be seen; the fields becoming more numerous as we come closer to Ellensburg, the center of the hay district of Eastern Washington and the principal hay market of the State. The large hay stacks at harvest time re-

mind you of the pictures you see in old story books of vast fields of African negro tribal huts. The outlying sidetracks are filled with large empty box cars, stored, awaiting crop movement, which the activity of a number of baling machines would indicate would soon commence. Hundreds of cars of hay are shipped annually from this district, the hay finding its principal market on the Pacific Coast and in the export trade. The people around this section are prosperous as complete crop failures are practically unknown.

As we journey on east, from Ellensburg, we start to climb the western slope of the Saddle Mountains and the country becomes more arid. The landscape is dotted in the vast expanse with sage-



Lake Keechelus, Washington

brush and grease-wood, giving to the surrounding country a peculiar coloring of gray and purple with a flash of light green reflected from the grease-wood here and there. In the distance, like an oasis in the desert, made to bloom by the waters of irrigation, is the picturesque town of Kittitas. There are seen pretty farm houses surrounded by wide fields of alfalfa, dark green under the piercing sun from a cloudless sky, with wonderful fruit-laden orchards, cattle grazing on irrigated pastures and here and there fat porkers, fattened on alfalfa and wallowing in the puddles caused by the overflow of the irrigation ditches. The farm-houses are the pictures of contentment and prosperity, neat and clean, while on the windward sides, tall poplars sway back and forth, the trees acting as windbreaks and guarding the homes against the elements. Kittitas is, indeed, a glowing example of what irrigation can do and should be held up as such to the opponents of reclamation.

Leaving Kittitas, we continue the climb up the Saddle Mountains. The country becomes more and more desolate and arid as we move eastward and as far as the eye can reach, nothing is to be seen but sagebrush, gray from the continual windblown dust, yet green like the emblematic spring of acacia, unconquered

by the grilling heat of the summer sun or by the bitter cold of winter—a symbol of hope and faith in what otherwise appears to be desolation, hope that at some future time water will be brought and faith that the land will produce in abundance.

Just after leaving Boylston, we pass through the cool air of the Summit tunnel and drop down grade into the Columbia River Valley, a decline in elevation of 1745 feet in nineteen miles, crossing the Columbia on a wonderful steel span bridge into Beverly where a short stop is made. At Beverly at this low altitude and hemmed in all sides by high mountains, the thermometer in the shade—and no shade—sometimes exceeds the temperature of Los Angeles in summer. It is a typical moving picture frontier town.

Proceeding along the canyon in the bed of a prehistoric river are seen high ridges of mountains to the south appearing gray in the distance through a wonderful purple haze, clear cut at their summits against a turquoise blue sky while scattered here and there, fleecy clouds lend a picture of silent majesty. The deep gorges of the canyon to the north up through the solid masses of lava rock passing in a succession of palisades would seem as if these great masses were constructed by some long forgotten people to ward off a great impending calamity. As we journey farther up the valley, the mountains become more weather beaten, and, as the speed of the train increases, they pass in a panorama of grotesque shapes and forms before you. Through the ages, the action of the elements has worn through by corrosion, into many shapes and contour; and here and there nature has builded the rocks into many peculiar forms which from the distance take the outline of castles and pyramids—of fortresses with long lines of abutments. A person need not stretch his imagination to conjure these rocks into ruins of some former civilization. "Palaces and piles stupendous of which the very ruins are tremendous." Adding to my own thoughts regarding the peculiar shapes of the rocks, I overheard a traveler remark that the palisades reminded him of the wall of China. The names of Symrna and Jericho were possibly suggested by the desert country or perhaps names from the Scriptures were needed to bolster the faith of the pioneers.

At Corfu a small stream winds its way through the canyon to be lost in the



View of Rock Lake, Near Spokane, Wash.



A View Of Ellensburg, Wash.

earth. Small herds of cattle are seen grazing and dry farming is practised on a small scale.

The town of Othello is on the rim of a vast valley. Looking across this valley to the north, the mountains disappear as small rolling hills. Here and there little whirlwinds—miniature cyclones—are seen, made active by the heat of the sun. As the country along the right of way is rocky, the posts in the right of way fences are put on the surface of the ground and held in place with suspended rocks. After changing engines from electric to steam, we proceed on our journey along the rim of the valley. Looking across this valley at intervals in the broad expanse of country, can be seen deserted houses of the early homesteaders who have proved up their properties and moved away, awaiting the day when the wastes will be made to bloom through irrigation at which time some may return to enjoy the fruit of their labor and privation. A clean, white church and school house, nestled on the eastern slope of the ridge, indicates the people's faith in the Creator, and over the school our Country's flag flies as proudly in the great waste as

over the Capitol at Washington.

As we proceed eastward, the country becomes less arid. At Warden connection is made with the Marcellus branch. This branch serves a very splendid wheat country. At Neppel are large apple orchards. This branch is a very good feeder for the main line, producing a great number of cars of wheat and fruit annually.

Leaving Warden, our journey takes us through the wheat belt of Eastern Washington. On either side of the track are immense fields. The fields had but recently been cut over and the bright yellow stubble formed striking contrast to the recently plowed fields, some showing light green with the early growth of winter wheat. The whole country could be likened unto a great checker board. Many thrashing machines were busy, and the steel field tanks for grain storage reminded one of an oil field.

A fast run from Marengo is made to Spokane—the City of Bridges. If space would permit, I should like to give you a description of this wonderful city of the Inland Empire, but that will have to await some future time. However, I

cannot help but call attention to the wonderful bridge construction of the "Milwaukee", made necessary to gain entrance into the city, the like of which I question is duplicated any place in this country, if, in the world. After a stop at Spokane we again journey eastward.

Leaving Spokane, we pass through a district of small towns where large quantities of tile, bricks, flower pots and other clay commodities are manufactured. There are long, rolling fields of wheat, and other grain and timothy, prosperous looking farm houses and barns, surrounded by large orchards of various tree fruits. Well paved roads wind their way across the landscape. Forests of white pine permit lumbering on a large scale. Power lines across the country all indicate and make for the prosperity of the community.

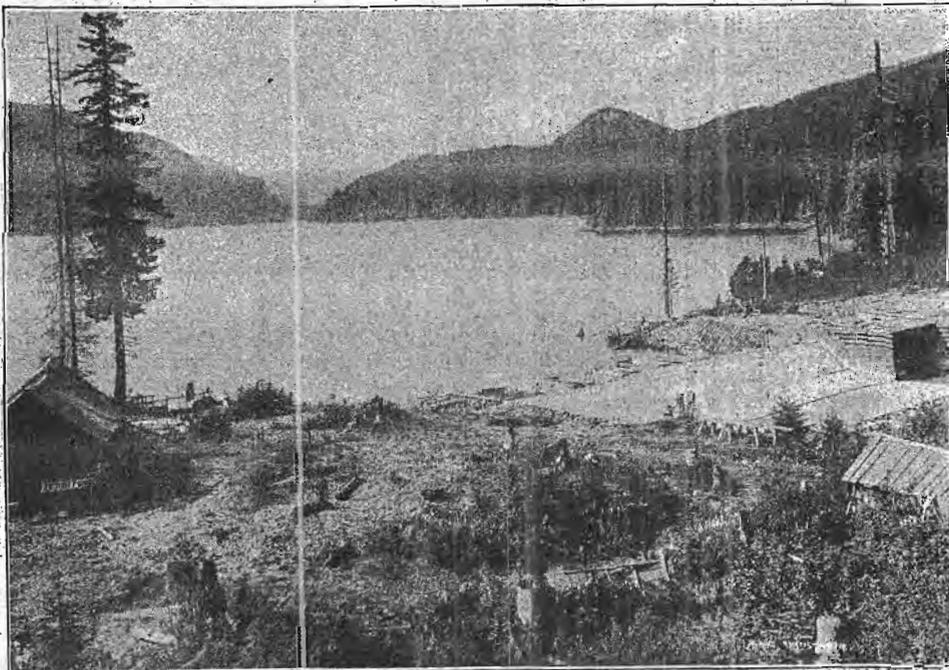


A Milk Skimming Station Near Ellensburg, Wash.

I have seen many beautiful sections of this country of ours, but no place do I believe is there a more inspiring sight than the country I have just described, particularly so, if viewed in the early morning or during the long twilight of midsummer. Surely, no ticket agent need have to apologize for the beauties of Eastern Washington.

Talking Points

The average charge for hauling a ton of freight one mile on this railroad in 1922 was one cent and nine hundredths. The figures for 1923 will show a STILL LOWER average rate per ton mile. What other agency will handle its tonnage—the public's business—at rates averaging only a fraction over a cent a ton a mile? THINK OF IT.



U. S. Reclamation Dam, Lake Keechelus.

General Safety Rally in Milwaukee

A Grand Safety Rally of Milwaukee Road employes was held in Milwaukee on Friday evening, February 8th. The meeting was held in the large auditorium of the Terminal Building, and the hall was crowded to capacity. Men from all ranks of the service, with their families, sat in the audience, while the group of railroad men on the stage included many of the official line, from the President down. Among them, beside President Byram, were Messrs H. J. Killicka, Resident Counsel for the Company; T. W. Burtness, Secretary; J. T. Gillick, General Manager; C. O. Bradshaw, Assistant General Manager; W. H. Penfield, Engineer of Maintenance of Way; A. W. Smallen, General Safety Chairman; W. J. Thiele, General Superintendent, Northern District; N. P. Thurber, Superintendent, C. & M. Division; L. K. Sillcox, General Superintendent Motive Power; Ex-Governor E. L. Philipp and Justice Walter C. Owen of the Supreme Court were also special guests of the evening, and spoke to the gathering on Safety. General Superintendent Thiele presided. Mr. Philipp who is a director of the railroad, spoke briefly on the safety movement as a public duty, a duty in which every employe should have a vital interest; for the human side of accidents is ever foremost. He urged the employes in and about Milwaukee to avail themselves of, and become acquainted with the safety organization of the Association of Commerce, of which he is president, and he offered them one and all every assistance of this bureau in all things tending toward more generally safe conditions.

Justice Owen also spoke on the topic of the evening. He pointed out that every job carries with it certain responsibilities. The operation of a train has a tremendous responsibility which, if not properly performed, means loss of life. Carelessness, he averred, is part of man's nature; and he urged that everyone make the safety cause his own particular care, in order to overcome the innate tendencies toward taking chances. He cited cases of terrible accidents by carelessness, and reminded railroad men that their own firesides were endangered by carelessness in the performances of their duties; and he said that the careful habit could be as easily formed as the careless; and that the necessity and desire to be careful in everything they do will form itself foremost in the mind and thus act as a watchword in the daily work.

President Byram was the speaker of the evening, and his talk, which follows, was listened to with earnest attention by the entire assemblage. He said:

"The presence of so large a number of employes and their families at a meeting of this kind should bring great satisfaction to all of us.

This splendid attendance explains the gratifying results from safety work in recent years and is of much significance in its promise for the future.

This is a fine thing, for there is nothing in our industrial affairs more important than protecting the lives of our fellow men and enabling them to perform their part of the world's work un-

handcapped by physical disabilities.

The Safety Campaign is not a new one. It has received a great deal of attention in railroad circles for a number of years, and, as you all know, it is not easy to keep up enthusiasm in any movement continuously, year after year, no matter how meritorious the cause.

While eternal vigilance is the price of safety, eternal vigilance is not a human attribute, therefore the necessity for a special organization to stimulate and keep alive interest in this most important subject among the 56,000 employes along the 11,000 miles of this great railroad.

In the handling of every rail and tie; of every package of freight; of every tool and machine in the shops; of every freight and passenger car on the line or in the terminals, and in many other simple acts performed thousands of times daily, there is possibility of injury.

These injuries consist mostly of small hurts, such as cut or bruised fingers or toes, or other misfortunes disabling a man for one day or more, and a small proportion of more serious injuries causing a longer period of disability with consequent hardship to the employe and his family.

The safety movement on the Milwaukee Road under a separate organization began in 1912.

In the year 1923 just passed there was a reduction of about 60% in personal injuries, compared with 1913 the first year after the formation of the Safety Bureau.

This great reduction was achieved although we handled in 1923 the greatest volume of business in the history of the road—40% greater than 1913 in ton miles.

These figures include in addition to employes, injuries to others on our right-of-way, trespassers, and those hurt on crossings.

The reduction in employe injuries last year amounted to over 28% below 1913 in spite of the greater traffic handled.

This result was unquestionably due to the efforts of our Safety Bureau with the intelligent co-operation of Milwaukee employes.

It is evident that they are impressed with the fact that most accidents are due to carelessness and are therefore preventable.

While we cannot measure the amount of physical and mental distress and the economic loss prevented by this reduction in casualties, we can all realize that it must be great, and that a large number of men are now rendering valuable service to the road and to the country, who without this Safety campaign might not now be with us or might be seriously handicapped in their efforts to support themselves.

It is to be expected that a railroad producing such a satisfactory record of decreased fatalities and injuries to employes would also show a favorable record with respect to the safe movement of passengers.

I am very glad indeed to be able to say that in 1923 not a passenger was killed in a train accident on the Milwaukee Road.

The same showing was made for the

years 1920, 1921, and 1922, so that for four consecutive years there has not been a fatality, although in that period we have carried on our trains about 57 million passengers—the equivalent of 3½ billion passengers one mile.

Such a clean record clearly indicates that employes of this road have developed a keen sense of responsibility in the performance of the multitudinous duties incident to the operation of its trains.

Each man having to do with the movement of passenger trains has done his part day after day without failure and this fine showing is the result.

There is another matter not connected with railroad operation but in connection with which there is much loss of life and much injury—that is, the constantly increasing use of automobiles.

There are now 12 or 13 million such vehicles in constant use on the streets and highways and many of them come to grief every day.

Our records show that 255 autos arrived on our tracks at precisely the wrong moment last year.

This resulted in most cases in considerable damage to the automobiles and in some instances there was damage to our trains. Unfortunately, the occupants of the automobiles suffered injuries in many cases.

It is worth mentioning as throwing some light upon other accidents to automobiles at crossings that in 105 instances (in addition to the 255) automobiles were driven into the side of trains that were either standing at crossings or were preceeding past crossings. That is to say, there was no possibility of the automobiles involved in these accidents "beating the trains to the crossings" because the trains were already there.

With the great increase annually in the number of people using autos the problem of protecting their lives at railroad crossings becomes more important to the railroads.

Much has been done in the way of cautioning drivers, distributing warning literature at automobile clubs and at dangerous crossings, stopping careless drivers and attempting to convert them to safer practices, and such other efforts as seemed possible and practicable.

It is necessary to maintain an active campaign to educate the rapidly increasing number of auto drivers to avoid an increase in crossing accidents.

It is estimated that there will be about 15,000,000 autos in use this year—an increase of approximately 20% over 1923, and, based on past experience, it is estimated that each month of 1924, 200 persons will lose their lives and 500 will be injured at crossings.

Grade separation at crossings is not a practicable solution of this problem for reports to the Interstate Commerce Commission indicate that there were more than 250,000 grade crossings in 1922 and to eliminate these crossings would require an expenditure amounting to many billions of dollars.

The railroads in that year did eliminate 706 grade crossings at an expense of approximately \$70,000,000.

It can be seen, therefore, that it would be impossible for the railroads to raise enough money to separate grades at enough crossings in the near future to reduce the accidents appreciably.

But, as before stated, we are adopting all practicable means to impress automobile owners and drivers with the hazards involved in crossing railroad tracks without proper caution.

Outside of the features I have referred to, the Safety Department of this road has been very active during the last year in its regular channels: 28 division and 12 shop meetings have been held every month—approximately 15,000 employes attended these meetings—10,089 suggestions were made by employes at these Safety meetings during the year and only 174 of these were not acted upon favorably and 226 others are pending in the hands of Committees appointed to investigate.

I think you will all agree that the large number of suggestions indicates that the Safety question is a live one on this railroad and the fact that so many of the suggestions made were carried out doubtless is responsible for the large decrease in the number of casualties to employes and others.

Representatives of the Safety Bureau also visited many schools along the lines of this railroad and talked to the school children in an effort to interest them in safety matters and prevent accidents such as too frequently occur to children along the railroad's right-of-way.

In view of the results to which I have referred, attributable to the work of the Safety organization on this railroad with the co-operation of all officers and employes, I feel that this feature of the transportation business deserves the continued whole-hearted support of every Milwaukee employe.

While the prime business of a railroad is to move freight and passengers from place to place, it must perform this task with the least possible injury to person or property.

I feel that the Milwaukee Road has shown its efficiency in respect to both the handling of its business and the protection of its employes and patrons.

The large amount of favorable comment in the newspapers following our announcement that no passenger had been fatally injured on any of our trains in the last 4 years, shows that the public is much interested in our Safety Campaign and appreciative of good results.

From what I have observed of the consistent and continuous activities of our officers and employes in recent years I feel assured that there will be no relaxation of effort in this important field during the next twelve months.

Motion pictures were shown depicting phases of the Safety Movement and some of the results of ignoring the requirements of Safety First. The pictures were fine and very interesting, holding the attention of the audience throughout the showing. Following the movies, President Byram held a social session in order to meet his many friends among the employes, and an anxious newspaper reporter standing nearby to "grab off" an interview with our Executive, shook his head in perplexity over the apparently intimate acquaintance Mr. Byram had with so large a number of the employes. He knew them by name and by occupation as well; and he greeted the ladies present with greatest cordiality, because Mr. Byram is an outspoken advocate of Friend Wife being a real helpmate in the daily life and interests of her husband. He says "A happy and contented husband is a front rank Safety First Worker.

Reclamation On the C. M. & St. P. Railway.

H. W. Newlin.

Special Inspector Signal Materials

Inasmuch as every employe on the St. Paul is a member of the Reclamation Committee it is only right that each and every one of you should be acquainted with the fact that your savings in materials kept out of the discard and restored to further service has amounted to approximately sixty cents per man per day, two hundred and fifteen dollars and thirty-nine cents per year, the total being, for the first ten months of the year 1923, \$1,161,157.20 and the approximate total for the entire year being in the neighborhood of a million and a half dollars.

The above figures are merely statements taken from our store order accounts of material which has gone through the shops and do not fully represent the large amount of other materials which have been kept from the scrap pile by the zealous workman, the man who uses his head in his work.

It is estimated that \$35,000,000 is saved the railroads annually through reclamation processes. It does not seem that this figure is representative of the total when we stop to consider that on the St. Paul railroad, alone, upwards of fifty million dollars worth of materials are handled annually.

The reclamation of materials is not a fad or a hobby, it is strictly a business proposition, it is merely 100 per cent efficiency out of the material that has already been paid for instead of allowing it to go to the scrap pile on the slightest pretext.

The cash value of materials is not fully realized by the average workman who is not in a position to know, who does not come in contact with the purchasing or stores department representatives in his daily work, but we should bear in mind that regardless of how insignificant a piece of material may seem it didn't get to the railroad in the form of a Christmas present and it took just so much of the earnings to pay for it.

The very first step toward saving materials is taken when you, as the user of the material, do the thing which makes unnecessary the purchase of it. This does not mean that you are expected to do without the things which are actually needed and which must be supplied to keep up the efficiency for which the St. Paul Railroad is noted, but it does mean that you use your best judgment in your work and in calling for material in excess of your actual needs. As someone has said that a "man is known by the company he keeps", just so does it apply to the workman on the railroad, the condition of your supplies and the manner in which you go about ordering materials reflects in the quality of work you do. I can pick a third class workman by merely going through his stock room.

In summing up the results of any savings practices which we have put into effect during the year just closed let us keep in mind the importance of continuing and adding to these practices. By doing these things we are not only doing a duty we owe ourselves but we will also make it much easier to find the dollar in the treasury when we are in need of some material at a time when the dollar is found missing as has been many times in the past.

The St. Paul Railroad belongs to you. Your money, your livelihood is tied up in it as an employe. Take a look back over the past year and see if you have used your best judgment, have given your best interests to all the little details accompanying your position. If you have any suggestions to offer toward bettering conditions, things which will make toward greater savings, don't keep it to yourself but let the Reclamation Committee know of it so it can be passed along.

Another thing along the line of Reclamation which we should all keep uppermost in our minds is this: "Let us all dig from the scrap pile of our memories some of the discarded ideas of years ago and put them into service again and let us so act and speak with the knowledge which we may have at our command and knock into a cocked hat some of the foolish propaganda which seems to be the order of the day among a certain class of our fellow men who know less about conditions of railroading than the newest man in the railroad work."

Let us all bear in mind the absolute necessity of using every means at hand to keep the dollars out of the scrap pile and into the treasury. Let's save material. It matters not how it is done or what the process is called. Don't be wasteful of the Company's money and you will at least have the satisfaction of knowing that you have done your duty and that you are standing on a rock from which you cannot be parted.

Everyman's Almanac

"Everyman's Almanac". Presented by the Chicago, Milwaukee & St. Paul Railway; To Puget Sound Electrified and done up in a yellow cover, is a publication chock full of the things everyman and some women want to know. According to the legend on the title page, it "Contains Timely Information About The Railroads, and other Matters of General Interest"; and inside, there is the usual figure and symbols of the zodiac, proper to every self-respecting almanac, a calendar for each month; weather wisdom ad libitum and a hundred items of special interest to the housemother. "Old Jim Collins" discourses in an interesting vein, while he and his cronies presumably "set around" the stove at "the store", and discuss the general railroad situation and some of the fallacies and untruth which enemies of the railroads are spreading about in their own interest. "Uncle Ben" on another page tells about "Si Holiday" and the big wind Si's talking propensities reminding him of "all this talk about the railroads". It's a good story. All the pages are as full of good things to know as a walnut is of meat. "Everyman's" is bound to be THE ALMANAC of the year.

Improved the Epitaph

This epitaph was on a tomb in Georgia:

"Remember, man, as you pass by,
As you are now, so once was I;
As I am now, soon you must be;
Prepare for death and follow me."

Some wag wrote underneath:
"To follow you I'm not content
Unless I know which way you went."

—Exchange.

J. R. Veitch

Milwaukee employes were inexpressibly shocked when word came over the wire on February 12th that Mr. James R. Veitch, Assistant Traffic Manager with headquarters in Seattle, had passed on in the early morning hours of that day. Mr. Veitch had been in his accustomed good health, when a sudden and severe heart attack prostrated him while at his desk on the 11th. Medical aid was immediately summoned and Mr. Veitch was removed to his home, but he grew rapidly worse, and early in the evening lapsed into unconsciousness, the end coming a few hours later.

"Death loves a shining mark". Mr. Veitch was an exceptionally able and successful traffic official, was popular with the public, and was looked upon as a personal friend by all railroad men with whom he came in contact; and on lines west, where so much of his railroad success had been achieved, and where he was very generally and affectionately known as "Jimmie" Veitch, he was greatly beloved.

Mr. Veitch was born in Cambridge, Ohio, Nov. 1st, 1875. He entered railroad service on an eastern road as operator, and came to the

Milwaukee in 1893, being employed in the local freight office at Kansas City. In 1898 he became Rate Clerk in the office of Division Freight & Passenger Agent at Kansas City. He was appointed Commercial Agent at Des Moines in 1891. The following year he left the service of this company to become Commercial Agent of the Iowa Central at Indianapolis, later becoming General Agent of that company in Chicago. He returned to our service as District Freight & Passenger Agent at Portland, Oregon in 1909, remained there about two years, being then promoted to Assistant General Freight Agent with headquarters at Seattle. In 1912 he came to Chicago as Assistant Traffic Manager, Puget Sound Lines; and in October 1913, was transferred to Seattle in same capacity where he had since remained.

Funeral was at Cambridge, Ohio on Monday, February 18th and was attended by many railroad officials and old associates of the deceased.

Mr. Veitch is survived by his widow and one brother, to whom his host of friends on the Milwaukee extend their tenderest sympathy in their great loss.

village was without all of the luxuries and some of the necessities. The merchants, asked why there was "no celery", "no flour", "no oysters", etc., said "the trucks hadn't gotten through yet". Meanwhile the trains were whistling into the village on time, and the railroad service was operating on the first day after the blizzard at about 75% efficiency; and after that, trains were running on schedule, and "Normalcy" as far as the public was concerned, had been reached. This is certainly something to think about, it is not an abstract proposition but a thing which has been applied "in the concrete" to citizens and commuters of the Middle West. Even in the localities where the blizzard struck hardest, the railroads had "dug out" while motor trucks were still stuck in the drifts or waiting in their garages until the highways were cleared.

A Radio Concert

On Wednesday, February 20th, a musical program was given under the auspices of the C. M. & St. P. Ry. employes, broadcast from the American Studio of the Chicago Evening American, through Westinghouse station KYW. The Olympian Orchestra of eight pieces, under direction of Mr. Clarence Schwartz of the Passenger Department, Chicago opened the program: Followed by "Buck" Lawrence on the banjo and Bill Murphy's "Milwaukee Trio" in "Mirth, Melody and Harmony". Bill, for the benefit of those who have not the pleasure of his acquaintance, is the silver-voiced tenor employed in the General Freight Department. Those who tuned in at 10:00 P.M. on February 20th were certainly well repaid because the program was broadcast from one of the most powerful stations in Chicago, and conditions were perfect for full enjoyment at short or long distance.

Andrew J. Henry

On January 9th, occurred the death of Andrew J. Henry, veteran Telegrapher of this railroad, at the home of his daughter, Mrs. Clara McMillen, Sanborn, Iowa. Mr. Henry commenced railroad service in 1869, and entered the employ of this company as agent at Whittimore, Iowa. His last service with the Milwaukee was as agent at Stetson, Idaho, from which position he retired a few years ago, on account of failing health. Since his retirement he has made his home in Sanborn. Mrs. Henry, who was also well known by Milwaukee employes preceded her husband into The Silent Land a few weeks previous to his passing. Mr. Henry is survived by three daughters, four grandsons, one granddaughter, three great-granddaughters and one great grandson. Burial took place in Hull, Iowa.

Something To Think About

The Magazine prints the following communication written to the Madison (Wisc.) Capital Times, because it brings a timely thought to the front in these days when snow blocks the state highways and motor trucks, busses and the like have to await the coming of the state trunk highway men with their road scrapers and shovels to open up the roads; while the railroads operate their trains with a minimum of delay, even at the extra cost of double-headers and extras with snow plows ahead of the regular trains.

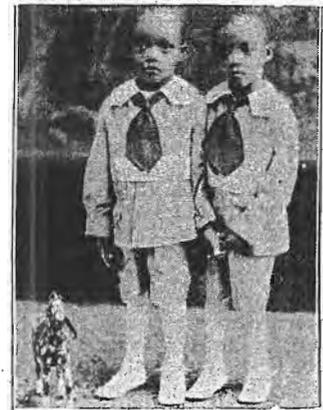
Railroad Side of Case

"To the Editor—I have read with considerable interest your editorial entitled "Our Saturday Open Letters," in which you speak of the crowded conditions on the passenger train New Year's night. You state there was not a seat to be had, and you had to stand up from New Lisbon to Madison. I surely regret that these conditions existed on that date and that you were not fortunate enough to rush to a seat when you changed cars at Portage. Perhaps mother's dinner was too good and from its effects you deemed it advisable not to try and hurry to find a seat. No doubt, there were other passengers on the train that had gone home for their dinner and were returning to Madison on the same train.

We had an open winter up to within a few days of New Year's and the roads

were free from snow and in good condition, making auto travel exceedingly good. The auto busses made excellent time and kept their schedules up to New Year's, making competition for the railroads which is hard to beat. The railroads are compelled to maintain a certain number of trains, on schedule time regardless of the amount of traffic. All summer and fall the railroads have been hauling empty coaches on account of the competition of automobiles and busses. Under ordinary conditions there would have been seats for all, and then some. Then out of a clear sky comes a big snow storm and below zero weather. The autos and the busses stay in their garages. The railroads, however, are compelled to run their trains under state laws and it is hardly fair to condemn them when a big load is thrown on them without notice. Again, the railroads are put to added expense; the trains must all have double-headed engines and every available engine that the railroad has must be put in service to keep the mails and foodstuffs moving regardless of cost—while the busses wait for the state trunk highway men to open the roads for them.—U. D. Bisco."

The writer lives near a state-trunk-highway within thirty-five miles of Chicago, and during the recent blizzard, with its accompanying heavy snow-fall, motor trucks were stalled in numbers daily, within sight; and the



James and Jerome, Twin Sons of Janitor Walter Everton, Beloit, Wisc.

Radio for Everybody

P. S. WESTCOTT

B. To Tune Set

First check all wiring to be certain that every connection is as described in November and December issues and as in the wiring diagram of Figure 9.

Set the vacuum tube in place in the pocket making sure that the socket pin points in the right direction, which would be toward the panel, and as in Figure 4-B, at "E".

With the set conveniently placed as on a small table, and with the Antenna lead-in connected to terminal "A" of Figure 7-A, and the ground lead connected to the terminal "G" of Figure 7-A, with batteries in place and connected, see that the rheostat finger with center at "I" of Figure 7-A, is turned to the right so that it does not touch any of the wires wound on the base strip.

It would be well to first consider what it is that you are to do to "pick music out of the air". In the first place, according to the accepted theory of today, the carrying element is not air but "ether", an unknown something which is pictured as pervading all matter in the universe, between particles of gasses and particles of solids and liquids. To make this ether vibrate into wave motion (picture in your mind the ripples sent out across the waters of a pond when a stone is thrown in, these waves radiating in all directions from the spot where the stone hit the surface), certain conditions must be satisfied.

inal wires at the battery were disconnected and traded around, and the circuit closed again. The current would now flow in the reverse direction or in the direction shown by the lower arrow and indicated as (-).

Refer to Figure 14-B. If a chart is

The shape of the current curve in Figure 14-D, is a "wave" form, and if this form represented the ripples on the surface of the pond previously mentioned, the distance from crest to crest as length "W" here shown, or from zero point to zero point, shown as "C", or to any two corresponding points, is known as the length of the wave or "wavelength." If in the case of the pond, a stick protrudes up above the surface from the bottom, and the waves produced by the

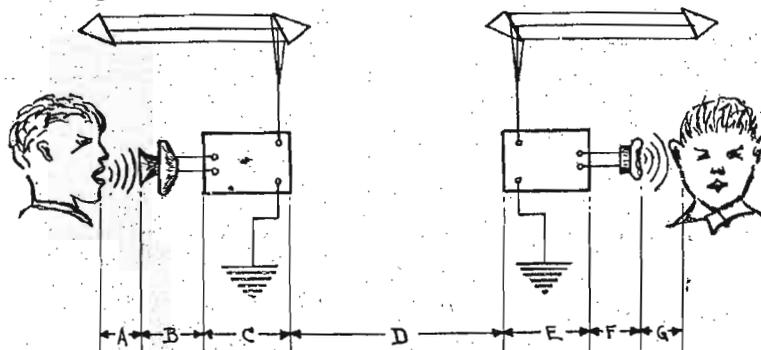


FIG. 13.

made of the action of the current flow in the first case, representing the positive flow as being above the horizontal "time" line, as the time went on from "0", the switch was closed at time "1", and a current of the amount measured by the length of the line "1-2", was caused to flow through the circuit. Instead of rising immediately to the full value as indicated by the dotted path, it probably followed the dotted path, or in other words required a time "1-X" to build up.

At a time "4", the current, still of a value of about the same as "1-2" (also "4-3"), was forced to stop flowing by opening the circuit at the switch, but instead of falling immediately to zero as at "4", it probably took the time "4-y" to stop entirely.

Suppose for illustrative purposes, it be considered that the current did rise to a maximum and fell again to a zero value instantaneously, as indicated by the solid line. Suppose also that the chart indicates the flow in the wire in the reverse or (-) direction by measurement downward from the "time" line. Suppose that following the flow in the positive direction the flow was instantaneously changed by a reverse flow and then to a zero value. This would then be as in Figure 14-C, where the reverse or negative flow is shown by "4-5-6-7".

However, the "lag" of the current, or in other words, the fact noted that the current does not reach a maximum value at once (nor does it die down to zero at once) must be considered. Instead of having to reverse the current flow rapidly and by hand, suppose that the current came down the wire from an "alternating current" generator instead of a storage battery. Then closing the switch at time "1", the current change in value could be represented much as in Figure 14-D. In such a case, the current flowing is known as an "alternating" current as against the "direct current" as supplied by the storage battery. To build from zero to a positive maximum, to zero, to a negative maximum value and back to zero again or as of "1-2-3-4-5", is known as a cycle and is indicated as "C".

stone pass by it, the number which pass by it in a given time would indicate the "frequency" with which they pass. If ten ripples passed in a second, the frequency of the wave motion would be ten cycles per second of time.

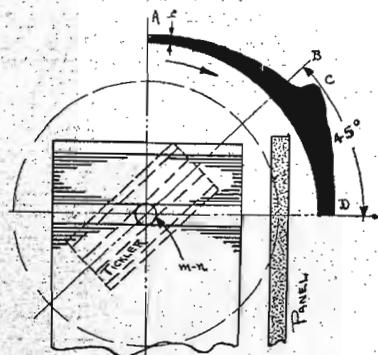
Suppose a cork was carried along with the crest of one of the waves, it would be possible to find out how fast the cork was moving. If the wave length, or distance from crest to crest of two succeeding waves was 1 inch, and ten such wave spaces passed by in a second of time, then the speed of the cork riding along the crest of one of those waves would be ten inches per second or one times ten.

So it is with the wave motion of the ether, except that the speed at which the "radio waves" travel is a fixed amount, 186,000 miles a second, (the speed of light). In the English measurement system, the term "meter" is used where a meter is about 39.38 inches long. The speed in meters then would be 3,000,000,000 meters per second.

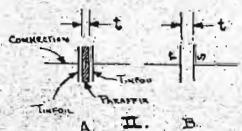
The one broadcasting wave length assigned by the government prior to May 15th, 1923, was 360 meters. Today the assignments vary, and range from 220 to 550 meters for this type of radio service. Since, however, it is more important that the frequency with which these ether waves travel be known, it is now becoming the custom to designate the assignment of broadcasting station in terms of kilocycles, where a kilocycle is 1000 cycles. As an example, 360 meters wave length corresponds to a frequency of 833,333 cycles or 833 kilocycles per second. (Indicated as 833 kc.)

To give an idea as to the distribution of assignments the following very abbreviated list is noted:

Call	Station	Assignment	
		Wave Length	Frequency (kc)
Letters	Location	326	920
KDKA	E. Pittsburgh	469	640
KFI	Los Angeles	380	790
WGY	Schenectady	448	670
WMAQ	Chicago	429	700
WSB	Atlanta		



I.



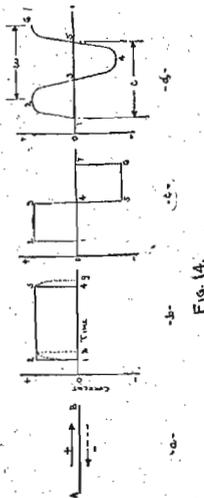
II.



FIG. 12.

Refer to Figure 14. "A-B" is a section of wire in an electric circuit. Suppose the wire is a part of the connecting wire between an automobile headlight lamp and a storage battery. Suppose when the switch on the dashboard is closed, an electric current flows in the direction from "A" to "B", or indicated by the arrow marked (+). Suppose the term-

Those here listed all have excellent programs and of good quality of transmission.



When it is understood that the range of wave frequencies that the human ear can detect is from 40 cycles to some 10,000 cycles per second (known as "audio" frequencies), and that the range of frequencies necessary to produce wave motion in the ether is commonly from 12,000 to 6,000,000 cycles per second and higher for special work, it is readily understood that some special arrangement must be made to transfer the audio frequencies as produced by air

waves when speaking or singing for example, into some sort of apparatus which will set the ether to vibrating at the higher inaudible (known as "radio") frequencies.

Briefly then, what happens is illustrated by the sketch of Fig. 13. The series of events are as follows:

(1) Sound waves are produced. The air is set in motion by the vibrating of the strings of a violin, the vibration of the vocal cords in the throat of a singer, etc., and these cause the small diaphragm in the transmitter "microphone" of some sort (especially constructed for special classes of radio broadcasting). The air wave motion of audio frequency is as over the space noted at "A".

(2) Through the circuit "B", a varying electric current is caused to flow from the transmitter microphone, the variations corresponding to the variations of position of the small diaphragm which of course, in turn, was varied by the air waves striking it.

(3) The box represented at "C" illustrates the apparatus which increases the frequency to radio frequency instead of the audio frequency of circuit "B". This unit is known as the radio frequency generator. This then, in turn, is connected to the transmitting antenna circuit as shown, and causes high frequency (radio frequency) alternating currents of general form similar to that described with respect to Figure (?).

(To Be Concluded)

"Be Loyal To Your Employer"

L. J. Benson, Supt. of Police

One of the most valuable assets in getting a position and also in keeping one after you get it, is a pleasing personality. We all know that some people repel us while others attract, even at the first meeting and sometimes it is difficult to tell just why, because personality is something of an analysis. But I believe it is made up chiefly of sincerity and good feeling towards others and while with some it is innate, it can be cultivated to a great extent by anyone. I think, of course, that there are other things as important as personality, but I mention it first because it is often necessarily the one quality that gives you a chance to prove that you have ability and the requisite for succeeding in any undertaking.

It goes with saying that efficiency is absolutely essential to success in any undertaking. By all means learn all you can about the work you are going to do before you start it and then keep right on learning everything you can, because all knowledge is useful. Always remember the supreme object of the Department head is to get as much effective work done in a day as is possible. Do not loaf when your employer is away, be prompt in your work. Time is a valuable commodity. If your employer pays you for a certain number of hours in a day, those hours are his and he must show for same. If your services are not satisfactory they will be dispensed with. The object is not to kill time, but to fill time and this applies to your leisure as well as your working hours. There is no surer way to success than the intelligent use of time.

Be loyal to your employer and to the Department he is in charge of. If you do not respect and have confidence in the ability of the man you work for, or if you feel that your position is beneath you, get out, because as long as you

The Washington and Idaho Car Exhibit

This is an interior picture of the Washington and Idaho Exhibit car which was fitted out at Spokane, Washington last Fall, and which is now on tour over our lines in the Central States.

Before coming east the car was exhibited at several points in Washington and Idaho where it attracted a great deal of attention. The car contains about seventy-five varieties of fruits grown in these two states; besides numerous samples of grain and grasses, all arranged in artistic style.

Mrs. Minnie Wessels of Spokane, Washington, who has a national reputation for this kind of work, was employed by the Company to prepare the fruits and do the decorating. Those who have been privileged to see the car, pronounce it the finest display of this kind they have ever seen, and is worth going miles to see.

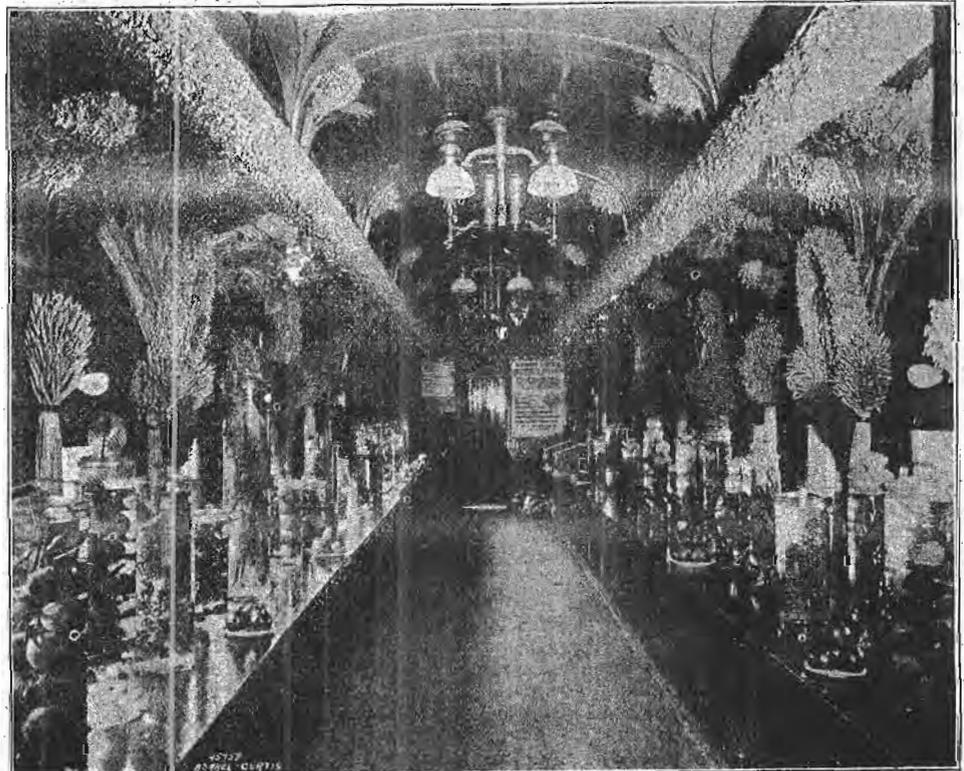
The object in running this car is to advertise the undeveloped resources and advantages of the above states, and to attract the attention of those who might be interested in making a change of location. The car is designed especially to feature fruit and poultry raising.

That there is a very great interest in these two important lines of endeavor is shown by the large crowds the car is attracting daily.

It has been demonstrated that this form of advertising is one of the very best, as it provides visual evidence of the quality of fruits grown, and provides for securing

of information concerning the many things people want to know about the country, through the well informed attendants who are prepared to answer all questions.

The car is on a regular schedule and is announced through the local newspapers and by window cards which are sent out to our agents in advance.



Interior of Exhibit Car

hold this attitude you cannot further the interest of the Department and will sooner or later be replaced. Give an undivided service or none.

Of course there are other qualities to be considered. Honesty is one of them, and a man is nothing short of a fool if he is anything but honest; cleanliness of body and mind is another, personal appearance is another. Keep your clothing clean and neat. Clothing does make the man, but carelessness in these things often indicate slovenliness of habit in more important things. Be tactful and considerate of feelings of people around you and above all, never lose sight of the fact that it depends entirely upon yourself whether or not you succeed and to what extent. You can make yourself whatever you wish.

Eggs' Ephemeral Epics

By H. M. Eggs

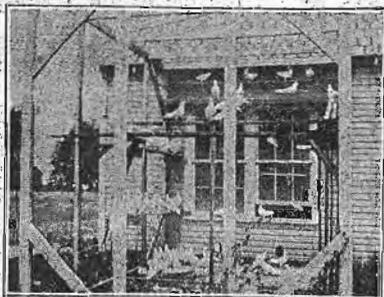
Of course, we know the reason,—or at least could make a crack why the average prize fighter takes a try at coming back but of all the hopeless efforts in staging a come back the "Flapper Chasing Grandpa" surely is the cracker Jack.

I bet my bottom dollar on Jim Jeffries coming back, you remember what happened when he met the big black Jack when Willard donned his trunks again and faced the "Spanish Bull." I said "The big stiff has a cinch, his punch he'll have to pull".

There are plenty other cases, I could cite them by the score where some idolized old "has been" has come back for something more, why he does it is a secret known only to himself but the "Has Been" of the present won't remain upon the shelf.

All through his youth, and maybe up to fifty years of age my grandpa tended strictly to the hoarding of his wage and then he met a flapper with a bold and winning smile, now grandpa lives off relatives, he's minus of his pile.

I would rather be a "Has Been" than to be a never was with that old but truthful saying I agree without a pause; But it seems to be a failing with our "Has Beens" of today that they won't stay put, as "Has Beens" they must have another say.



Conductor Floyd Sowers' Pigeon Farm

A Money Making Farm

Illinois Division: Conductor believes everyone should have a hobby, and his is a lucrative one. Pigeons, (The White Kings) are his hobby, and from these beautiful birds he is able to sell squabs, for which there is always a demand; in less than four weeks after hatching. They certainly seem to be well situated in this model pen at Davis Junction, Illinois, where Mr. Sowers lives.

Champions of Freedom

This poem was written during the dark days of the war, when the Germans were almost at the gates of Paris; and was dedicated to former President Wilson, being based on his famous slogan,—"Make The World Safe For Democracy". The author, Mr. John S. Andrews, employed in the office of the Assistant Superintendent of Transportation at Seattle, sent a copy of the verses at the time they were written to President Wilson who was much impressed by them and as a return courtesy, sent Mr. Andrews an autograph photograph of himself. The photograph, with the verses were displayed in the window of a department store in Seattle at the time of the death of the former President, attracting much attention and favorable comment.

In days of old when knights for ladies
 fair
 Fought in the lists with spirit bold,
 Men made a willing sacrifice, without a
 care
 If only they could honor's cause up-
 hold.
 Great champions they, chivalrous, brave
 and strong;
 Their blood they freely gave to win
 the love
 Of women beautiful and overthrow the
 wrong;
 Their lives they gladly gave their
 love to prove.
 For love they fought, but we for justice,
 right.
 The world cries out for champions
 still,
 Men of courage, not afraid to fight,
 Not cowards, but men of indomitable
 will.
 Justice lies bleeding; the tyrant crushes
 down the weak;
 Fierce war and desolation devastate
 the world.
 The nations now in one death grapple
 seek
 To conquer. Our flag will never more
 be furled
 Until cruel and pitiless autocracy is

overthrown,
 The world made safe for all to live in
 peace,
 The right enthroned, the sword forever
 sheathed.
 God speed the day when men as
 brothers live,
 No hatred in their hearts, but love su-
 preme,
 Free from selfishness and greed, glad
 service give,
 When peace, good will, shall be their
 theme.
 All honor, then, to those who in this
 day of strife and stress
 Have given themselves, their lives,
 their all—
 Brave champions for the cause of Truth
 and Righteousness,
 Rallied to the colors; heard their
 country's call.
 And chief among the ones who gave
 themselves to save
 The world from tyrant's power and
 cruel hate,
 Is our noble president, faithful, strong
 and brave,
 The wise and fearless captain of our
 ship of state.
 John S. Andrews.
 Seattle, Wash.

Old Pal's

I have worked upon this railroad
 Some thirty years or more
 And rode the icy, car tops
 In the good old days of yore.
 I have gathered in the meantime
 Silver threads among the gold
 But try to keep my train on time
 Be the weather hot or cold.
 I have watched the great advancement
 Of engines, cars, and rails
 And the wondrous electric achievement
 Which no critics can assail.
 I see my old pals mentioned
 Through these columns and then
 And with ever fond affection
 I recall their names again.
 Sometimes I read the passing
 Of one who's crossed the vale
 For them true heartbeats still are beating
 As when youth road the shining rail.

A Bent Rail.

The Top of the Tree

If you can't be a pine on the top of the
 hill,
 Be a scrub in the valley—but be
 The best little scrub by the side of the
 hill;
 Be a bush if you can't be a tree.
 If you can't be a bush, be a bit of the
 grass,
 And some highway much happier
 make;
 If you can't be a muskie, then just be a
 bass—
 But the liveliest bass in the lake.
 We can't all be captains, we've got to
 be crew;
 There's something for all of us here.

There's big work to do and there's lesser
 to do,
 And the task we must do is the near.
 If you can't be a highway, then just be
 a trail;
 If you can't be the sun, be a star;
 It isn't by size that you win or you fail—
 But the best of whatever you are.
 Douglas Mallock.

Nature Faking

A farmer who had never seen a loco-
 motive came to town in his horse and
 buggy. When he reached the railway
 track an engine passed swiftly by, close-
 ly followed by a motor car.

"Wal, I'll be gol darned," he soli-
 loquized. "Who'd have thought that
 those things would have colts!"—T.V.L.

It costs this railroad more than
 TWICE as much as in 1913 for taxes,
 and many items required to produce
 transportation service—BUT—this ser-
 vice cost our patrons only 35% more than
 in 1913. That is why there has been
 no profit from operations since the war.

A ton of freight carried a mile for a
 one cent stamp. A ton carried 100 miles
 for one dollar. (A motor truck would
 use a dollar's worth of gas alone in that
 distance).

Wheat hauled from Montana to Min-
 neapolis, or from South Dakota to Chi-
 cago; corn from western Iowa to Chi-
 cago—for LESS than one cent a ton a
 mile. Where can the public get more
 real service for their money?

IMPORTANCE OF AIR BRAKE MAINTENANCE

James Elder, Air Brake Supervisor, Milwaukee Shops. Paper Read at Air Brake Foremen's Meeting, Minneapolis, 1923

It is not my intention in this paper to lay down any new rules for the maintenance of brake equipment as we already have, in printed form, standard practices covering practically every part of the air brake. It is rather my thought to place before you the importance of brake maintenance on modern rolling stock and to bring out the losses that are sustained by the railroad on account of failure to properly maintain brakes. The delays to important trains, the small earning power of cars account of the low average car miles per day, the millions of dollars spent in repairing damaged equipment, and repairing track caused by derailments, and other millions spent in adjusting commodity loss and damage claims, also personal injury claims, in a very high percentage of the cases are directly traceable to the condition of the air brake. Every dollar paid out for claims; delays to freight, for repairs to equipment, damage due to derailments, etc. reduces the dividend paying power of the railroad, stimulates the idea in the public mind of mismanagement, and prevents the railroad from making improvements and betterments in the service which the public have a reasonable right to expect should be made. The railroad that makes it a practice to maintain the brake equipment to the highest possible standard will cut down train delays, and damage claims and as a result will be in a better position to pay dividends and will be the first to regain the confidence of the public, because shippers prefer to ride and ship their goods over the railroad which has the least delays enroute due to defective equipment. They have a right to expect that their goods will arrive at their destination at the expected time and in good condition.

The first duty of a railroad is to give the best possible service. In the way of service a railroad has only one commodity to offer the public, viz. Transportation. In various ways the public have been educated to expect high speed, a high degree of safety and luxuries in the way of service which were not thought of in former years, and due to the attacks on every hand by designing, uninformed and misinformed politicians, seeking to gratify selfish ambitions, the public mind is poisoned against the transportation service of the country to the extent that to say the least, there is considerable dissatisfaction, and better and cheaper service is being demanded of the railroads without any consideration being given to their ability to meet the obligations imposed upon them by these demands.

The Railroads of the country are on trial at the present time before the court of prejudiced public opinion, and whether they remain in the hands of their present owners or are turned over to theoretical politicians, depends largely on the service which the present owners are capable of rendering.

In order to meet the demand for better service the railroads have been making every effort possible to increase the number of available locomotives and cars to handle the business in a satisfactory manner. Since Jan. 1st there has

been placed in service or on order 137,266 new freight cars and 2,340 new locomotives.

These new locomotives and cars would not assist in handling increased business if the average miles per car day for the year 1922 were reduced by 2 miles per day in 1923. In the closing months of 1922 the average made was 25.9 miles per car per day. If this could be increased to an average of 30 miles per car per day for 1923 it would be equivalent to adding 334,681 new cars to the service. Whether this mileage can be increased or the service demanded by the public met, will depend to a great extent in the consideration given to the air brake in connection with it, because as previously stated the air brake has been the greatest factor in reducing the average miles per car per day in the past.

The air brake was designed to perform certain functions and will perform them very satisfactorily if maintained as it should be. I do not know of another mechanical device which has been so successfully developed to meet the changing condition spread over a long period of time as the air brake. It should be remembered that the weight of trains and speed at which they could be safely run was only increased as the power to stop them was developed. The ability to accelerate or even to run at high speed, must be measured by the ability to stop.

This is not always appreciated, as an example the question is often asked particularly in damage suits "In what distance could a train be stopped from a speed of 50 miles per hour?" Here we have one factor, that of speed, from which we are expected to derive all the other factors, which are of equal importance, and must be known before an answer of any value can be given. A few of these factors are: the light weights and loads of the vehicles composing the train; the percentage of braking power used with locomotives and cars; whether or not all wheels were braked; what type of equipment was used; what pressures were carried; whether the train was on a curved or straight track; on an ascending or descending grade; or level; the condition of the rail; whether the brakes were applied in service or emergency; the losses due to friction of parts; the quality and thickness of brake shoes, and method of hanging them; whether all units in the train had operative brakes; and whether the piston travel, on all cars was such as to produce an effective brake.

I merely mention these things to show the importance of the principles governing the action of the air brake and their influence on the length of the stop, and a great many more could be added which influence slack changes and effect the smoothness of the stop and which must be given consideration to prevent shocks which damage equipment and lading.

Since the adoption of the air brake the weight on locomotive drivers has increased from 25,000 lbs. to 617,000 lbs. The draw bar pull on locomotives has increased from 10,000 lbs. to 147,200 lbs. The working steam pressure has increased from 125 lbs. to 225 lbs. The weight of freight cars has increased from 12,000 lbs. to in some cases 78,960 lbs. The capacity of the freight car has increased from 40,000 lbs. to in some

cases 240,000 lbs. Weight of freight train has increased from 300 tons to a point where a train of 17,500 tons of coal was successfully handled a short time ago over the Allegheny Mountains.

As stated before this advancement could not have been made only through the development of the power to control and stop the locomotive and train safely. In fact, to my mind, the air brake next to the locomotive and printing press is the greatest among the forces to which the material developments of the present age, and the progress of the world are primarily due.

The question of controlling and stopping trains is of vital importance to the railroad, because the safety of the service, freedom from delays, and economy of operation to a very great extent depend on it. The measure of the value of the brake in controlling trains is two fold. 1st: The ability to stop in the shortest possible distance in order to prevent injury to persons and damage to property. 2nd: To permit smooth, short accurate stops to be made without damage to equipment.

The manufacturers of brake equipment have developed the air brake to a wonderful degree in providing the desired and necessary flexibility of the braking force to control the great weights and high speeds of the present day trains, but whether it will do what its designers intended it should, and have proven by innumerable tests that it can do, depends entirely on the condition it is maintained in.

A great many of you have probably seen a picture of Stephenson's wonderful locomotive with its barrels of wood fuel on the tender and the stage-coach like wagons connected to it. This locomotive was furnished with a steam brake of similar construction to the cam type of brake used on our small locomotives. The wagons had no brake at all. The means provided for stopping were probably ample to take care of the light train and the low speed which at that time was considered a very dangerous service; as railroading developed and the number of wagons in the train increased it was found necessary to apply hand brakes to each wagon and later, in order to effect a more prompt and effective operation of the brake it was found necessary to put the means for operating all the brakes in the train in the hands of one man. Various devices have chains or ropes connecting the brakes on the cars to a revolving drum on the locomotive, were applied, and these devices probably answered the purpose at that time, but as railroads were further developed necessitating larger cars and longer trains, it became imperative that a still more prompt and effective means of control be obtained.

George Westinghouse opened the way for the handling of long trains of cars of high capacity. Realizing the advantages of compressed air, he designed a brake which was operated by a piston in a cylinder with compressed air. An air pump was placed on the locomotive and a large air reservoir was placed on the tender, a pipe from the reservoir was connected to the pipe on the cars with a hose connection, and the pipe on the car was connected by a branch pipe to the brake cylinder. A three way cock was placed in the pipe on the locomotive, and when it was found necessary to apply the brakes, the engineer moved the three way cock to a position which per-

mitted the air in the reservoir on the tender to follow through the brake pipe to the brake cylinder on the cars, and when it was necessary to release the brakes the engineer would move the three way cock to a position where the air in the brake pipe and brake cylinders would be vented to the atmosphere through the three way cock.

One disadvantage of this system was that as trains became longer and heavier, disastrous shocks were produced during brake applications on account of the high braking force which was built up in the brake cylinders of the cars ahead, before the air had reached the cylinders on the rear cars. The greatest disadvantage of this system, however, was a complete loss of braking power in case the train separated or there was a rupture of the brake pipe or its connections.

In order to overcome these advantages the brake was developed so that instead of having only one supply reservoir on the locomotive, there was an additional reservoir placed on each car, the reservoirs under the cars were kept charged when the brakes were not in operation, a plain triple valve was developed and placed in the pipe on each car which operated to apply the brake when there was a reduction of brake pipe pressure regardless of how originated.

This was a great improvement over the former method in the rapidity of the serial application of the brakes throughout the train, thus reducing the shocks from slack changes, it was also a great improvement over the former method in that each car carried its own braking force and done its own share of the work of stopping. The most important development in this change was the automatic feature, the brakes being applied automatically by any accident which caused a break in the piping system.

This was the last radical change made in the principle of train brake operation. The automatic brake of today operates on the very same principle as the original automatic brake. The improvements which have been developed since that time have been along the line of increasing the rapidity of the serial application and increasing the flexibility of operation of this automatic system.

It would take too long to describe the various refinements in locomotive and car equipment which have been developed and incorporated in the original automatic brake in order to reduce the damaging shocks in long heavy trains, but you men are familiar enough with the functions which the various devices perform to know that each refinement which was added meant increased and more exacting care in maintainance and a higher class of mechanical skill to do the work, also the installation of testing racks for testing the various devices to see that they functioned properly before being applied to the locomotive or car.

If the devices do not function as intended the brake equipment automatically drops back to its original state with the resultant financial losses from the various causes previously mentioned.

If the complete brake equipment is maintained in such condition that it will function as intended by its designers it will result in giving greater protection to the equipment and the lading, permit of increased speed, longer and heavier trains, and greater frequency of train service, thereby making the equipment,

the men and track available for increased service and very materially increasing the earning power of the road and reducing the operating expense.

While in the past a high state of brake efficiency was desirable and necessary yet the future will demand a much higher class of maintainance than has yet been attained by any railroad.

The Congress of the United States has decreed that certain railroads equip certain divisions of their track with Automatic Train Speed Control or Automatic Train Stop Devices. Whether these devices are necessary or practical is not for us to decide, the wise men in Washington have already decided that for us. The installation on a few divisions of Automatic Control is the first step toward complete installation on all tracks over which Interstate Commerce is handled.

No Automatic Control device which can be installed at the present time can control a train unless the train air brakes are in working condition. Man has invented many automatic devices but he has never yet invented brains, and it takes brains to control and stop a modern train without producing serious results. A skilled engineer can produce a degree of flexibility of brake operation which can never be attained by an Automatic device, on trains having the brakes in the average condition found today.

However, this condition is with us and must be met, we cannot shoulder on to Congress the financial losses which may occur from damaging shocks caused by these Automatic Control Devices, therefore, the only thing we can do is to maintain the brakes in such a high state of efficiency that damaging shocks cannot occur. In our efforts to accomplish this all of our energies should not be devoted to the air operating parts, there are a number of other things such as trucks, brake shoe and hangers and foundation brake gear in general that must receive due consideration if we expect to produce the desired results.

While there has been a very decided improvement made in the maintainance of the air operated parts as well as the foundation brake gear in the past few years, it being now as rare to find a train having less than the Federal requirement of operative brakes as it was a few years ago to find a train having the legal requirement, and while the locomotive brakes are rarely found defective, by Federal Inspectors, there is still a great opportunity for still further improvement in order to reduce the expense to the railroad from detentions, claims and failures to the minimum.

The responsibility for the maintainance and repairs to the air brake on locomotives and cars, rests with you men in the air brake department; and it is up to you who are directly in touch with the work to see that it is properly taken care of, and that improved facilities are furnished to more properly and cheaply take care of the work. In the past it has been a hard problem to get proper facilities, but this was principally due to the lack of interest on the part of those directly in charge of the work. The company is loath to spend money installing apparatus unless it can be shown that the installation will reduce operating costs.

When it can be shown that better maintained brakes reduces operating costs and that the money paid out for

damage caused by defective brakes will furnish many times over the men and apparatus necessary to care for it properly and management will soon recognize the true value of the brake relative to train movements, and the air brake department will be given the consideration it is entitled to.

With everyone closely in touch with air brake maintainance, working enthusiastically for improvement, results will soon show in the preservation of freight, protection of the rolling stock and economy of operation with respect to time and the earning power of both men and equipment. This will be the deciding factor with the management in determining as to whether the investment in air brake maintainance is profitable or otherwise.

During the coming year let each and every one get into the game and demonstrate that the air brake on locomotives and cars is not merely a precaution against damages, but when properly maintained, is actually a divided earning device, having a definite earning capacity.

Drippings From the Ice Bunkers

Spud Bar

My efforts to slip this job of tell'n the news about the Ice Bunker Department, to our fair little Asst. Spud Bar, have been in vain. She merely informed me that I was out o'luck. Gosh it's hard when a feller can't even get a little dope about the happenings to help him out. I'll get even some day, I hope.

Starting with Seattle, Inspector Mylott advises that he is so busy watching the plugging of drain pipes in refrigerator cars that he hasn't had time to do anything out of the ordinary and hence we cannot make any mention about him. Patrick Keenan, of "Chevrolet" fame, has an awful time keeping track of his pipe, people sometimes do not realize what a friend the pipe is to Pat and perhaps, by mistake, mislay it causing another new clay pipe to be brought into action.

At Othello B. C. Root seems to be enjoying the pleasant winter they are having at that place. "Los Angeles of the North", with out a doubt. Malden Inspector Troup is a busy man these days with his Spokane Dentist. Pretty soon John will be able to smile without turning his head away from you.

This is awful—Inspector Peterson of Avery placed an order for some Christmas toys with a mailing house some time previous to Christmas and the other day they arrived. That's a nice place to live, they have Christmas almost any time.

At Deer Lodge Inspector Brandt and his potato speeder are having a lot of trouble. Bert says that sometimes it will start right away. Believe he means in July or August. Cold weather is the bunk, especially with speeders.

Inspector Carver of Harlowton is in better humor now that his wife has returned from a visit to Michigan, which kept her away a number of months.

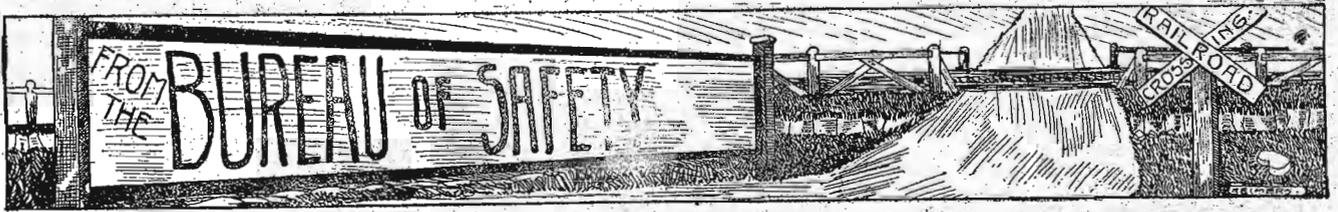
Inspector Cookson of Miles City talks and talks about cow-boys, heated cars and icers; otherwise the days are perfect.

At Moberge things are normal. Inspector Smith still is singing "Take it slow and easy if you want to get along with me".

We hope to have more next time. We hope?

The office wishes to thank our Spud Bar for the "kiddy car" he presented to Miss Caro during the car strike in Chicago some time ago. She made good use of it during this last snow storm.

Radio Fans! Attention! If you have had trouble in getting clear connections and have heard weird noises and screeches—well, it was Miss Caro and Miss Schell singing.



As information wish to report that the following ordinance has been passed by the City Council of Plymouth, Wisconsin requiring vehicles to stop before passing over railroad tracks: ? ?

"An Ordinance regulating the traffic of automobile, motor vehicles, and vehicles of all kinds over railroad tracks and railway crossings in the City of Plymouth.

"The Common Council of the City of Plymouth do ordain as follows:

"Section 1. All automobiles, motor vehicles, and vehicles of all kinds used in and upon the streets and public highways of said City of Plymouth shall, when approaching a railroad crossing in said city, be brought to a full stop before reaching the same, and within ten (10) feet therefrom, and the driver in charge of such automobile, motor vehicle or other vehicle when so approaching such railroad crossing, shall ascertain that the way is clear so that he can safely resume his course before proceeding to cross such railroad or railway crossing.

"Section 2. Any person violating any of the provisions of this ordinance shall be fined not less than Five Dollars, nor more than Fifty Dollars, for each and every offense.

"Section 3. This ordinance shall take effect and be in force from and after its passage and publication. "Adopted and Approved this 8th day of January, 1924."

"Safety First"—Just What Do Those Words Mean To Us?

Do you think of Safety First as a joke or as a real living proposition? Upon our attitude depends much of the future success of the Safety First movement. We should realize that there is no middle ground to stand upon, either we are for or against any proposition, whether it be of public or private interests. Of course, there is something of a joke about Safety First, but the joke is on the fellow who thought it was all a joke. Most of those who thought so at first are now its staunchest supporters.

Some years ago the foundation for the local Safety First structure was laid. Our superintendent has labored to have the foundation well laid. Those of us who were here at the last Meeting will, I believe, agree with me that the corner stone was laid. We can't all have such prominent places in the structure but we can lay in the smaller stones and help our Superintendent realize his ambition. A completed structure as near 100% as 'tis possible to make it.

Some of our friends seem to think that it was a selfish motive that induced the railroad company to advocate Safety First. All right, maybe so, let's have a whole lot more of this same brand of selfishness. A goodly measure of selfishness is found in most all of our affairs of life, even in the more worthy ones. The principle of self preservation is based largely on self interest, but if

it is selfishness that prompts the Railroad Company to try to prevent us from injuring ourselves or each other, let's all take hold of the movement and give it a boost.

If the company has saved some expense and we are saved from injury and the pain and suffering that injuries bring, who is the greatest gainer, the company or the employees? Only a comparatively short time ago it was a common sight to see a large number of railroad employes with maimed hands and feet. A great many were injured to such an extent that they could no longer perform their duties. Now we seldom see such broken rails. The old order is passing away. Of course, much of personal injury passed out with the link and pin. Had Safety First been practiced in the link and pin days, many cases of personal injury would have been avoided. The adoption of automatic coupler and other Safety devices have done much to lessen the danger attending our work, but we can help by using safety appliances safely. Some ten or twelve years ago, it was not thought necessary to pay much attention to loose grab irons and sill steps and such minor defects, as at that time they seemed to be considered. There was a feeling among the men to let such things go, if some one gets hurt, they will get paid anyway. The company can stand it. Such an attitude is quite unheard of now-a-days. The idea that "we are our brother's keeper" has come to be more fully recognized and is quite in keeping with Safety First.

Long years passed from the time that question "Am I my brother's keeper" was first raised until mankind was taught the golden rule, "Do unto others as ye would that they should do unto you". Other long years came and passed by and then some one said "Safety First", which is another way of thinking of the golden rule. It is the realization of inter-dependence that really spells Safety First. If you always look out for me and I always look out for you as well as myself, then we will soon be nearly 100% safe. Accidents are caused many times by some thoughtless words or actions. Automatic couplers do not always work perfectly, maybe the parts are rusty or the track uneven, or the knuckle defective or the lug block bent. Not all of these things can be seen readily and sometimes 'tis necessary to make two or three attempts in order to get the coupling made. If the trainmen doing the work knows the man on the engine will take the extra work patiently, he will be less liable to kick the drawbar or shove it in place with his hand, than he would if he thought he would be ridiculed or cursed for his awkwardness. Maybe he was not awkward, the coupling would not make, this is but one of the ways in which we can put ourselves in the other fellow's place, others will be suggested as we work. Nor should we lay aside the thought of Safety First with our overalls or lan-

terns; let's take it right along home with us and apply it wherever and whenever we can, talk it to the man on the street.

There are few people in deed who have not heard of Safety First but a great many have failed to apply it to themselves. The Literary Digest shows a cartoon, a flock of chickens crossing the road as the auto comes by, the driver says, "These fool hens don't know enough to keep out of the road". A short distance down the road an engine has the auto up in the air going one way and the driver the other and the engineer saying, "Those fool auto drivers, don't know enough to keep off the track". Good food for thought there anyway.

A great deal has been done to make the railroads safe to ride upon and safer to work on. Let's now go out after the man in the auto and the man on foot until everyone has heard the gospel of Safety First "Stop, Look and Listen" or "Look Before You Leap or Step".

In Minneapolis they are going after the man on foot to get him to realize the full importance of playing safe, to realize that his own personal Safety is a matter for his own personal thought, to watch himself, that he does not cross the streets in the middle of the block or cut the corners. These are dangerous things to do and make life harder for the auto driver. This is a wonderful movement. The more we get used to it while away from work the less we are liable to do things that will endanger ourselves or our fellow workmen while at work. "Every day in every way, let's play safer and safer". The more our actions suggest Safety First, the more the people we come in contact with will be influenced to act safely.

One of the large cities (Cleveland, Ohio, I believe) put on a campaign of Safety First in the schools. The results were astonishing among the children and adult population reached through the children so then there was a very noticeable lessening of accidents through the city.

Why can't we get in touch with the Superintendent of Schools in Montevideo and start such a movement here? If every parent tonight would appeal to Mr. Peterson and get every one who works for the Railway Company to do the same, to put on a campaign of Safety First after the New Year, or now, if you wish, there is no telling what could be accomplished, not alone as regards to trains and railway grounds but a general appeal for Safety First in all the doings of the school and play. We can build a better, stronger fence than Roadmaster Ronning can with wire and posts. Don't believe it, eh? Well try it and see. Children respond to reason more quickly than their elders, and through children we can reach the parents and then if some of us use a bit of judgment in going to or coming from work we can do a great deal to cut out the trespassing across the Company's property and at least make those who still trespass more careful. Perhaps if

this were to be brought up and the action started as an aftermath of the Christmas Season and thought we could do a great deal, for after all who said "Do as ye would be done by" and "Inasmuch as ye have done it unto the little ones, you have done it unto me"? Then while Montevideo is well warmed up on the subject, (matter of Safety First) send some of it up to Watson and right on up the line clear to Aberdeen, or put on a campaign in Milbank at the same time as here and let the work spread from there westward and Montevideo east and west and to the surrounding towns. By reaching out, to carry the gospel of Safety First to the man in the Ford or Limousine and on foot, we can bring in a wave of Safety First that will react and help us with our work among ourselves.

Shortly after young Dornbush of Milbank was hurt at Summit, while trying to board a moving train, a sight which I was an eye-witness to and one I hope I'll never be called on to witness again. I was braking for conductor Ed. Crooker and as the train was pulling out of Milbank, headed east, I was on the crossing waiting for the caboose, I saw some boys playing along the train near the viaduct, running along, catching on and letting go to catch on again. I caught on and rode down among them and dropping off beside a boy of about 12 or 13 years old, told him about Dornbush. He was interested and asked if I saw it. I replied "Yes" and told him how he suffered as he lay with out his feet there on the platform and begged us to help him. Other boys gathered near and I asked them not to do so any more. The telling this one boy, he looked big enough and brave enough to take the lead in trying to keep other boys from running such a chance. He, as well as some others, promised to do so. As the caboose came along I caught on and all but forgot the incident. Some two years afterward, our train, west-bound, being stopped east of the crossing, I walked up towards the head and overtook some boys. Just about that time the train started to pull up. Not one of the boys offered to get on. One of them asked me if I wasn't the one who talked to him about catching on cars and I told him I did talk to boys sometimes. He then told me that he never had caught on to a moving train or cars since that day and had always tried to keep others from doing so. Don't bawl them out but courteously call their attention to the danger and you will in most cases get as good treatment as you give and what you say will have a pleasing result, maybe not always, but usually so.

Dealing with a boy is much like looking in a mirror, the face you make is the one you see.

In closing, then, let's remember to apply the golden rule in our work and in our play and watch our step and the path where our brothers will step.

W. F. Kelley, Conductor,
H. & D. Division.

To B. & B. Foremen, Pump Repairers

I want you to join me in a pledge for this coming year to be 100% Safety First Boosters and do all in your power to avoid accidents and prevent injury to persons.

Reviewing the reports of accidents we had last year, I find that nearly

every one of them would not have happened if everybody had Safety First on his mind when on the job and especially the Foremen. Several Foremen haven't had a single injury to any of their men during the year, while others have had a number of accidents. This cannot be attributed to luck or class of work but must be accounted for by Safety First teachings by the Foremen. We sometimes get men whom it seems impossible to teach to do work in a safe manner, and we should not keep such men because they not only endanger the lives of themselves but the lives of others working with them. There are times when we have to employ inexperienced men, but I have found that if the Foreman directs them the right way, the majority of them soon adapt themselves to our class of work and become safe and efficient men.

Many of our accidents occur in handling timber and piles and the men get fingers and toes injured. This is surely avoidable if the men are properly instructed how to handle the work. When handling timber, it is a good plan to mate up, as far as possible, men who are evenly matched in their movements because we find in a large crew, men who are quicker than the average and again men who are slower in their work than the average.

During the past year, we have had on other Divisions, two serious accidents, due to defective scaffolds. In both cases, a paint crew was involved and in each case, one man killed and others badly injured. At one place, the ladder broke and the other place, a plank on a swinging scaffold gave way on account of being decayed. In the first place, it is the duty of the Foreman, when erecting scaffolds of any kind, to see that they are properly constructed and safe for men to work on, beyond a question of a doubt, and then to examine and test out these scaffolds from time to time and at least every morning before men are allowed on them because something may have occurred during the night to weaken them or make them unsafe. Under no circumstances should a plank be used for scaffolds that is not perfectly sound and free from knots or other defects. The rods, chains or ropes suspending the plank should be known to be in good order. Do not use rope for any purpose that has become worn or rotten so it has lost its original strength.

Whenever I have the opportunity, I go over your tools and call your attention to any that I consider unsafe. The Railway Company does not expect you to use poor or defective tools and we aim to furnish good tools. When a handle becomes weakened, the heads of tools mushroomed, timber bars or claw bars dull, points on cant hooks or carrying hooks dull, jacks defective, tackle blocks defective or straightened hooks, worn, rotted rope, open end wrenches worn, jaws of pipe wrenches worn, in fact, any tool that is not absolutely safe to work with, should be laid aside so no one can get at it until it is replaced with a new one, or repaired, as the case may be. If left with other tools in use, some one will pick it up, not knowing it is defective and perhaps get injured. This is something that the Foreman must watch closely.

We have had a large number of motor car accidents, collisions with trains, other motor cars and automobiles, striking objects on tracks and especially at high-

way crossings, derailments, due to motor cars not being in good condition and every one of these accidents could have been avoided if the man in charge had obeyed rules and instructions. We do not want you to take any chances with a motor car. If view is obstructed or in foggy or stormy weather, take no chances but stop, look and listen and flag around bad curves. Slow up around curves and when approaching highway or farm crossings, watch closely for automobiles and if you see one approaching, stop and let it pass. They will not see you. Keep your motor car in first class condition, and at all times—keep it clean. Many motor cars have been destroyed by fire on account of being covered with oil and grease. Have a place for each man to sit and each man should have a certain place to grab car when taking it off the track.

In connection with Safety First, is also Fire Prevention. When working around the different places, we want to watch for defective chimneys, defective stoves or stove pipes, defective electric wiring or anything that might cause a fire and fix it as soon as discovered or if you are not in position to fix it, make report so it will be taken care of. Under this head comes chips and shavings that accumulate when working around buildings or bridges and our day's work is not done until this is cleaned up and disposed of. When working around shops, you have electric wires to contend with and you should report any wiring that is not properly insulated or if you think they are not the way they should be, you should be careful not to come in contact with the wires when working and get injured from a shock.

We want to be careful not to pile material or tools where other employes are liable to stumble over them and in connection with this, I think we have been slack to watch for nails and spikes in lumber and timber left in such position that they are stepped on. You should watch this closely and see that lumber with nails in it is piled so that sharp point of nail is down.

Don't throw this away and say that this Safety First business is a lot of bunk. Statistics prove otherwise. Read it over several times and bear it in mind. If you follow the suggestions in this letter and comply with the various rules laid down by the Railway Company, you will not have to make out any accident reports.

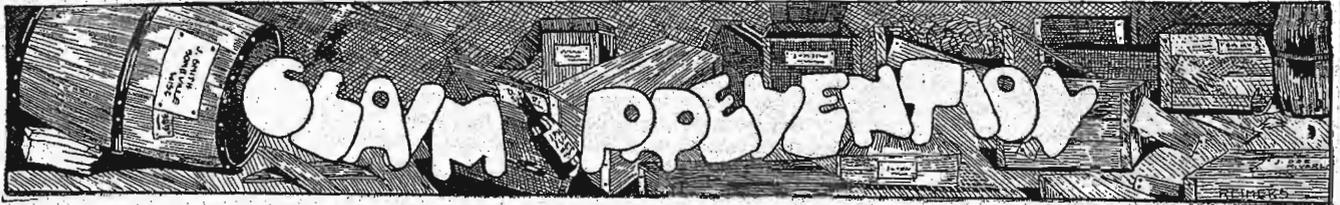
V. E. Engman,
Chief Carpenter,
Terre Haute, Ind.

The Curbstone Philosopher Says:—

They tell us that some day the meek will inherit the earth, but we'll bet if the future generation is like this one the meek won't have it very long.

The price of coal has about gotten up to where it pays a fellow to save even a cinder when he gets one in his eye.

The flounce drape is said to be a new twist to woman's dress for this fall and winter. And we guess that since we've seen most everything else we can stand for it.



To Car Inspectors and Other Employes Who Inspect Cars To Determine Their Fitness For Loading

Last year the C. M. & St. P. Ry. paid out \$241,780.00 in claims for freight lost or damaged because of defective or unfit cars, the greater part of which could have been saved by careful inspection and selection of suitable cars for the particular kind of freight to be loaded.

The Car Inspector should be thoroughly familiar with the requirements of the American Railway Association Rules of Interchange for loading materials, and Interstate Commerce Commission Rules with regard to safety appliances, running gear, etc., and know that cars are in proper condition for handling without liability of injury to employes by reason of defective or missing grab handles, sill steps, coupled operating levers, etc.

Car inspection, however, is not solely a question of attention of safety appliances, draft gear, brake rigging and other mechanical features of a freight car, although these matters are of vital importance. From the claim prevention angle the inspection of the body of the car, to determine whether or not it is in proper condition to carry to destination without loss or damage the freight which is to be loaded into it, is likewise a matter requiring closest attention.

Unfit equipment causes loss of, or damage to, the contents; defective equipment causes delay which too frequently results in deterioration with consequent damage or loss.

Of the many claims caused by unfit equipment a goodly proportion are paid on account of water damage due to leaky roof, sides or doors of box cars, therefore every step possible should be taken to see that car is in good condition prior to assignment for loading. When inspecting for leaks it is advisable to get inside the car, close the doors, and then look for openings through which daylight may enter. If the car roof has but recently been damaged and no rain or snow encountered since the occurrence, there might be no interior evidence of leakage, in fact all indications from the inside may point to an absolutely O.K. car, but exterior examination would show immediately that the first rain or snow through which the car passed would result in damage to the loading.

Among other fruitful sources of freight claims is failure to remove projecting nails and to cover protruding bolt heads which cause considerable damage to sugar, flour, feed, rugs and similar valuable commodities. Oil soaked floors, odors from fertilizers, the destructive action of chemicals left over from previous shipments, all contribute their share to the damage of foodstuffs.

Refrigerator cars intended for fruit, vegetables, dairy, fish or meat shipments requires that special attention be given to the ice bunkers and drip pipes so that waste water will flow freely. If drip pipes become clogged, water floods the floor of the car and spoils the contents.

Doorway protection as required by the A.R.A. Loading Rules should be insisted upon for shipments which are likely to fall against and bulge out the car doors.

Cars should not be loaded until door fastenings and hasps have been put in proper condition so that seals may be applied in such a way that it will not be possible to open the car door without breaking the seals.

All coal carrying cars should be given close inspection when empty to make sure that hopper doors operate properly and close tightly. Bent hopper doors, defective locking device, and doors not properly closed result in loss of coal, sand, gravel, etc.

The inspection of the loading, blocking and bracing of freight on open top cars is an important part of the car inspectors duty. Safety of railroad operation, as well as the prevention of loss and damage to freight, require the shipments loaded on flat cars and in gondolas be blocked and braced in strict accordance with the A.R.A. Loading Rules.

Much depends on the fitness of equipment for the class of freight to be loaded, and, from a good business standpoint, it is desirable to have a certain number of rough-freight cars to handle commodities which are not themselves easily damaged, and which are apt to render cars unfit for high class loading, as one load of dirty freight such as green salted

hides, oil, greased shafting, etc., will render a first class car permanently unfit for handling further loads of clean freight. Careless or indifferent inspections will result in heavy freight claim payments by the originating carrier under Freight Claim Rules which provide that car shall be inspected by carrier furnishing the equipment before each loading, and if necessary properly cleaned and placed in good condition so that no loss or damage to freight may result. Loss or damage resulting from failure to inspect, clean or repair cars, or to make a permanent record of action taken, is chargeable to carrier at fault.

Proper inspection from a claim prevention standpoint, therefore, resolves itself into a question of selecting the right car for the freight which is to be loaded. It is essential that first class cars be furnished for the loading of high class freight, and it is equally as important that not-fit cars be furnished for the loading of rough and dirty freight so as to prevent permanent damage to the clean cars.

We are counting on your sincere and active help to reduce the enormous amount paid out in freight claims and believe that your hearty co-operation will be given.

"Claim Prevention", "Perishable Freight"

F. L. Howard

Some of the important causes for damage to carload shipments of Perishable Freight may be traced directly to the manner in which it is prepared and delivered to the railroads. Stowing, stripping and bracing are among the important factors concerned in the losses met by the shippers of fruits, vegetables, eggs and other perishable commodities. There is much waste of food stuffs that could be eliminated by more care in the operations preceding the movement by the railroad.

Responsibility of these things rests exclusively with the shipper and the receiving agent at loading points. No matter how much care is taken to cultivate and raise a first grade product, if loaded in a haphazard manner, poorly stowed and braced, it will arrive at its destination with much loss from shifting and breaking of packages.

Agents at loading points should inform themselves with the proper methods of loading, stowing and bracing the various perishable commodities offered for shipment at their stations, seeing that ample ventilating space is left between cases, lugs, bags or baskets to insure perfect circulation.

Shippers would much rather that their products reach market in first class condition, which would insure them the top market price, and will load to that end if instructed as to the correct method.

Many claims can be avoided during the egg season if the Agents will co-operate with the shippers in loading as it must be remembered that new men are going to be sent to load cars, the coming season that never loaded a car before and care should be taken to see that cases are properly stowed, buffed, etc., as per instructions sent them from time to time.

Much damage is done each year to L.C.L. shipments of perishable freight on account of the poor method that it is stored by train crews, some of which could be eliminated if agent at last pick up point on both ends of divisions would supply themselves with scrap boards to be used in bracing which would help secure freight from shifting while being switched at the terminals for consolidation.

Too much care cannot be exercised in the acceptance and delivery of perishable freight during the winter months when the temperature is near the freezing point. A careful inspection should be made of all freight accepted and delivered, as I have seen freight delivered to dairymen at small stations during cold weather in good condition and same would freeze on the dray before reaching the consignee, due to the fact that drayman would make several deliveries to other patrons, stop a while in the pool hall and talk and make his perishable delivery last, which resulted in the consignee wanting to put in a claim.

Much trouble comes from improper billing. Agent takes any kind of icing instructions without knowing if such instructions can be followed, and does not consult Perishable Tariff No. 2. Cars billed to commission firms in the east

should always show all information as to delivery at final destination, name of cold storage if any, and proper routing which insures prompt delivery after car reaches its destination.

Help to educate the shipper in loading, stowing, bracing and making out proper bill lading, which will all help to eliminate claims and if there is anything that you do not understand regarding the proper method of handling perishables, get in touch with Supervisor of Refrigeration who will put you right.

In the Claim Prevention meeting held at Union Street, Chicago, January 14th, Mr. F. M. McPherson addressed his freight house forces as follows:

"In connection with the work we are all doing in our warehouses, especially along the lines of Claim Prevention, I want to say to you boys from the figures I have seen our claims are increasing and we must start in this year putting forth a special effort to bring them down where they were a year ago. I feel as though with our present forces of old employees that we can consider everyone of you good men just as good as there are in any warehouse on this railroad, and it is you fellows that our General Claim Prevention Committee looks to for the best results."

"I want to take time to tell you what work I think a good checker, receiving clerk, caller, stevedore and trucker should do, and if I am mistaken in any of the things I say, I would be glad if you would let me know."

"A good check clerk will, upon receiving his bills, sort them in alphabetical order either by consignees or destinations, so they can be readily located when he starts to unload his freight. As he goes to his car, he will want to break the seal itself and make a permanent record on his tally sheet of that seal. When the door is open he will make certain that his running board is properly placed and blocked for the safety of the men in his gang, and he will insist on his caller calling the freight to him properly and distinctly designating boxes from barrels and cases from cartons, calling the full name of the consignee and destination as well as case numbers and street addresses, and he will keep an accurate record of all bad orders, overs and shorts."

"A good receiving clerk will check carefully every piece of package that is unloaded from wagons at his door, matching up each piece of freight to see that it agrees with his bill of lading before it is receipted for. He will see that the receipt stamp is kept in a secure place so that it cannot be used by any unauthorized person. He will call his block numbers to the caller distinctly, and his caller will repeat the

Notes From Local Office and Docks, Tacoma R.R.T.

We regret having failed to chronicle Joe Gordon's mishap heretofore, but are very much pleased to report him back on duty again. Mr. Gordon, who is one of the oldest, most efficient and most popular members of our freight house force at the Local Office, was run down by an automobile about two months ago and as a result had to spend several weeks in the hospital. He had barely recovered from this accident when he was again laid up by a painful injury to his kneecap. However, through it all he has preserved his cheerful outlook on life and unflinching equanimity. It seems good to see him around again and we hope that there will be no further accidents.

On Wednesday evening, December 12th, Mr. Alleman, our genial agent, entertained the warehouse and dock force at an elaborate banquet at the Hotel Tacoma. He did this to redeem a promise of two years' standing that he would do so when the force would score one hundred percent in the periodical inspection by the Bureau of Explosives. This desirable condition having been achieved, he gracefully did his part and we sat down to a most sumptuous repast. The only members of the force not present were Joe Gordon, on account of sickness, and Tubby Gleb, rotund and good-natured, who is so used to being "Kidded" by everybody that no amount of persuasion could convince him that the invitation was meant seriously. He certainly missed it this time, just as we missed his cheerful presence.

The dinner was most excellent and was enlivened by speeches and storytelling by everybody present. The only one who got out of making a speech being our own bashful Noah Waldron, Assistant Warehouse Foreman at the Import Dock. Mr. Alleman, who took in a good part, a speech comparing him to an explosive, responded in his usual happy vein. Altogether the occasion was animated by the utmost good-fellowship and all present unite in the hope that we may be able to enjoy as pleasant a gathering again, explosives or no explosives.

On the last of the year there was considerable excitement at Dock Two, or rather in the yard adjacent to the dock. No less than three fires occurred in the yard during the forenoon, all of them plainly of incendiary origin, being set in empty box cars. As there was a strong wind blowing on that day it would have been easy for a fire to spread among the hundreds of cars in the yard and cause tremendous damage, if the fires had not fortunately all been discovered in time. We kept the city fire department on the jump and they responded nobly, getting streams of water across the strings of cars in short order. Mort Campbell, car inspector at the docks, covered himself with glory by getting out one of our own hosecarts unaided and almost beating the professionals to the nearest hydrant, while Raymond Fink, one of the yard clerks, also made a splendid showing by discovering one of the fires and putting it out all by himself with pails of water carried from the Philippine Vegetable Oil Company's plant near by.

The Steamer Alabama Maru which cleared

number as it is written on the packages. In making notations of damaged freight or recovered packages, the receiving clerk will not show one box shabby or one roll out because this does not mean anything when it comes to settling claims. If he shows one roll cut in one place, three inches long or one box shabby contents invoiced and receipt for his freight as per invoice, he is properly protecting himself and the railroad company in receipting for his freight.

"A good caller takes a very important part in the warehouse Claim Prevention work. If he is working with a check clerk when he starts to unload his freight he will be careful not to drop packages on top of a load to the floor. He will make certain that he does not use hoops on rugs or other such freight subject to damage. He should prevent over-loading his trucker, only placing sufficient freight upon a truck that will carry without falling off. The caller is the first one who will detect a leaky or shabby package or barrel or damaged freight of any kind, because he has to handle it and look it over for marks. Real co-operation between the caller, checker and receiving clerk is of great importance."

"A good stevedore is a real fellow in the warehouse. The first thing he does in the morning is to get his run of cars into condition. He will place his run boards and clean theft, clean out his cars making sure they are fit for merchandise, look out for oily floors, leaky roof and nails. His car being properly prepared, he will watch every piece of freight delivered into his run to make sure it is marked for the right car. He will stow his freight in station order with the marks out, in so far as this is possible, and he will load all such freight as coffee, sugar and seed, etc., so that it will be protected from a dirty floor and so that it will be protected from coming in contact with the corners of wooden boxes or other sharp packages, and he will make sure when his load is completed, that it is properly pulled down to avoid shifting and tumbling over in transit."

"The truckers may think they are not of much consequence but after they have worked around the warehouse for a few days, they become a very valuable employe in so far as preventing claims is concerned. A good trucker will not pick up his truck until he feels that his load has been safely deposited thereon, and he will make sure that he does not run his truck against other freight in or around the warehouse. He will see that freight in sacks is not loaded on the blade of his truck, and he will make sure that in unloading his freight, it is unloaded with care, especially any cases or heavy barrels so that the freight does not strike the floor of car too hard or against other freight in the car, and above all things, when he dumps his freight he will not push it flush by striking it with the lip of his truck."

from the docks January 2nd had several hundred automobiles for Japan as a small part of her cargo, and more are continually arriving for export. It is quite unbelievable how much telephone wire is being exported to Tokio and Yokohama to rebuild the plants destroyed by the earthquake, and altogether Japanese reconstruction work is making the Oriental business quite lively at present. Literally hundreds of cars of lumber are being delivered to the Port Commission's docks by our line every day for export and coastwise shipment and the harbor is full of vessels coming in for cargo. Every pier at the port dock is occupied and there are close to seventy-five million feet of lumber in storage there awaiting steamers to move them.

Last week we had the pleasure, for several days, of watching Diver Walter McCray at work opposite Dock Two, getting out the steel plates contained in a car which accidentally went overboard at the gridiron. It was quite interesting to see him disappear into the murky water in his big helmet and unwieldy suit and then after a few minutes to see the derrick hoist a big plate of steel from the depths. Since a similar plate came down on him in the water last summer while salvaging a sunken steamer in the Columbia River. Mr. McCray takes no chances but comes out of the water before the plates are hoisted, incidentally getting a chance to take a few puffs at his favorite corn cob pipe which he cannot well take down with him. Last summer he had a thrilling encounter with a giant devilfish while working at the Tacoma Smelter Docks; he had to cut off several arms of the octopus before the animal let go.



SPORTS

T. I. WALSH, Editor



Rumblings From the Chicago League

Standing of Chicago League
February 5th, 1923

Name	Won	Lost	Average
Ticket Auditor	44	16	840
Aud. Station Accounts	42	18	851
Freight Auditor	40	17	852
Car Accountant	31	29	838
Comptroller	27	33	816
Galewood	25	32	815
Asst. Comptroller	15	45	760
A. F. E. Bureau	13	47	770

High Team Average—Ticket Auditor, 2910; Freight Auditor, 2830; Comptroller, 2763.

High Single Game—Ticket Auditor, 1037; Comptroller, 977; Adtr. Sta. Accts., 976; Frt. Auditor, 976.

Individual Average

Krizek	185-11	Dale	180-50	Olzewski	171-43
Faus	181-11	Hettinger	172-3	Earle	181-38
Foreman	177-45	Krumrei	182-32	Treskett	180-22
Gavin	183-46	Specht	180-23	Ripplinger	171-27

High Three Games—Dale, 667; Earle, 661.

High Game—Hegardt, 269; Dale, 259.

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

By E. H. Braun

Standing of Teams

Name	Won	Lost	Average
1 Shop Accountants	40	20	859.19
2 Car Department	38	22	856.24
3 Ticket Agents	38	22	852.39
4 Signals	31	29	823.1
5 Store Department	30	30	835.7
6 Rates	30	30	830.10
7 Muskego Yards	27	33	819.5
8 Telegraphers	27	33	813.33
9 Terminals	22	38	758.34
10 Cashiers	17	43	747.43

High Single Game—1061, Muskego Yards.

High Three Games—2910, Muskego Yards.

Individual Games

Nolte, 185.19; Schwab, 184.49; Johnson, 184.24; Beitsinger, 183.24; Derfus, 180.14; Cymanick, 178.43; Klug, 176.7; Fitzpatrick, 175.37; Knether, 175.6; Sanhuber, 175.3; Langer, 174.15; Horning, 174.15; Bartel, 173.25; Shannon, 173.16; Ruehl, 173.15; Pfannerstill, 173.1; Grisius, 172.35; Seemuth, 172.12; Hiltel, 171.49; Voth, 171.29; Comdohr, 171.25; Shand, 171.18; Oman, 171.4; Coerper, 171.1; Epp, 170.44; Braun, 170.15.

High Single Game—267, A. Smith.

High Three Games—624, L. Oman.

Honor Roll

Smith	267	Comdohr	226	Hogan	212
Richter	248	Horning	225	Hoelt	210
Sanhuber	246	Shannon	224	Haslam	208
Klug	245	Shand	223	J. Hoerl	208
Esser	244	Grisius	223	A. Hoerl	205
Beitzinger	242	Epp	222	Foley	203
Braun	238	Amgelter	220	Brillinger	201
Johnson	237	Ritter	218	Doley	201
Nolte	237	Kuchter	215	Bartel	201
Fitzpatrick	235	Langon	215	Hiltel	200
Oman	234	Cymanick	214	Ambrose	200
Schwab	229	Draeger	213	Mitten	200
Soulen	227	Seemuth	213	Radke	200
Pfannerstill	226				

Prize Schedule

Team Prizes

Forty-seven cents (47c) for each game won.

405 scheduled.

Total Prize Money for Teams	\$190.00
High Team Average	13.00
High Single Game (Team)	7.50
High Three Games (Team)	10.00
Total Team Prizes	\$220.50

Only thirty more days before the Employee's Tournament, have you all lined up your team to participate? If not, why not?

Ask Bill Hettinger how to make 1-2-4-7. You might ask him about that 412 series he rolled January 22nd.

Just to show that young blood has nothing on the old heads, Dale knocked 'em for a row and when the storm was over had collected 658 pins, just three short of first place of 661 held by Earle.

Hegardt and his Galewood team sure like to help the blind, it is a common occurrence now to see two blinds in the line-up, every Tuesday. Would suggest that some of you Galewood fans give them a lift.

A. F. E. Bureau still monopolizes the cellar position and we feel quite sure that they are stalling so they can shoot for the low price of \$5.00 the last night. More power to you boys, but look out for Gannon's pin smashers.

Baldy Baldersons hook is still working. Everyone admits it is a pretty one but it seems as though it will not roll into the 1-3 consistently. Now that the A. F. E. Bureau is moving to Fullerton Ave., Jake can stop in at the Crystal on his way home and practice.

Mr. Davies, if you as Captain of the Assistant Comptroller's team had rolled as many games as Gannon, we are sure there would not be so many blinds every night.

Isn't it a grand and glorious feeling when you see your ball hit the head pin squarely and all the pin fall? Ask Macina.

Dale was not satisfied to stay in second place in the high three game individual average, so he hit them for counts of 218, 224 and 225 for a total of 667. He also brought his average up to 180.

The American Railway Association will hold its Third Annual Tournament at Toledo, Ohio, during April. Do not forget to send in your entry blanks early.

The C. M. & St. P. Bowling League Season will end with a Handicap Tournament on Monday night, March 31st, 1924. Bowling will start at 7 o'clock in the evening. Members must bowl 24 league games to qualify. The Committee in charge are E. H. Braun, Chairman, William Seemuth and Otto Bartel. Green tickets for cigars can be secured from Al. Epp, who, we understand has been placed in charge of the cigar stand for the night.

The Executive Committee was given a few pointers at the last meeting of Directors. We hope that a marked improvement will be noticeable by the time this issue of the magazine reaches you. Some of the conditions that needed attention were, "Keep bowlers away from runways so as not to interfere with the bowler delivering his ball." "Avoid un-called for disturbances and remarks unbecoming to a real honest-to-goodness Bowler or Fan."

Individual Prizes					
1st	\$18.00	13th	5.00	25th	1.50
2nd	16.00	14th	4.50	26th	1.25
3rd	14.50	15th	4.00	27th	1.25
4th	13.50	16th	3.75	28th	1.25
5th	13.00	17th	3.50	29th	1.25
6th	12.00	18th	3.25	30th	1.25
7th	10.50	19th	3.00	31st	1.00
8th	9.00	20th	2.75	32nd	1.00
9th	8.00	21st	2.50	33rd	1.00
10th	7.00	22nd	2.25	34th	1.00
11th	6.00	23rd	2.20	35th	1.00
12th	5.50	24th	1.75		
Individual Prizes				\$184.50	
High Single Game (Individual)				6.00	
High Three Game (Individual)				9.00	
Total Individual Prizes				\$199.50	
Grand Total Prize Money				\$420.00	

The Married and Single Men of the Revising Bureau in the Freight Auditors, staged their regular annual bowling match Saturday, February 9th, 1924 at the Crystal Alleys on Fullerton Avenue.

Teams			
Married Men	Total Pins	Single Men	Total Pins
J. J. O'Shea, Captain	492	G. P. Ewalt	440
O. H. Behnke	441	E. S. Haidy	428
H. J. Diven	410	G. E. Bennkack	414
C. E. Murphy	544	F. T. Maday	528
M. J. Olszewski	480	A. E. Beterson, Captain	537
	2367		2347

Our Third Annual Tournament of Milwaukee Road Bowlers is getting a good start. Several requests are coming in for entry blanks. The C. M. & St. P. League of Milwaukee will send up 10 teams, April 21st to the 28th are the dates set, giving 3 Sundays to out of town teams and bowlers. Prospects are that Milwaukee will have their full quota.

Captain Walleman and his buddies are getting as much enjoyment out of the bowling as those that are topping the list. That's the kind of spirit to put into the boys.

Gus Reichart's Car Department Veterans bowled into a tie in the third game with the Signals on January 14th, 1924, and with a bad start in the roll off dropped their third game of the evening to the Signals, losing three straight. After two weeks of sorrow the Car Department and Shop Accountant's got into a similar mess and the third game ended in a tie score. Jim was ready to leave when someone reminded him that he still had another shot or two coming and having previously been in a tie game with the Signals, the experience helped Gus and his crew slip in 4 pins more than the Shop Accountant's tallied, and of course, winning the game. The balance of the games were split each team taking one. It is worth mentioning that the lead off man J. F., was going good and certainly deserves credit for his team getting the scores they did, and winning two out of three. Better shoot Jim every Monday night, Gus.

The Muskego's went wild on the 21st of January bowling into honors for high single game for the team, their second game totaling 1061 pins. The first and third game went for 903 and 946 giving the high three game honors of 2910 pins. Then our friend Oman cracks the pins for a total of 624 for the series and displaces Johnson who held 621. They were not satisfied that Braun held high single game as long as he did, with a score of 265, so little Southpaw Smith gets real mad and comes in for 267 nosing out Braun by 2 pins. Good bowling Smith, I know what it means to bowl

260 or better. Hope you hold on to the end of the season. No this is not Jimmy Smith.

The snow storm kept a number of bowlers away on Monday night, February 4th. The Signals and Car Department were the only teams bowling the full schedule of men for the three games. The result was that team averages fell due to some teams bowling with 2 and 3 blinds.

Ewalt and O'Shea started the fireworks promptly at 1:45 P. M. and the game progressed rapidly resulting in a lead of 38 pins for the Married Men. Peterson had his gang of fire rooters on hand but it didn't seem to help any. Jerry the Office Boy was at hand as usual, giving O'Shea the razz, which no doubt helped along as he put up a 202 score which Murphy topped by five pins by rolling 207.

The second game resulted in the Married Men adding a lead of 14 more pins or a total of 52. This game was featured by Diven's high score of 113 and his perfect control of the ball in the ninth frame when he rolled two down the gutter. Behnke started out like a 250 game, but his side winder resulted in disaster in the last 3 frames when he drew railroads and missed an easy spare getting only 182.

The third and last game was won by the Single Men with a total of 32 pins leaving them still 20 pins behind. Maday's 210 game came pretty close to winning for his team, although Murphy's timely double in the 10th really saved the game for the Married Men. Bennkack nosed Diven out of low game by rolling 112, thereby carrying off the honors.

After the second game, the girls left giving the Single Men the razz for losing out in the first 2 games. Although defeated the Single Men still think they can win and no doubt there will be a return game soon.

Mr. Schey is the latest addition to the league having been put with the Captain and his kids on the Pioneer Limited team.

C. M. & St. P. Bowling League Green Bay

Team Standings to Date		
Superior No. 3	.....
Superior No. 23	.....
Superior No. 6	.....
Superior No. 2	.....
Superior No. 31	.....
Superior No. 10	.....
Won	Lost	Pct.
34	20	.639
33	21	.611
32	22	.593
23	31	.426
22	32	.407
18	36	.333

Al Hyska is getting his bowling eye working lately, those 200 scores sure knock the leaders off.

O. A. Keyes is back again and his slow ball sure has the pins moving, they just push one another over to get in the ditch.

After being on top the entire first half of the season, 1924 finds Superior No. 6 settled down in third place.

Superior No. 2 is showing a new spurt of life and refuses to tag behind, but intends to head the second section.

Ed. Madigan like to give the boys a real exhibition of bowling before the regular games; but Ed. there's a lot of difference between 200 and 90 when it comes to the regular games.

Superior No. 3 by taking two hard fought games from Superior No. 23 and the like number from Superior No. 6 find themselves on top by the narrow margin of one game.

We are all glad to see Bob Held back with us. Dinwoodie says Bob needs a rubber ball, yours truly thinks he needs a balloon ball, the kind that will bust when it hits the head pin, scattering them in all directions.

C. M. & St. P. Bowling League of Madison, Wis.

The first four teams have been running neck and neck for first place for the past month, and the aggregation led by the mighty Captain Crimmins is sneaking up trying to rob the Pioneers and Olympians out of second place, while the Pacific limited are coming up steadily by jerks. The latter team will be one of the winning teams before the end of the season.

Coleman, Spencer, and Johnson accompanied the two C. M. & St. P. Bowling teams to the State Tournament in Janesville on February 1st, to help carry the medals back to Madison. It required no excess baggage to bring them home.

Come on fellows, let's plan now for Minneapolis. Let's all go and take our sweethearts' along.

The following is the standing of the Madison maple hitters as of February 13th.

Omaha Limited	.....	
Columbian	.....	
Pioneer Limited	.....	
Olympians	.....	
So. West Limited	.....	
Pacific Limited	.....	
Won	Lost	Pct.	
33	27	.550	
33	27	.550	
32	28	.533	
32	28	.533	
27	33	.450	
23	37	.383	

AT HOME



HAZEL M. MERRILL, Editor



Virginia and Margaret, Little Daughters of L. J. Benson, Supt. Of Police

Spring Style Hints

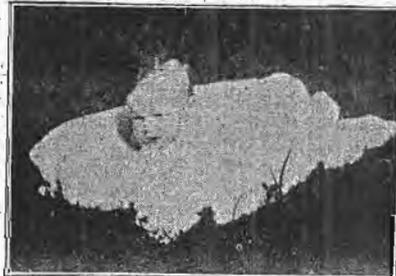
One of the spring style hints which amounts quite to an ultimatum is that the tailored suit has come into its own again, and at least one suit must be included in Madame's spring wardrobe. There are short coats and long coats, but all are boxed to some degree, at least. I believe from what I can learn of the latest mode, that the short coat will be the better style, and the front meets below the waist-line in a one-button get-together. There are fancy vests to brighten up the navy or black twill suit, and high stocks may be worn to complete the tailored ensemble. Skirts are distinctly shorter, and you may have them ten inches from the floor if you like, and still be correct. The materials are the ever-favorite twill, rep, covert-cloth and alpaca.

Of course, even with a suit, a long, utility coat is a necessity to the complete wardrobe, because there are going to be beautiful printed crepes and other varieties of lovely crepe gowns for afternoon wear and more formal occasions. The coats will in general follow the slim, straight lines of the past season; but there will be some of more ample cut, and some will have little capes over shoulder and back.

Tunics are promised in great profusion,—the long kind that covers almost the entire skirt and starts from the shoulders. Some of them look like cover-all aprons, but they are said to be very smart. One of the points in their favor is that the tunic may be used to refurbish up a last season's gown. A black or blue Canton frock may be embellished with a black or blue and white printed crepe tunic reaching to within six inches of the bottom of the skirt, and unbelted. Remember that. The tunic this spring is guiltless of belt or any outward indications of acquaintance with the waist line. If you are tall and slender you and the tunic will get along excellently well. But if you incline toward wideness in the hip region, better try some other decorative scheme.



Opal, Perry, Ruby, Franklin and Richard, Children Of Section Foreman C. E. Tate, Linden, Iowa.



Infant Daughter Of Chief Engine Dispatcher Wolf, Bensenville, Ill.

Dancing frocks are also shorter, girls, so get out the shears and trim off a few inches; or turn up the hem, because if you would be among the smartest, your dancing skirt must be at least six inches and it would better be eight or nine inches from the floor.

Black is good for the formal gown, but color is not taboo by any means; and rose shades from deepest pink to the palest tint are popular. White crepe beaded in gold is charming and highly thought of. Black chiffon over color is very smart for evening wear; while a black satin, sleeveless evening frock finished with a scarf train and an under bodice, of camisole effect, made of tinsel brocade and just appearing at back, front and under arms where the satin is cut low, is excellent style for a matron.

Afternoon gowns follow largely the prevailing craze for black and white in printed crepes, satin Canton and a new material called silk fulminant. If one clings to colorful effects, there are the many shades of blue, beige and green; and the cream tints printed over



Mary Jocelyn, Little Daughter Of Night Yardmaster John Reilly, Bedford, Ind.

with geometric designs of colors to put Josephs coat to shame.

If my readers are anywhere near as tired of the bateau neck, as I am, they will hail with joyful song the news that round, square and pointed necks are "in", replacing in the very smartest models, the boat-shaped neck which did nothing so well as accentuate your collar bones, your wish bone and your square, high shoulders.

Whatever else you do in the way of decorative appointments in dress, don't overlook the chiffon scarf. It will drape many a shoulder this coming season and smarten up many a half-worn costume.

Togs For The Tots

A small gentleman, of the 2 to 4 years age, may step out gallantly in an outfit of colorful chambray, green, blue, brown, red or pink. His little coatie may have white collar and cuffs, ruffe-edged and his little breeches decorated at the side of the knee with tiny pearl buttons. Tiny pearl buttons also fasten the front of his blouse.

Another costume for little brother of two years may have a smocked suit of blue, brown or any other pretty color, with round white collar and cuffs. And a third choice may be a little white vestee with ruffe-edged collar and cuffs on short sleeves and small trousers fastened over the shoulder, made of strong chambray in any fancied color. Little sister, meanwhile goes out to play in a little figured cotton crepe frock with bonnet to match. The little frock is bound around neck and sleeves with a plain color to harmonize with the color motif in the crepe. Or she may be dressed up in a pretty little white voile frock smocked in delicate tints,—blue, pink, yellow or green. Then when she goes to a little afternoon tea she may be resplendent in sheer dainty voile of delicate color, all ruffled up the skirtie with gay little frills, which also run around neck, shoulders and sleeves. To be ultra smart, each little costume must have bloomers or panties to match.

The Patterns

ately and does not change color quickly, the fat is at the right temperature.

To chop mint easily, place it in a little vinegar.

When making fruit pies, roll out upper crust large enough to fold under bottom crust. This will prevent juice from running out.

A good way to make curtains is to make hem same size top and bottom. When laundering, put on a little string to indicate which hem was on the bottom, and reverse it putting it on top. In this way, curtains will wear alike and last again as long.

After picking poultry, rub briskly with cornmeal to remove pin feathers. This will also aid much in cleaning process.

To remove moths from upholstery, sprinkle with benzine. The unpleasant odor disappears in a short while and the benzine does not harm the velour.

Rice Souffle. Boil half a cup of rice in one quart of boiling salted water fifteen or twenty minutes and drain. Put rice in double boiler with one pint of milk and cook ten minutes; add the yolks of four or six eggs beaten with four or six tablespoons of powdered sugar and tablespoon of butter. Flavor with vanilla or lemon. Cook five minutes and set aside to cool. Half an hour before serving, beat the whites of the eggs stiff and cut them lightly into the mixture. Bake in a well buttered pudding dish half an hour. Serve with creamy sauce.

Creamy Sauce. One fourth of a cup of butter; one half cup of powdered sugar, sifted. One tablespoon of orange or lemon juice; one tablespoon of water and two tablespoons of cream. Cream the butter, add the sugar slowly; then the fruit juice and water mixed; then the cream. Beat well and just before serving, place bowl over hot water and stir until smooth and creamy, but not enough to melt the butter. Half a cup of cream and one teaspoon of lemon or vanilla extract may be used in place of the fruit juice and water, if desired. This is not intended to be a hot sauce, and if the sauce becomes oily in heating, place the bowl in cold water and heat again until smooth like thick cream.

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1924 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 1241 Railway Exchange, Chicago, Ill.

4673. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4½ yards of 40 inch material. The width at the foot with plaits extended is 2 yards. Price 10c.

4679. Juniors' and Misses' Dress.—Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 4 yards of 40 inches material. Price 10c.

4466. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3¾ yards of 32 inch material. Price 10c.

4649. A Stylish Gown.—Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires 3¾ yards of 40 inch material. The width at the foot is 1½ yards. If long sleeves are omitted the dress will require 3¾ yards. Price 10c.

4647. Ladies' Coat Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 6¼ yards of 40 inch material, if made with flounces. If made without flounces 4½ yards will be required. The width at the foot is 1½ yard. Price 10c.

4694. Boys' Suit.—Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires 3¼ yards of 27 inch material. Price 10c.

4646. Ladies' House Dress.—Cut in 6 sizes: 38, 40, 42, 44, 46 and 48 inches bust measure. A 42 inch size requires 5 yards of 36 inch material. The width at the foot is 2½ yards. Price 10c.

4669. Ladies' Apron Frock.—Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4¾ yards of 36 inch material. Price 10c.

4695. Child's Dress.—Cut in 4 sizes: 2, 4, 6, and 8 years. A 6 year size requires 2¾ yards of 27 inch material. Price 10c.

4690. Ladies' Blouse.—Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 3 yards of 32 inch material. Price 10c.

4668. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 yards of 32 inch material. Price 10c.

4655. Child's Play Dress.—Cut in 3 sizes: 6 months, 1 year and 2 years. A 1 year size requires 1¾ yards of 27 inch material. Price 10c.

Good Things To Eat

Oatmeal Cookies. One cup of sugar, creamed with one tablespoon of butter; three well beaten eggs; two cups of rolled oats, two teaspoons of baking powder; one teaspoon of vanilla and a pinch of salt. Butter pan and drop half a tablespoon of the mixture, three inches apart. This will make about sixty cookies.

Potato Croquettes. One pint of hot mashed potatoes; one tablespoon of butter; half a saltspoon of pepper; a dash of cayenne; half a teaspoon of salt; half a teaspoon of celery salt; a few drops of onion juice and the yolk of one egg. Mix all but the egg and beat very light. When slightly cool add the yolk of the egg and mix well. Rub through a sieve and add one teaspoon of chopped parsley. Shape into smooth round balls then into rolls. Roll in crumbs, then dip in beaten egg and roll in crumbs again. Fry one minute in smoking hot lard.

Mock Sweetbreads. One pound of uncooked lean veal cut in half-inch pieces and cooked with one slice of onion in boiling salted water until tender; then plunged into cold water to whiten. One cup of white sauce seasoned with one saltspoon of salt, one saltspoon of celery salt and half a saltspoon of pepper. Put the veal and one half a can of mushrooms, cut in halves, into the sauce. Heat slowly until the meat and mushrooms are hot. Remove from fire, add quickly one teaspoonful of lemon juice and one well-beaten egg. Serve inside a border of mashed potato, or on toast garnished with toast points.





Recommends Regard For Facts in Arriving at Diagnosis and Legislative Moratorium As Cure

James C. Davis, Director General of the Railways, in a recent address before the Traffic and Transportation Association of Pittsburgh, said that what the transportation question in America needed was "A diagnosis and a cure, rather than an autopsy and a funeral." He then outlined the means of arriving at an accurate diagnosis of what the railroads needed and as a cure recommended "a legislative moratorium for two or four years."

In arriving at a diagnosis he said in part:

"Singularly enough, the troubles of the farmer and the railroads are identical. The present complaint of the farmer is that the price of what he produces and sells is too low, while the price of what he buys is too high. The railroads have the same trouble. The price of what they sell, transportation, is not fixed by themselves but by the Government. The price of what they buy, and the big item is labor and the products of labor, is fixed by some one over whom they have no control.

"The transportation charges of the railroads is exactly the same whether hogs are selling at \$7.50 or \$15.44 per hundred, and whether wheat sells at 75c. or \$1.50 a bushel. During the years of the war, when agricultural prices were at the peak, railroad rates remained stationary.

Incident of Rates Small

"Again, the reduction in freight rates on wheat and corn, when applied to the individual farmer, represents from a fraction of a cent to two or three cents per bushel, no more than the usual fluctuations of the market during an ordinary month's time. This reduction would not cure the present agricultural depression, caused by over production, and in many cases speculation in the increased value of land during the war period, but such a reduction, in the aggregate, spells ruin to the carriers, whose tonnage depends largely on the products of agriculture.

"The dividends declared by Class 1 railroads in 1922, as obtained from the Interstate Commerce Commission, aggregated some \$272,000,000.00. If these dividends were wiped out and applied to a general reduction in freight rates, it would only mean a reduction of about 6.8%. A 6.8% reduction on a freight rate of 12c. or 15c. a bushel is so small you can hardly estimate it.

"The effect of freight rates on a given industry is greatly exaggerated, and advantage is often unfairly taken unconscionably to raise the price to the ultimate consumer.

Special Commendation

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

Section Foreman Geo. Abbas, Illinois Division, discovered dragging brake beam under car in train No. 64, which was passing him near Forreston station, January 23rd. He signaled the conductor, train was stopped and the defective part removed.

On January 28, Foreman Abbas found another dragging beam under car in extra 8503, as train was passing him about three and one half miles east of Forreston. He signalled the train crew and the beam was removed. This is excellent work.

Illinois Division Brakeman George Thomas while working on extra 8142, February 3rd, found facing switch at Aurora Junction run through and points open over an inch. He notified the conductor and switch was spiked for the C. M. & G. Wye., thereby avoiding likelihood of a derailment.

C. M. & G. Brakeman C. L. Lindgren, after lining switch at Aurora Junction going west to C. B. & Q. crossing at Aurora, heard a train moving on E. J. & E. main and immediately ran back and flagged extra 8082 so that the

engineer was able to bring his train to a stop by the time three cars which E. J. & E. No. 32 had dropped collided with engine, thereby avoiding a serious accident.

Agent James Blair, Momence for his watchfulness in detecting side bearing and side bearing shoe missing from a car of stone which had been set out at Momence. First west bound train would have picked up this car of stone and no doubt would have derailed, had it not been for Agent Blair's close inspection of cars set out at station.

S. C. & D. Brakeman R. Pike, on December 31st, while on train No. 397, which stalled account of heavy snow, was compelled to flag against No. 32 against a strong northwest wind and temperature below zero. When No. 32 approached, brakeman Pike was one mile from the rear of his train and he flagged No. 32 with a fusee.

R. & S. W. Division Conductor A. Wobig, on January 31st, discovered a broken rail three miles north of Beloit, and promptly reported the defect.

Section Foreman Knute Weflen, Wegdahl, Minn., has been specially alert during the severe weather of this winter, discovering and reporting promptly, several fissure rails. Defects of this kind are among the most dangerous and his

watchfulness has no doubt averted serious accidents.

H. & D. Division Conductor P. J. Lawler, while standing on rear end of caboose inspecting an east bound passing train, discovered a brake rigging down and gave the crew on the eastbound train the signal to stop. This may have been the means of averting a serious derailment.

Dubuque Division Conductor J. F. Hanley while working on No. 93, January 29th, discovered U.T.L. 19020 standing on side track at Guttenberg, had sprung an axle, and reported the defect promptly. Careful inspection of cars is very necessary and reflects interest in one's duties.

Assistant Extra Gang Foreman Tony Tripoli, Cragin, Ill., discovered a brake beam down on car in train pulling into Galewood Yard, and had train stopped immediately.

Dubuque Division Conductor G. W. Belknap and crew are commended for close attention to train, discovering journal box down on car in Extra West, 5036, three miles west of Heytmans, January 30th.

Agent F. W. Mosher, Springfield, Wisc., discovered broken brake beam in train No. 64, January 24th, stopping train and having defect removed.

Return to Capital Rests on Small Margin

"The ability to pay modest dividends, with even the prosperous roads, rests on a very narrow margin. The Pennsylvania System, in the distribution of a dollar of gross earnings, has but 5.56c. applicable to the payment of dividends and sustaining the credit of the corporation. A very slight reduction in income must result in deferred maintenance, reducing the standard of service, or wiping out dividends, which destroys credit.

In prescribing a cure he said among other things:

"The credit of the railroads must be sustained if private ownership is to continue. Healthy finance in a corporate life means that the sale of capital stock instead of bonds should furnish new money. In the last 4½ years, 98.25% of new capital invested in railroads has been raised by the sale of bonds, and only 1.75% by the sale of stock. If this ratio continues, the ability of the carriers to raise new money is short lived.

Remedy for Agriculture in Diversification

"The remedy for the present depression in agriculture does not lie in reducing transportation rates below the price at which the carriers can sustain themselves, but rather in those more direct and permanent methods of relief which go to the root of the trouble, and can be accomplished without the destruction of the transportation system, such remedies being largely found in diversified production, organized and orderly disposition, in a seasonable way, of crops, and more reasonable relations between the price of what agriculture produces and what it must purchase.

"No legerdemain of statutory law, no miracle in the way of joint resolutions, can overcome irrevocable and natural laws.

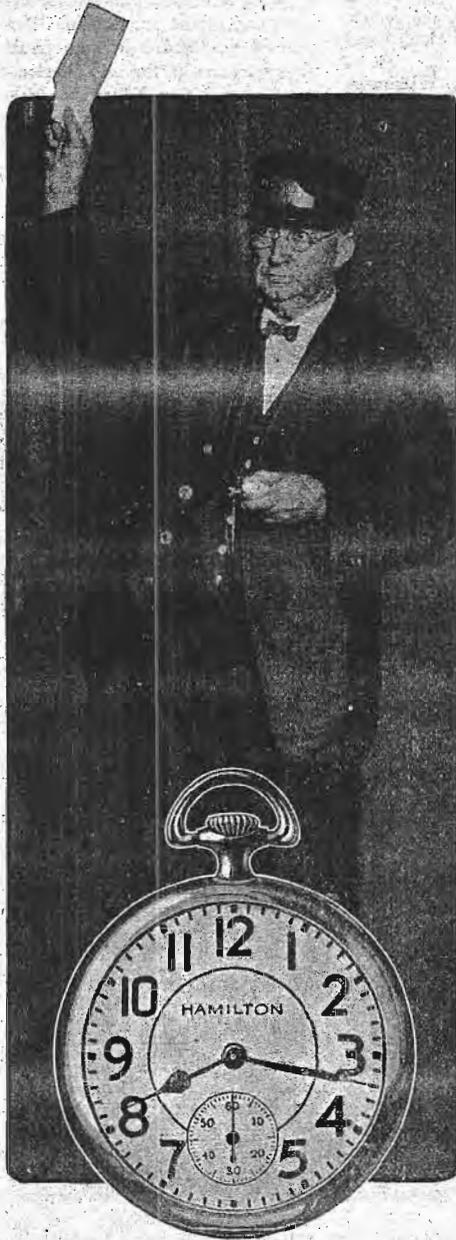
A Legislative Moratorium

"A legislative moratorium of two or four years would effect a cure. If not interfered with by adverse legislation, the three controlling parties in interest, the shipping public, the carriers, and the Interstate Commerce Commission, if given reasonable time, could bring about satisfactory results.

"The right solution of any important controversy must depend upon the facts as they actually exist, rather than on the untried theories evolved by men without experience, to supply what is considered a popular demand.

"For many years the railroads have been obliged to file annual detailed reports. To the searcher after truth, there are no secrets in this matter. The public character of the transportation business enables all interested persons readily to obtain an accurate knowledge of the true facts."

"I Was Partial to the Hamilton Years Before I Owned One—



and I've been timing my trains with a Hamilton for over fifteen years." Thus does Conductor T. M. Thatcher of the Santa Fe endorse the Hamilton watch.

Conductor Thatcher has been running trains since 1888, and is at present in charge of the California Limited on the Illinois Division. He is a man whose judgment of a watch is bound to be sound. Like thousands of other railroad men Conductor Thatcher was partial to, and chose the Hamilton, because it combines both accuracy and dependability to a high degree.

You can depend upon a Hamilton to serve you all the time, no matter how far "up the ladder" you go. The next time you pass your jeweler's, stop in and have him show you a Hamilton No. 992. This is the watch that times America's fastest trains and is, in truth, "The Railroad Timekeeper of America." This model will better than pass time inspection requirements on any railroad, and like all Hamiltons will serve you dependably and faithfully for many years to come. Thus the Hamilton is really the most economical watch you can buy.

For other than time inspection service you will find the Hamilton No. 974 an excellent timekeeper. It is a seventeen jewel model that is built up to Hamilton standards throughout.

Send for a copy of the Timekeeper which illustrates and describes the various Hamilton models. A postal card will bring a copy of this booklet to you by return mail.

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

Hamilton Watch

"The Railroad Timekeeper of America"

R. & S. W. Division Conductor Wm. Muckerheide discovered broken brake beam on train No. 64 as they were passing Durand, Wisc., January 24th, stopped the train and had defect removed.

Madison Division Conductor Van A. Marsh, on the New Glarus Line is a basket ball fan, and was instrumental in getting a large crowd to sign up for a special train from Brodhead to Monticello and return on January 22nd. A special was run and reported 194 revenue passengers in each direction.

Veteran Will A. Robinson, was instrumental in securing sale of a ticket, Hopkinton, Iowa to Chicago, after party had decided he would patronize competing line.

Rocky Mountain Division Operator John W. Osterholm on January 15th, discovered sand board down on car in train No. 65 at Donald, Montana. He immediately notified train crew, train was stopped and necessary repairs made. Messrs Andrew Nix and Fred Walthers, Columbus, Wisc., discovered a broken truck under car in train No. 66 while passing Columbus, and immediately called conductor's attention.

Dubuque Division Brakeman Henry Jungk,

train No. 63, at Eckards, February 4th as Extra 4329, east was passing, discovered brake beam down in Extra East and stopped the train.

Section Foreman J. F. Barnett, New Hampton, Iowa discovered inside brake beam down on car in Extra West, January 26th, and took prompt action to stop train and defect removed.

On account of sickness of fireman, Northern Montana Division Brakeman Baumgartner, working on No. 94, January 29th, voluntarily fired engine from Glengarry to Straw, Mont., avoiding delay to train.

Switchtender J. W. Schuler, Chicago Terminals, while train No. 7 was passing Craigin Junction, discovered something wrong under train and after train had passed he found about 13 inches of rail missing.

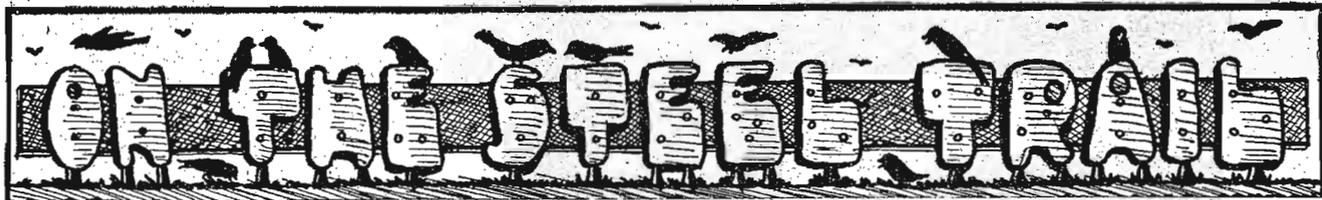
Section Foreman J. Tomlinson, Wilkinson, Illinois, noticed brake rigging dragging under car in train No. 72, February 9th. He signalled the train crew and train was stopped and the defective rigging removed.

In spite of unfavorable weather conditions, Dubuque Division was again in first place on Efficiency Report for January, 1924. Percentage 93.8. This is the fourth consecutive month in first place for this division.

Porter Perren Saves Boy's Life

Quick thinking and action on the part of Porter Wm. S. Perren, on February 16th, saved the life of a white boy in Chicago, who had been set upon by a crowd of negro hoodlums.

The boy, Alva Diven, was waiting in front of a school building to accompany a girl student to her home, when a crowd of negro boys came along. The hoodlums shouted insulting epithets at Diven who resented the remarks and a fight started. More than twenty of the hoodlums leaped on the white boy. As Perren happened by, Diven had been knocked down and was being kicked and beaten. Perren threw off his coat and waded in. He grabbed the three largest leaders of the mob, hurled them into the street and lifting Diven to his feet while a shower of bricks and stones were hurled at them, he hailed a passing automobile and put the boy on the running board. The car sped away while Porter Perren proceeded to administer a thrashing to the rest of the mob. When the police had arrived, the hoodlums had faded from sight and Porter Perren was attending to his injuries.



Bad Land Echoes

"Bill Mike"

Well, folks, here we've come again with the echo and some news. Herman Nath has just been married and been showered with old shoes. Hear E. Crampton's like to follow in his footsteps, if he could, as he knows that this is Leap Year, he's contented sawing wood. Ed's a winner with the ladies, and reminds us of The Sheik, as we'll call him that hereafter, you will know of whom we speak. Miss Higgins of Perry, Ia., has been visiting here a spell. Wonder what Guy Abell's doing while she's up here, who can tell? Hear that Eddie's quite a wonder, budding as a lady's man. Madsen's lost his girl already, watch your girls all you who can. Martin Walsh went to Miles City and pretended he was sick. Said he wished to see the nurses (Martin thought his ruse was slick), but the doctors sent him back here, said they did not have the room, nor a nurse to spare a fellow pining to become a groom. Also notice that our stock yards seem to need a heap of care. Grothe goes out there each evening, dressed up like a millionaire. Claims he's out there getting signers to our worthy pension list. That's all right, as well be truthful, you'll win out if you persist. Saw that Murphy got real busy when the teachers all came back, walked on west beyond the limit of the yards, and up the track, so's to be first to meet her, be the first to take her hand. Yet some claim that love is foolish while some others say it's grand. Too bad about our Jim Taylor, "Peachy Jim" we call him too, ran against some arctic weather, froze his poor nose through and through. But I hear that he'll not lose it even though 'twas badly froze, but Jim says 'tis mighty painful to have Jack Frost tweak your nose. Art Crowley is the proud father of another baby girl. Don't know just what name they'll give her, but she really is a pearl. Thereon Childers and wife have gone on a trip back to the east. T. A. said he had a yearnin' for drinks made with malt and yeast. Understand that Olga Grothe thought she'd buy an Easter hat, had to travel to the cities just to pick a thing like that. Eddie and his bunch of bowlers went to Bowman just last week and got beat up to a frazzle, ever since

they'll hardly speak. We're glad to see our old Gib back, sure did miss him while away. Kids say he's a dandy windbreak on a cold and stormy day. Jack Allen's car is ill of late. 'Twas the steering gear I think that caused it to get the notion and that put it on the blink. Guess he flirted once too often with mythical "Old Dame Fate" and it hit a solid something. Some things sure do aggravate. Peg says young men had best take care or he'll take that young man's girl. Peg says he is real attentive, like a fortune hunting earl. We notice Emmett likes to laugh, got new teeth we understand, they're not the common aching kind but store teeth and they are grand.

Sparklets From the River Division

M.M.

Don't know what happened to my items last month. I just know I wrote them, but then accidents will happen. Hope the editor has received them for I really think it is quite too bad to have such good literature lost.

One calm afternoon a locomotive came rolling into the station at Wabasha and a figure was seen in the distance protruding through the window on the right side of the engine. Upon closer inspection it was discovered that the figure was Frank Hudson who had made his service date as locomotive engineer and as nothing unusual happened to the engine, guess Frank is a full fledged engineer now.

General Car Foreman G. Larson made trips of inspection over the division and called at various stations. Mr. Larson is having his radio tuned up so that he will be able to get the car situation over the radio. Some idea, Mr. Larson.

Understand that Flod Cole has registered at the matrimonial bureau. Congratulations, Floyd.

Mr. E. W. Young of Dubuque called at Wabasha and offered helpful suggestions. Always glad to see Mr. Young with his "giant" smile. Come again.

Roadmaster E. E. McClellan has been having a time of his life. It has been necessary to have the flanger out on the road and if there is any more fun than operating a flanger please let Mac know.

Section Foreman Nels Nelson spent a few days in the cities and Faribault the past week. Don't know what Nels was doing but I believe he interviewed old acquaintances. How about it, Nels?

Rumor has it that Machinist Will Shepherd has been frequenting the garages lately. What's it going to be, Will?

"Chuck" Bingo and his sister are sojourning in Florida. We felt that it was all right to permit Chuck to go as long as he took his sister with him. You know the girls will take advantage of Leap Year down there too, Chuck.

Trainmaster J. W. Blossingham and Fuel Supervisor Mr. Gruber have been interesting themselves very earnestly in car situation and the coal conditions. It has been a problem on account of the coal being froze so badly.

If there ever was a proud engineer it is Jerry McGraw with his engine 325 just coming from the shops all overhauled and shining bright. Jerry says that everyone will want to travel on this train with this good looking engine.

Everyone has certainly changed their mind about "Wonderful Minnesota weather". With the thermometer reading thirty below and about twice as cold made it very interesting to keep the trains moving although everyone put forth all efforts and the service on this division was commendable during the extreme cold spell. A number of extra trains were running and an unusual run of heavy business during the cold snap.

Crane Operator Roy Ostrum thinks that we are having a fine winter. Isn't it just fine to be so optimistic about the unpleasant in life? Roy has had all sorts of experience with the cold and always seems to be cheery about it.

Once more it becomes necessary to chronicle the death of a faithful and esteemed Veteran employee, John Dick, roundhouse foreman at Hastings, who passed away at his home at that place. Mr. Dick, apparently in his usual good health, suffered a paralytic stroke and in spite of the best of medical aid succumbed to his ailment two days later.

Mr. Dick was born in Edinburgh, Scotland, Dec. 5, 1849 and came to this country when a

young man. In 1873 he entered the employment of the C. M. & St. P. railroad in the capacity of helper in the roundhouse at Hastings. Always industrious and a conscientious worker he was soon promoted to the role of foreman and in this position he devoted thirty-six years of his life to the interests of the company. Quiet and unassuming, yet quick to respond to the friendship of these about him he had won an enviable position in the esteem of the community in which he lived and the news of his death was received with genuine sorrow by the citizens as well as the employees of the road.

Mr. Dick was a member of St. Luke's Episcopal church of Hastings and a member of Dakota Lodge No. 7, A. F. & A. M. and Vermillion Chapter No. 2, A. M. He is survived by his wife and three brothers and sister. A number of employees and representatives of the company paid their respects to the deceased.

General Boiler Inspector A. W. Novak called at Wabasha, Jan. 14th. Everyone is always glad to have Mr. Novak call for his ideas and suggestions are highly instructive and of utmost importance. Mr. Novak was accompanied by District Boiler Inspector Mr. Medinger.

The Mississippi river dropped out from under the Pontoon bridge at Reads Landing and left the Pontoon on sand. Train service on the C. V. Division was discontinued for a few days on this account. District General Carpenter, Mr. Rice was here and supervised the installing of a sand pumping device which was very successful. Within short time the bridge was again serviceable and trains were moving. The local officers and men worked very hard and their efforts were beneficial.

E. J. Taubman, conductor on the Missoula Division visited a few days with the L. R. Corbille family at Wabasha on his return to Deer Lodge, Mont. from a six weeks pleasure trip at Hot Springs, Ark. and St. Louis, Mo.

Condr. A. Buckner spent a few days in Montana in December looking after some land interests. Perhaps he was looking after the interests of his land, and—of course we wouldn't doubt his word.

Engr. M. Wheeler is very jovial and congenial lately. Well, you can't blame him any with vacation over and a leave of absence granted to some folks.

Wisconsin Valley Division Notes

Lillian

Mr. M. E. Millard left for Excelsior Springs, Mo., and Florida to spend the winter.

S. L. Core who acted as Roadmaster during the absence of H. Redlich returned to Chicago. Mr. Redlich will again take up his duties permanently.

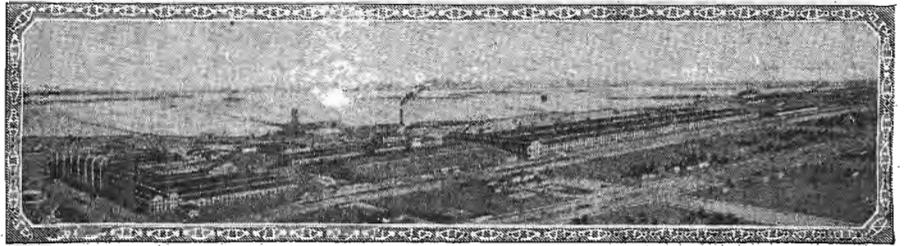
Mr. M. G. Scacial, acting shop accountant of Milwaukee, visited at our office. We are all glad to see Scotty and he is welcome at any time.

A baby daughter was born to Mr. and Mrs. Nick Koss, Sunday, January 13th.

Mr. Pat McGrow, Flagman at Franklin Street Crossing is laying off on account of a severe cold.

A number of very pretty parties have been given in honor of Katherine E. Gorman, Stenographer in the Superintendents' office, whose marriage to J. W. Delaney took place February 16th, at St. James Church, Wausau. The wedding breakfast was served at the Hotel Bellis, immediately after the ceremony after which the couple departed for Minneapolis and other points of interest. They will make their home at Amherst, Wisconsin. We wish the newly weds a long and happy wedded life.

Philip Thompson, Engineer, passed away at his home at New Lisbon on Jan. 23rd, after a short illness with pneumonia. He was an employe of the company for many years and his sudden death is mourned by all who knew him. The employes of the Valley Division extend sympathy to Mrs. Thompson and family.



Capacity

The measure of production is *Capacity*.
 With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6,000 tons of Cast Steel Trucks and Bolsters per month

THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

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GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company

Northern Life Building Seattle, Wash.

Let Us Establish Your Credit

SEVERAL of our employes have written, in connection with our savings campaign, and asked us how it is that some of their neighbors who are making no more money can furnish a better home with comforts and luxuries, and be always, as it seems "On Easy Street".

So we have been making a little investigation into that secret and we found this: The secret does not lie in watching the nickles and dimes so they don't fly out of the window for useless things; it lies in using those nickles and dimes for worth while, permanent values.

You have more than once walked into a good home and seen beautiful rugs, a good piano and handsome furniture. And you have said to yourself, "How can they afford it?"

And you would think that those people were going to go bankrupt, those people who spend so much. But at the end of the year you find that they have bought another piece of furniture or new lace curtains and things of that sort. And all the time you know that the money coming into that home is no more than in your own. Why? Why?

Now, there are two ways of saving these nickles and dimes that fly out of the window.

One way is by the most careful watching. But who of us is capable of that most careful watching? If you object to the boy spending a dime or the girl having a nickle, you are called "stingy." And rather than have that thrown up to you continuously, the habit grows of letting those nickles and dimes go by.

The other way is to buy things at the time you want them, using your credit for that purpose. Then you have to pay for those things later. Then you can rightly say to all the members of your family: "See here! This nickle and that dime can't be thrown out of the window. We need them at the end of the month to pay this or that bill."

Did you ever stop to realize that the banker's wife and the big merchant's wife buy all of their goods on credit? They don't have the cash. Most of them haven't any cash at all. Some of them have less cash than poorer people. But they have credit. They buy things when they want them. They order them on a charge account and then they pay for them later on. Those who are very well fixed pay for everything very soon after they have bought it. Others pay a part that month and the rest of the bill a month or two later. We have heard of

some rich people (and so have you) who do not get around to paying their bills for two, three or four months, or even longer.

For the purpose of accommodating people who are just as reliable as a banker's wife, and just as responsible, but who haven't as much money, the monthly payment system is excellent. That is to say, it is excellent for you if you will limit yourself to purchases (1) of goods that are real bargains and (2) the things you really want.

People who get into the habit of buying things on easy monthly payments just because it's easy, will find it uneasy before long. You must therefore get the same habit of buying on credit as for cash. That is to say, you must buy only the thing you really want, and you want to be sure it is a real good bargain. Then you will be many, many dollars ahead.

Some women have said to me in connection with purchases: "I always pay cash. If I get things on credit, then the bills come due and they worry me and I can't pay them and I get things we wouldn't otherwise get."

"Well, that's a weak kind of a woman. She should buy the things she really wants, such as good, new dishes and a new rug, or new lace curtains, and have the home presentable, and keep everybody in the home happier. That's the woman's job. She has a right to these things, and when she's bought what the home needs she has a right to say to her husband and to the boys: "See here! You can't afford to spend so much money on tobacco or on this or that foolish thing, because these bills for household goods must be paid."

That is why a wise woman should insist upon getting her husband to buy good things for the home at the time they know that they are going to have the money later to pay for them.

Well, the best way to buy these furnishing articles as a rule is by mail from one of the big houses in Chicago and New York, particularly in Chicago, where the big bargains are now had. I'll tell you why. In the first place, it's not your neighbors' business how you use your credit. In the second place, you get far bigger bargains by mail on furniture than you can get at home, because those mail-order houses do not have to have big floor space and salesmen and need not take a long time to sell their goods. They make the goods; some of them make them themselves; they ship the goods right out, and all they need is a narrow profit—not the big, long profit that the local dealer must ask in order to make any kind of a living.

So if you want the right kind of goods at the right price—big special bargains—the way to do it is to have a credit established in Chicago.

To help on this matter we have made arrangements in Chicago to establish the

credit here of our readers. We are establishing a free credit bureau for all employes. If you are an employe all you need to do is send your name and address with the proper information about yourself by filling in the coupon below, and forwarding it by return mail.

You cannot imagine what a comfort it is to have your credit once established. You can always refer to a house where you have bought on credit. As long as you pay spot cash and send the money, nobody knows you. They just take the money and they forget the name. They never know whether you are really good or not. But if you once bought something and it is up to you to pay for it later, when people depend upon your own honor, then they know that you are good because you voluntarily send in the money.

It's the same with buying a farm, or buying a business, or anything else; if, instead of paying spot cash, you give your promise, and then make good on your promise, then people know your promise is good. They never will know until after they have sent you something on your promise to pay later.

Fill out the coupon below stating whether you are in need of Furniture, Rugs, Kitchen Utensils, Dishes, Etc., and incidentally it might be a good idea to state how much you wish to pay for the articles and how much a month.

If you are an employe, it costs you absolutely nothing. File your name with use and thus establish your credit. Make the information good and complete.

CREDIT BUREAU, Milwaukee Magazine, 141 W. Ohio St., Chicago, Ill.

Gentlemen: I would like to take advantage of your offer. Will you establish credit for me in one of the large Mail Order Houses in Chicago? I am an employe of the Milwaukee, and am interested right now in purchasing:

Furniture..... Dishes.....

Rugs..... General Merchandise.....

..... Kitchen Utensils.....

Name.....

Street.....

R. F. D.....

Town..... State.....

What Dept. of the Road do you work in?.....

How long have you lived at present address?.....

Do you own or rent?.....

Have you any other income, such as rent, etc.?.....



**SAFETY
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Illinois Merchants Trust Company

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CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

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Sanborn State Bank

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

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

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"A Friend to the Laboring Man"

MINNESOTA

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

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

THREE FORKS

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

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

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

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

National Bank of Commerce
Peoples Savings Bank
"In their own Building"
2nd Ave at Pike St.
4% Interest on Savings Deposits

The Seattle National Bank
Home of the Ten Percent Club—
It will help you get ahead in life.

This strong National Bank has resources of over
twenty-five million.

Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

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

WISCONSIN

JANESVILLE

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

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

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

Sell Travelers Accident Tickets—

EVERY
DAY

Steady sales mean steady income for you. Steady income means a bigger total income for the year.

▲ ▲ ▲

THE TRAVELERS
INSURANCE COMPANY
HARTFORD :: CONNECTICUT

Pays Claims Promptly

Massachusetts Bonding
and Insurance Company

is issuing the

“HEADLIGHT”

Accident and Health
POLICY

It is especially designed for
Railroad Employees
and is the Most UP-TO-DATE
Contract, containing the BROAD-
EST and MOST LIBERAL
BENEFITS Yet Offered

See our agent today or fill out coupon below
and send to Supt. Railroad Dept. 0000,
Saginaw, Mich.

Gentlemen:

- I am interested in an agency proposition,
 I am interested in a "Headlight" Policy.

Name Age

Street

City..... State.....

Occupation.....

Employed by..... R. R.....

Conductor C. B. Carman and wife are spending the winter in Florida.

Henry Burke, formerly of this division, now of the C. & M. Division was seriously injured while in an accident recently. It was reported that he had his foot crushed, but have been unable to learn further particulars.

A list of eligible bachelors was handed to the News Department the other day calling the attention of girls who are inclined to take advantage of Leap Year. The list included the following:—Alvin Janz, Ray Kerr, Emil Zellmer, Nick Hess, William Erickson, Archie McDonald, Carl Hoffman, Fred Kerr, Gardner Keeney, Wilbur Krueger, and Nile McGinley. It will be necessary to withdraw Niles' name from the list as we just received word that he has purchased the ring.

Mrs. John Wyro spent a few days in Tomahawk.

Mrs. L. Duranso visited with friends in Milwaukee.

Miss Leona and Nina Porter are visiting with relatives at Milwaukee.

Fullerton Avenue Building

By J. T. Griffin

Wonder what the attraction is at Oconomowoc, Wis. for the tall dark haired young lady in the Assistant Comptroller's Office.

Alma Claussen entertained a crowd of her girl coworkers at her home on February 7th. All enjoyed themselves.

Pearl Crowder resigned on February 2nd. Good luck and best wishes to her.

Cora Eckerly cannot sleep nights thinking about her dog's sprained foot, some nurse Cora. Kind of lonely without Johnny Meyers. How about it, Gen.

Olive Kelso has resigned—to be married.

Interesting romance has just started. Miss Clara Wood and a Mr. (Carpenter by trade), Clara is glad they are remodeling the building.

Miss Frances Klemp and Miss Alfreyda Ims are wearing diamonds. How soon girls?

Miss Rose Finnell and Miss Jean Colville are spending a vacation at Miami, Fla. visiting Mrs. Arthur Zeck, formerly Miss Jeanette Colville of the Typing Bureau.

Mr. R. O. Shepherdson, clerk in Suspense Bureau in Auditor of Overcharge Claim Office passed away on January 9th, 1924, after a brief illness. A committee of three employes were appointed to attend the funeral and act as pallbearers.

Miss Louise Weinberg, Freight Auditor's Office and Miss Harriet Ginter of Car Accountant's Office are recovering from an operation for appendicitis.

Sick Room bouquets have been sent to the following employes by the Fullerton Ave. Aid Association expressing our good wishes during their illness.

Mrs. Leonide Manson, Car Accountant's Office.

Miss Mary Oehm, Car Accountant's Office.

Miss Harriet Ginter, Car Accountant's Office.

Miss Marie Thomas, Freight Auditor's Office.

Miss Irene Gauthier, Freight Auditor's Office.

Miss Ruth Peterson, Freight Auditor's Office.

Miss Louise Weinberg, Freight Auditor's Office.

Miss Susan Stops, Freight Auditor's Office.

Miss Erna Underwood, Freight Auditor's Office.

Miss Mabel Underwood, Freight Auditor's Office.

Mr. William Callahan, Freight Auditor's Office.

Mr. Leon Lewandoski, Aud. Overcharge Claims Office.

Mr. T. F. Fitzgerald, Ticket Auditor's Office.

Mr. Oscar Lindstrom, Auditor Station Account's Office.

The collection of 10 cents each month brings cheer to those who are sick.

The employes of the Freight Auditor's Office

express their sincere sympathy to Miss Katherine Hauck on the death of her father.

We extend to Mr. O. P. Barry and his coworkers a hearty welcome to our new building.

Mrs. Rose Seleske and Miss Florence Potenberg visited Niagara Falls on January 6th but "Horrors" the Falls were frozen. In order not to disappoint them, dynamite was used to break the ice and allow the water to come over so the girls could see the Falls, they being the only two visitors at the time—try the trip again in the Summer.

The radio bug has hit the A. S. A. Office with an awful wallop. If you have not some kind of a radio outfit you are 'passe' in that office. The worst case that has been brought to my attention is that of a certain employe "who sometimes appears in a loud emerald green shirt" recently bought a radio, and as he could not wait until Saturday afternoon to string the aerial on the roof he put up an inside one in the house reaching from the parlor back to the dining room while friend wife was absent from the castle. Upon her return our friend was busy tuning in and the first thing he got was H-E-L-L—new broadcasting station on Lawrence Ave.

If you are thinking of having your cards printed with the Milwaukee emblem, see C. H. Schulze, Freight Auditor's Office for samples.

One of the reasons the married men defeated the single men of the Freight Auditor's Office in a return bowling contest was the added attraction on the side lines. Had A. E. Peterson not invited Laura Henly, Bessie Cohen and Alice Hanrock, they might have had a chance to win, however they lost the first two games and then the girls left, after which the single men won the next game. Keep your eye on the alley and pins next time, boys.

Iowa & Minnesota Division
D.M.W.

The correspondent for the I. & M. had the pleasure of meeting Mr. H. J. Keck of Austin on February 4th. I have not been able to ascertain whether the Safety First meeting of the Auto Show brought him to Minneapolis. Anyway the next Safety First meeting will be held in Minneapolis, March 3, and there will be no auto show, this will probably throw a little light on the question. We have some very interesting Safety Meetings and some very helpful suggestions are brought up. It behooves every employe on the division to boost for "Safety First" and I would like to see some of the train and engine men at the next meeting. Any suggestion you may have to offer may mean a lot to some one. Just remember this and let us see your name on the register, not only at the meeting but every meeting. "Safety First" not last.

Harry Hanson, assistant section foreman, Bixby paid a visit to the clerk of court at Owatonna, January 24th. It seems that someone told him there was a sale on licenses (not auto), understand, but anyway he evidently did not get it because he still writes a lot of letters to her.

Agent Albrecht at Carpenter says this is the coldest winter he can remember since 1496. The discharge pipe from water tank froze under ground and burst and he had the B. & B. gang as his guests for several days. He says he hopes it don't freeze up again.

Operator Art Sexton and wife enjoyed a honeymoon trip to Florida. Art seemed to take great pleasure in telling us how hot it was there when we were enjoying our mild 32 below weather here.

R. H. Austin: I am still waiting for those pictures, "Get busy" we want to get them in early.

Operator C. R. Parker, Minneapolis is figuring on trading his Lizzy for a new license. You can't climb telephone poles with a license Roy.

Demonstrations of New Electric Locomotives

Electricity, in recent years, has been recognized as a more capable and efficient substitute for other forms of power. An excellent demonstration of this fact, as applied to railroad locomotives, was given recently by the General Electric Company during a number of tests made at Erie, Pa., December 4th and 5th. At that time, two locomotives, one designed for the Mexican Railway Company, Ltd. and essentially a power unit, and the other designed for operation on the Paris-Orleans Railway in France and capable of high speeds, were given tests before many prominent railroad men. Tests were also made of the otheograph, a new device for recording stresses caused by locomotives passing over the rails.

In order to determine the type of passenger locomotive to be used on the 1500 volt electrified lines of the Paris-Orleans Railway in France, orders were placed with various manufacturers for sample locomotives calling for units having approximately 80 tons on drivers and designed for maximum free running speeds up to 130 kilometers (80.8 miles) per hour. The locomotive manufactured jointly by the General Electric Company and the American Locomotive Company was ordered by the French railway from the Compagnie Francaise Thomson-Houston, the International General Electric Company's associated manufacturing company in France. The French Thomson-Houston Company has received orders for more than \$15,000,000 worth of equipment for this electrification and orders aggregating \$2,500,000 have been placed through the International General Electric Company with the General Electric Company in the United States.

The locomotive exhibited by the General Electric Company at Erie attained speeds at the preliminary and public tests of 95 and 105 miles per hour, running light. Guests were carried in both ends of the double cab. Although easy riding qualities were noticed, the sensation of velocity coupled with the roar of wind and rapidly revolving wheels produced a general feeling of awe. The track on which the tests were made is but 4½ miles long, necessitating rapid acceleration and slowing-up of the locomotive when the high speed tests were made.

The highest speed record held by a steam locomotive in this country was made by Engine 999 of the New York Central Railroad many years ago, a velocity being reached of 112 miles per hour. This locomotive is not now in general use. When the electric unit at Erie showed it was capable of going over 100 miles an hour, authorities of the General Electric Company stated it had not yet reached its limit and that higher speeds quite possibly could be

produced if desired. It was the general feeling among the guests, however, that 105 miles per hour was fast enough to be traveling on terra firma.

The locomotive designed for the Mexican Railway, in contrast to the French unit, was built for great pulling power. The main line of the Mexican Railway runs between Vera Cruz on the Gulf of Mexico and Mexico City. A section of this line, between Orizaba (about 70 miles inland from Vera Cruz) and Esperanza—a distance of 30 miles—is now being electrified. This section is known as the Maltrata Incline and includes the most scenic country in Mexico. Because of the mountainous country through which the railroad passes from the sea level at Vera Cruz to the great Mexican plateau, a change in elevation of some 8000 ft. in 100 miles, many severe grades and sharp curves are encountered. A change of 4000 feet in elevation is made in the 30 miles of railroad which is now being electrified.

For this initial electrification the General Electric Company and the American Locomotive Company are furnishing ten 150 ton, 3000 volt direct-current electric locomotives. It was one of these units which was tested at Erie.

A striking example of the power of an electric locomotive as compared with that of a steam unit was given in the tug-of-war. The New York Central Railroad furnished for this purpose a Mikado type unit, equipped with booster, superheater and all other improvements, operated by a picked crew. This locomotive is one of the most powerful in operation on steam lines today. The two engines, one electric and the other steam, were coupled together on a stretch of straight track, well sanded. At a given signal, the contest was on. The steam locomotive was allowed to get a start and then the electric engineer gradually threw on his power. Slowly the pair came to a stop and then, straining in protest at every joint, the giant steam locomotive was pulled in the opposite direction. Electricity had won!

One of the features of the electric locomotive today is its ability to regenerate electric power on down-grades. In other words, while the electric unit uses power to climb a hill, when it coasts down the other side its motors are used as generators which send power back into the line. This operation, at the same time, acts as a brake on the train.

To illustrate this, the same steam locomotive as used in the tug of war was coupled to the Mexican locomotive and, after backing down the track far enough to obtain a good start, came forward at full speed pulling the electric locomotive behind it, and thus simulating the condition existing on a down-grade. The engineer of the electric unit then turned on the regeneration equipment. Quickly

the speed slackened until finally the pair were moving at about 15 miles an hour. Smoke and steam belching from the stack and exhausts of the steam locomotive showed that it was exerting as much effort as would be necessary to pull a lengthy freight train. As a result, electric power was sent back into the line to the extent of about 50 per cent of the electric unit's regenerative capacity. By this it was shown that two steam locomotives of the same type would be necessary in pulling the electric unit in order to regenerate its full quota of electric power.

An interesting feature of the Erie tests was the otheograph. This device is designed to record both vertical and horizontal stress on a given stretch of track, caused by locomotives passing over the rails at various rates of speed. The effect of each separate wheel is measured. The vertical weight is carried by heavy springs underneath the rail and the transverse thrust is carried through similar springs set vertically and bearing against the head of the rail. The deflection of these springs on the passage of a locomotive is recorded through a lever with a pointer at the end, which traces a record on paper wrapped around a rotating cylinder similar to an engine indicator.

In the Erie tests, actual roadbed conditions were arranged and a number of these instruments attached to the rails on each side of the track. The steam locomotive, the high speed French electric locomotive and the heavy, powerful, electric unit for the Mexican Railway were run over this spot at different speeds and records obtained of each run.

The results of these tests proved of great interest to the many prominent railroad and technical men together with other guests who watched the exhibition. The record from a slowly moving locomotive showed the equalized distribution of the weight, and such a record could serve as the basis for comparison with a record taken at high speed. The effect of side thrust on the rails in changing the vertical stress, and any variations due to dynamic unbalance, are quite noticeable. The effect of a wheel with a flat spot would show very clearly. The record is not necessarily limited to that of a locomotive only as, by moving the paper slowly, the record of all wheels of an entire train of a hundred or more cars may be taken.

A large and distinguished attendance witnessed the many tests. Guests were taken on exhibition trips through the various electric locomotives, the program taking the better part of each day. Among the guests were J. J. Bernet, president of N. Y. C. & W. L. R.R. and C. N. Wilcoxon, president of Chicago, Lake Shore & South Bend Railway Company.

Returning of Acetylene Cylinders

The importance of returning empty acetylene cylinders is of vital interest to the manufacturer. We may seem to be a pest by our repeated request for early returning of empty cylinders, but here is our problem.

Do you know that an acetylene cylinder of standard size costs us ten times the selling price of the gas contained therein? Our selling price is just a fair "living" margin of profit above the cost of the manufacture.

Is there any other commodity that you use which comes in a container costing ten times what you pay for the commodity? Does any seller of other merchandise furnish you free such an expensive container?

Will you help us to serve you?

To be continued in the next issue.

Gas Tank Recharging Co.

General Office:
MILWAUKEE, WIS.

"Makers of Quality Gas"

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee :: Wisconsin

W. C. Stackpole has been under the weather for several days. He says one of the boys in his office opened the window from the top about 7/16 of an inch and he "Guess't he caught cold".

D. M. W. signing off at 7:59 P.M. central standard time, until 8 A.M. tomorrow. Mail your items early.

Bedford Shops

G.F.L.

Possibly a large number of the readers of the magazine have forgotten Bedford is on the map or that Bedford Shops is a part of the C. M. & St. P. R.R. Nevertheless both of the above are facts. Possibly another reason a large number of our readers hardly know we exist is for the simple reason that things are running so smoothly that the natives of our city hardly know we are here. While every one sings and whistles at his work the L. F. A's keep crawling out across the transfer, ready for service.

Drill press operator Elmore has worn a very down hearted look of late. When asked the reason for this he explained it was caused by the loss of a perfectly good hat, which he loaned to a brother machinist a few Sundays ago to wear to services, and which he failed to get back. As Elmore had worn this hat in the shop for the past seven or eight years he had become very much attached to it.

Quite an interest is being taken at this point in the safety movement. Meetings are held regularly every Wednesday with General Foreman W. A. French, Chairman. No stone is left unturned to put the premises and machinery in a safe condition and as a result the number of accidents have been reduced to a minimum.

We must have at least one dishonest person about the shops, because Floyd Ewing reports four and five times a week that some one has stolen his soap and that he must borrow some in order to wash up; however, nothing else is ever missing or no one else loses any soap.

Should any readers of the magazine ever happen into Bedford shops here are a few things they need not expect to see: Henry Sears not busy, Grant Haley worried or excited, W. A. French out of humor, or Floyd Ewing with a clean towel.

Engine Carpenter Lon Henry, one of our old timers at this point, is confined to his room by illness.

Miss Lola Haverly, our stenographer has a Ford coupe, incidentally she could not get it started on February 6. After storekeeper Griefe and stockman Pierson had exhausted much energy and accumulated much grease they gave up the job, and it was decided to call in a master mind. They had to call on round house foreman Gore to do the job.

Notes From the Local Office and the Docks Tacoma

R.R.T.

Our hustling Assistant Agent, Mr. Ralph Bement, was off on a brief vacation in January, but our readers must not infer from this that he was just loafing around during that time; on the contrary he was as busy as ever, only with other work. While he was away, Al Goldsborough was on the job as Assistant Agent. Of course all his many friends know that "Alkali Ike" has it in him and only needs a chance to show his mettle.

During Al Goldsborough's temporary promotion Joe Baughn of our warehouse force gathered experience on the revising desk and got away with it very well from all reports, being now able to quote a rate on postholes, knocked down, in bundles, L.C.L., from rate basis 3 points to Tacoma without a moment's delay.

Emmett Maloney during a temporary lull in his own activities between steamers put in a few days at the Port Commission's Docks helping out Bob Shipley, our handsome demur-

rage clerk stationed at that dock who was being snowed under by the enormous lumber traffic moving in export over the Port Commission's Docks. As many as eight deep-sea vessels at a time are loading lumber there day and night and it keeps our yardmasters busy to keep the loads going over to that dock all the time.

The lawsuit of "Tubby" Gleb, heavyweight member of the warehouse force, versus Bob Shipley, rotund incumbent of the Demurrage Desk at the Port Commission's Docks, to which we briefly referred last month as having been tried in Kangaroo Court presided over by that ornament of the bench, Judge Chester D. McLennan, our handsome Claim Clerk, has now entered upon a new phase. Not satisfied with the adverse decision rendered against his client, Bob Shipley, by the learned judge, Emmett Maloney, attorney for the defendant, otherwise engaged as Chief Bill Clerk at the Docks, has filed notice of appeal and holds out great hopes to his client of winning at a jury trial. We are inclined to be of the same opinion, as no doubt a part of the jury will consist of members of the fair sex and Bob has always been a great favorite with the ladies, while "Tubby" is much too bashful to gain much notice from them. As one of Bob's attorneys, Mr. Orville R. Powels, has withdrawn from the case on account of press of other engagements and consequent inability to devote his eminent legal mind to the proper consideration of this case, attorney Maloney has associated with himself for the further conduct of the case Mr. J. A. Gordon, senior member of our warehouse force and reputed to be deeply learned in the law. We look forward with great interest to further developments in this sensational lawsuit and shall not fail to keep our readers fully informed.

Our energetic agent, Mr. Alleman, always intent on promoting business, has had a new inclined approach built at the south end of Dock Two and has arranged for a space next to the depressed center house track to be utilized for unloading automobiles for local delivery. All facilities, such as lights, water, tools, etc., are provided and the local automobile dealers very much appreciate being able to unload their cars in comfort under ample cover during rainy weather. The arrangement is proving a drawing card and Mr. Alleman deserves great credit from the Traffic Department for his initiative.

The waterside dock platform at Dock One is being relaid with new caps and stringers, making it safe again for heavy loads in anticipation of new business to be handled there. The first freight in some time to be discharged at Dock One was recently unloaded there by the Arabia Maru and the Blue Funnel steamer Achilles. We hope to see more activity there before long.

"I. & D. Prairie Waves"

Joyce

D. W. Kelly, former Superintendent on this division, was a caller during the last month and it sure seemed good to see him.

Geo. Deming, machinist at Mason City, has gone home to celebrate his birthday. Gonna have a birthday cake and candles? How many?

B. Boldt, former agent at Presho, has moved to Britt where he has taken up the duties of agent at that place.

Elsie Hodges has taken the position formerly held by Pearl Philipson in the Superintendent's office and Max Loomer has joined the gang as file clerk.

Well we've lost our friend Abe Moriarity. He has decided to give the Terre Haute Division a trial, but we live in hopes that he will come back to us.

They all flop sooner or late, and Florence Paullin, clerk in the houndhouse office at Mitchell, can sleep an extra 15 minutes in the morning and come to work with her hair straight as she has bobbed it.

Irma Wilhelm has also joined the rank and file of bobbed hair vets. Subject now under discussion in the Division Master Mechanic's office. Question of bobbing the hair we understand has been settled, but they can't all agree on a uniform hair cut. Suggestions now in order.

First sign of spring—Lem Meuwissen and the flivver rambling up to the old stall by the office building. It is always a sure sign of spring around Mason City when you can't see the office building for cars.

Roy Trewin, machinist-helper, made his tri-monthly trip to Mason City.

C. A. Montgomery, Roadmaster, has resumed his duties after a few weeks illness.

Olympic Division Chatter

By B. A. Gzy 6

It was a bright and sunny morning and our Chief Dispatcher said we'll Bingham for a good run to-day, so the mixed run got away all O.K.

Now old Li-dame Nature wasn't with them all the way, the rails got wet and the logs were loaded heavy which made Heavy look quite Haggard and he said Walleitner up a little and Alderson defects and get home before Springer I'll miss my guess, some smoke appeared and the crew was heard to say, "From Hense comes all our bad luck, the Babb(it) from the brass was gone."

No. 31 pulled in and our Superintendent said "Oh, Shaw, I Sawyer got in on time so take your train down and Turner on the wye so that your engineer will be a Freeman."

The blacksmith wants Sandsted of mud under the shop floor.

With the ditchers Le-Gear well greased we dug a Cregg through the water front for the lady Anderson, than I called up my wife to Warner that they would Grant my vacation.

DeLeo wants to know who all Parks his car in front of the door this time ODay, he must be a Wildman.

Europe may be full of Dukes, Lords and Sirs but it has nothing on us. Our division storekeeper is an Earl Killips.

With plenty of Wood on No's 31 and 132 no kicks were registered during the cold snap, and the snow wasn't deep enough to Fowler so she was always on time.

Wishing A Happy and Prosperous Year over the System, I'll say.

Auman.

Milwaukee Shops

H.W.G.

Mr. Chas. Sanhueber of the drafting force was off sick nearly a week, latter part of January. Something new for "C.S."

Mr. A. Vollandorff Glazier, Foreman has been off sick for the last month. Just returned to work.

Mr. Wm. Grady, our old time veteran is only fairly well, 83 years old and here's hoping that many more good years may come to pass for him.

Chemist Wunder has been in the hospital for nearly two weeks but is on the road to good recovery. Some who went up to see him say he has a good looking nurse waiting on him.

Twenty inches of snow the 4th and 5th, making the heaviest fall at one time in years. The big snow of February and March 1881 was the heaviest in the state, and deeper drifts, but it stormed more days, some of us wallered in from foot of 26th street then, twice, not many here who remember that time.

Mr. Fred Williamson returned to the M. E. Department, February 7th. Welcome back Fred. The Safety First meeting at the Public Service building February, was a great success, and the large hall was not large enough. President Byram gave an address after Ex-Governor Philip spoke, Mr. Silcox, Mr. Gillick and Mr. Field were also here from Chicago. In the afternoon

they were at the shops and President Byram had the great pleasure and honor of riding up the hill with veteran Jno. M. Horan, the oldest employe, to say nothing of the great honor to John riding in the President's car. Well, the whole event was truly a big get-together affair, and a happy one.

A parked auto up on the hill came near getting started over the cliff the other day, headed for the tracks below. An auto did get started from the curb down 33rd street and made one end-over-end down on the tracks with but little damage. Lucky that no trains were coming. Another hazard, is the boys coasting down the canal street bank to the tracks near 33rd street.

We generally take the kodak along but the other day, the 12th, left it at home when the crowd was watching the girls making the snow statue near the Art Institute, Michigan Ave., Chicago. Just our luck.

This time it was Selma off a week with a bruised knee from a fall on the slippery walks at home. Selma, we missed you too, and please be careful and don't fall again.

Engineman Joe Roberts and wife are on a southern cruise during our northern weather.

Veteran Henry Krueger of the S. M. P. office is laid up with a lame leg account fall on the slippery walk.

Machinist Chas. Wood was off part of the first week account sickness.

Quite a bad accident that happened with Fuel Inspector Ed. Sommers in Des Moines a few days ago, from falling down through a trap door breaking his arm and shoulder, he is now in the hospital in Chicago. Chemist Aiken was out with him at the time. Mr. Aiken by the way has been on the road most of the time since November.

Art Bennett, Locomotive Blacksmith Foreman, is making a good run for re-election as alderman of the 16th ward, Milwaukee.

Some of the vets passes, that snagged somewhere have been received, and the list cleared up.

The familiar face of John Devine appeared in the M. E. Room the other day. Getting to be almost a stranger John.

Mr. James Nellin's friend whose death was erroneously reported, might exclaim as did Mark Twain once, "Report greatly exaggerated".

Iowa Middle and West Division

Ruby Eckman

Perry friends learned with regret February 12th of the death of Conductor F. H. Williams which occurred at Fresno, Cal., the day previous.

A number of the extra brakemen on the Iowa division who have been on leave of absence on account of slack business have returned to service, as several extra cars have been placed in the middle and western division pools.

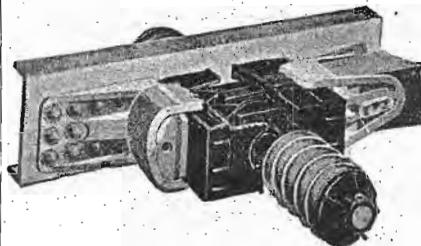
Mrs. Jack Ahern, wife of the Iowa division's oldest passenger engineer, died at the family home in Perry, January 22nd following a long illness. After the funeral service, Mr. Ahern closed up his home in Perry and left with his son-in-law for Havana, Cuba, where he will make his home with his daughter, as his health is not good.

Engineer Ben Moore, one of the old passenger engineer had a bad case of ptomaine poisoning the fore part of February and was unable to work for several trips.

Conductor L. C. Newell, the Iowa division's oldest conductor is now taking treatment at a hospital in Iowa City. He has been unable to work for some time.

L. D. Henry a former Iowa division conductor who has been in the banking business since the accident which cost him the loss of a leg, has been spending a few weeks in Perry

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attending to business matters. Mr. Henry is now in the banking business in California.

Brakeman Oscar Woolson and family went to Des Moines, January 29th to help his parents celebrate their golden wedding anniversary.

Newton Pierce, father of conductor John Evan's wife and grandfather of Conductor Gaylord Courtney passed away at his home in Perry the latter part of January.

Paul Yeager, third trick yard clerk at Perry yard, was married the latter part of January to Miss Ellen Lennigan of Dawson. They will live in Perry.

Several five year brakemen and firemen were given the book of rules examination by Assistant Superintendent L. A. Turner, February 10th.

F. C. Dow, Superintendent of the Tacoma division, was in Perry the latter part of December for a short visit with friends. This is the first visit Frank has made to Perry since leaving here many years ago. He worked as a train dispatcher in the Perry office about eighteen years ago. He was called east on account of the sickness of his mother Mrs. C. N. Dow of Omaha. His father, conductor Dow, has been laying off for several weeks, account of his wife's illness.

Engineer Grover Patterson who has been working out of Savanna for several weeks, was in Perry the fore part of February for a short visit before going to the Terra Haute division for extra service.

Edgar Langdon, son of Wm. Langdon who worked for many years as switch light tender in Perry yard, and a brother of Herbert Langdon, the stenographer at the round house, arrived home the fore part of February from China where he has been for several years. Edgar is employed by the Allied Machinery Company of the United States and has been their representative in China. He plans to return in a few weeks.

Engineer Frank Millard who has been on the sick list since his release from the navy after the close of the war, was in Perry the fore part of February for a visit with friends. Frank had been to Des Moines to be examined by government doctors with the hopes that they could give him some relief from the stomach trouble that has been bothering him so long.

Conductor W. H. Browns daughter was in the Perry hospital in February for an operation for appendicitis.

J. A. Light, Assistant Superintendent of telegraph was out on the Iowa division following the bad storm the fore part of February, which did considerable damage to the telegraph lines.

S. M. West Notes

Ray H. Hoffmann

John Kutcher, Conductor of Madison, made a nice winning on his Rose & Single Comb Rhode Island Reds at the Sioux Falls Poultry Show which was held during the second week of January. John has one of the finest flocks of pure-bred chickens in this part of the state.

L. F. Donald, Trainmaster on the S. C. & D. Division with head-quarters at Sioux City, Ia. paid the Dispatcher's Office at Madison a pleasant call during the early part of January.

Nels Moe, our hustling young agent at Winfred, So. Dak., was elected secretary of the Winfred Community Club which was organized at Winfred on Thursday evening, January 10th. The club is composed of business men and farmers of the community.

Dan Lawler, Passenger Conductor on the M. & B. line took a short layoff recently to visit his folks at Wessington Spring, and see his son, Joe Lawler, brakeman, on the freight between Woonsocket and Wessington Springs, who was operated on at Mitchell. We understand "Joe" is getting along nicely and hope to see him back to work soon.

the balance of the winter. "Mac" as he is known by all on the "S. M. West" is passenger brakeman on the M. & B. line between Madison and Bristol.

Born to Mr. and Mrs. Faye Crabbs at the Madison Hospital on February 12th a six pound baby girl. "Faye" is ticket agent at Madison. We understand his chest measurement has increased about two inches since he has become a "Daddy".

Consider the case of John Lange, machinist at the Madison Round House, who lost his traveling bag, which contained a new suit of clothes and a lot of other valuable things, and received in exchange a ladies traveling bag, which was not near so valuable at Bristol, while on his way home for the holidays. The lady who took his bag by mistake got off the passenger somewhere between Madison and Bristol and "John" has not recovered it to date.

Over 200 cars of ice were loaded at Lake Herman (near Madison), by the Madison Ice Company during the months of January and February, for Madison and other points. The ice at Lake Herman averaged about 22 inches in thickness and was of very good quality.

Mr. Cameron, traveling auditor, with headquarters at Austin paid the roadmaster's office a short visit while at Madison recently, glad to meet you, Mr. Cameron, call again.

The Pile Driver has been shipped to Madison from Austin, where it will be used in digging the Egan Ave. well deeper, and also to dig a reservoir in the East well at the Madison Round House.

The "Everymans Almanac" for 1924 put out by the "Milwaukee" is an interesting little booklet which contains a lot of good information. Copies of same may be secured by applying to your local agent.

Clarence Coty, hostler at the Madison Round House, took a short lay off recently which he spent at Rochester, Minn.

M. C. B. Gossip

"Lee"

Another regular, honest-to-goodness, record-breaking blizzard landed on Milwaukee, February 4th and tied up traffic to such an extent that the only way to get to the office was by foot-power. Those who walked certainly got plenty of exercise, for the drifts were three feet high at most spots, and higher at some points. The sore muscles the next day testified of the great effort put forth in shoveling the walks.

Has anyone solved the mystery concerning the reason for Walter Stark passing that delicious candy? Come on Walter, let us in on the secret.

Mr. H. Miller, Mr. Palmer's Chief Clerk was a visitor of the M. C. B. Office. We hope he got all the information he was looking for and that we may have the pleasure of seeing him again.

Mr. W. G. Densmore, of Tacoma, paid us a short visit the day of the blizzard. Wonder if the Westerner brought the wild weather with him? We hope Mr. Densmore will come again some day, so that we can show him that Milwaukee weather can be just as mild and wonderful as that of Tacoma.

Steve Filut, Martin Biller, Frank Skola, and Henry Finger attended the Ski Meet at Nashotah. We wonder just what Steve expected to find there, for we understand he wore new low shoes and no rubbers, and got his feet thoroughly wet. He must have forgotten that he is no longer in California, and that in Wisconsin ski-ing is done where the snow is deep and wet.

Norma Lutzenberger visited Chicago and was lucky enough to be on the same train with the Milwaukee skaters who were going to the meet in Chicago, and so enjoyed herself on the way to Chicago, as well as in that attractive city.

On Safety First

Earl Medley,

Car Foreman, Deer Lodge, Mont.

Mr. Chairman and Safety First Committee.

My topic on Safety First will be education of the Individual Person and helping the other fellow.

First, we are taught to help others as we help ourselves. There are people in all walks of life who depend on others for help and support, so it is with Safety First. We have a great many men in the railroad game who look to others for Safety, that is to say, they do not think of Safety when performing their work or if it is a safe proposition for the other fellow worker. I think this class of people are the greatest problem of Safety First. So, it is up to the man who is a real Safety First man to help, teach and protect this class of men. I have had experience with this class of men who turned out to be real Safety First men in spirit and thought after they were taught to be careful for themselves and also others. There is also the type of man who is fool hardy and does not care, wants to show his fellow worker he is not afraid of danger and takes the most foolish risks of his life. This is a very dangerous type of person, as they most always get themselves into trouble, and others too. This type can be taught to see the right way and to help others, even if it takes time and a great deal of patience to do so, but that is where the great reward of helping comes in.

It is up to each and everyone of us to help, protect and teach our fellow worker, besides protecting ourselves too. If you see a man doing something dangerous, tell him at once, don't wait until it is too late. Some men will resent being told, but in time they will see the right side and know you are trying to help them. I think we are all a little careless in observing the dangerous and unsafe conditions for the other fellow. I have seen men working all day long and looking at a fellow worker who was performing his work in an unsafe way, but they thought "Oh well, it is his own look out. Why should I care whether it's safe or not?" They never stopped to think that they might be injured at the same time, should anything happen.

So as the story goes on, it proves to us that we should all strive to protect and help the other fellow. I will read you a few lines entitled, "The Top Of The Tree" by Douglas Mallock, which I think can be applied to Safety First as to the Individual Man.

Where Was the China?

Two college professors, one a teacher of history, went into a restaurant. The history teacher said, "We want Turkey with Greece."

The waiter replied, "Sorry, sirs, but we can't Serbia."

"Well, then, get the Bosphorus."

The boss came in and heard their order and then said, "I don't want to Russia, but you can't Roumania."

So the two professors went away Hungary.—W. H. B.

Changed For the Worse

"Ethel, Can't you tell us the shape of the world?" asked the teacher encouragingly.

"Yessum, it's in a pretty bad shape just now," replied the precocious child who had heard her daddy say a few

"Service" The Key to Success

By THEODORE F. MERSELES
President of Montgomery Ward & Co.

IHAVE been asked to write "Something about business" for this number of your magazine. It is a great compliment to be asked to speak to the 65,000 employees of the Milwaukee through the columns of their Magazine.

I know, too, that I am addressing an audience of the kind of men and women who really count, the strong manhood and womanhood of our Nation, and that I am speaking to the sons and daughters, who will be the leaders of the next generation, from among whom will come the big businessmen of the cities, the lawyers and judges and the senators and governors of our western states. I mean exactly that. And a roll call of the prominent men and women will prove my statement true, twenty-five years from today.

Most of us have hobbies. I see right in the beginning that I am drifting to one of mine: the young people, the next generation.

You and I who have reached our place in life and have reared our families can talk things over together, but we can claim the privilege of talking to the younger people, and if we have found anything of value, any cornerstone of success, we should point them out to those who are to assume our leadership.

I have found such a cornerstone in business. I believe it is the cornerstone of business and of personal success. I have tried to point it out to my own sons, and to get them to build their business and personal lives on this our foundation. It is simply this:

Success is but another name for service. As we serve so do we succeed.

This same thought has been stated in many different ways. But every man must discover the old, old truth for himself. That is one thing that makes the progress of civilization so slow. We can not hand down our full experience. Each generation may profit by what has been done before, but we must all discover the big things in life for ourselves.

It was my good fortune to discover early that this world paid for only one thing—service; that the man who succeeded was the man who equipped himself to give the most service; that the business house that succeeded was the one that was organized to be of the greatest service to its customers.

The world pays the man who has equipped himself to breed the best stock, grow the best corn, or make the best steel—because that is service. And service depends upon the ability to do some one thing that is of help, of value, to those around us.

When I became president of Montgomery Ward & Co. I looked back in its history to find why this business was such an outstanding success. I found very clearly that it succeeded wholly because of its service. I found that Montgomery Ward and George R. Thorne had discovered long before me that success meant service, and that they started building this business on that cornerstone fifty-two years ago.

At that time the population of all this great west was scattered. There were few trading centers. When you bought goods you simply paid the price you were asked. Goods were not marked in plain figures, either. Mr. Ward was a clerk in a country store in St. Joseph, Mich. He saw the unfairness of the situation: the prices asked bore little relation to worth or cost. He said later, "I saw an opportunity to be of real service to the people of the west, and to build up a big business with them if I could equip myself and gain the necessary experience to conduct the business."

To equip himself to render this service, the young man came to Chicago, studied to be a buyer, studied how to buy good goods, which meant learning all about various kinds of merchandise, from tools to silks; he learned how to buy cheaply, and when he was equipped to serve he started business. That Montgomery Ward & Co. was an immediate success was due to one thing: it was of genuine service to its customers.

It was because Mr. Ward saw that success was only to be built on service that he was one of the first to bring the Golden Rule into business, and that he established a guarantee of satisfaction or money back. He pinned his faith on his ability to be of service—"If I am to be of service I must sell only the kind of goods I would want other people to sell me, and if my goods don't give satisfaction then you get your money back." That was merely supreme confidence in his ability to render service.

I believe the trend of modern business is toward Mr. Ward's idea. I believe the best business men in any community, the best lawyers and the best doctors are basing their bids for success on ability to render service. Of course, we have the men who try to dodge the issues, the men who try to succeed by seeming to be of service. The worst of the lot is the man who tries to trick the public by seemingly low prices: You can attract trade by price baits. Thousands of men know it, and for a time profit by it. It is easy to sell something cheap. It is very difficult and requires great ability and long experience to sell good goods cheaply. Unfortunately, too many businessmen adopt the easiest way, and depend upon low prices for their trade entirely, regardless of whether the goods they sell are cheap at any price.

I do not want to talk too much about Montgomery Ward & Co., but I must talk about the business I know. I want to say to the credit of the founders of this business and its managers that I believe they have for fifty-one years consecutively tried to sell only goods of standard quality, which would stand inspection and use.

Today we maintain laboratories where chemists and merchandise experts test and prove all kinds of materials. When goods are offered us, we look first to their quality. We never buy goods on price alone. So long as I am president of this company that policy will be lived up to. If a merchandise buyer ever to

my knowledge sacrifices quality to make a low price that man will be immediately discharged.

What I have said about service as the one basis of sound business success can also be carried into our personal relationships. The man who is the biggest success personally is the man of greatest service to his friends, the man who is the best friend, and the best neighbor. Business success is but a part of life. It is a necessary part—but give me the man who is also a good friend, a good neighbor, and who has equipped himself to be of service to those around him.

I was asked to write "something about business." I have written the "one thing about business," the one fundamental, the foundation of any business, that is to be real and lasting. A permanent business or personal success can not be built on any other foundation than service.

If this be true, how are we to profit by it? I am, speaking now to the younger generation again. By starting out, as did Mr. Ward, to acquire the experience and the ability to service. That is what the world pays for, and to accept pay on any other basis is mere subterfuge; it is merely to get something, to be paid and to give nothing, to render no service in return.

What a fine place this world would become if every businessman and every young man and young woman would make up their minds to win success by rendering service! Half the work done is done in merely determining to do it. I have always found it true that a mind made up is a very magnet to opportunity.

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HARRY
SAYS
"ADVERTISE
IN THE
MILWAUKEE!"

Northern Montana Division A.B.T.

My old man to Cal. has gone to play
So on a trip I'm going, but not to stay.
And if this month no news you see,
Jes' don't blame it all on me.

Next month I'll make it up and more,
For which you cannot now get sore.
To you then a tale I will unfold
Of news galore, snappy and yet not old.
And in the meantime let's do our best
To enjoy this short respite of rest.

"News From The Connecting Link"

Betty

Yep, you're right, NEWS are scarce. If Harry L. Miller would send in his ITEMS OF IMPORTANCE more promptly it would certainly be appreciated by all concerned.

Engineer James Keeler, who was injured several months ago, was out to the depot last week. We sure were glad to see you, Mr. Keeler.

Conductor Humisten was out to see us today, you know Hummy has been injured also. We're glad that you could get out so soon, Hummy, and we surely appreciated your hair comb, it would do you credit anywhere, being parted very precisely on one side and combed down nice and smooth.

Poor Billy, I mean the Agent's clerk, he surely does look down-in-the-mouth. Never mind, Billy, there is a lot of Sundays in a year and New Lenox isn't so far away.

Once again our dashing, handsome, young dispatcher is in the lime light. Joe took a trip to Canada, it is needless to say that we were all very much worried about him, but Joe has proved to us beyond a doubt that in spite of everything he is a very capable traveler.

Conductor Carstensen has a dandy new car. Too bad it's winter time, but it surely is great this kind of weather, nothing like getting home in a hurry.

We understand that E. J. Bloom is planning on getting a new suit, and judging from what he said it is going to be as near like Will Seaman's new suit as it possibly can be.

Superintendent E. W. Lollis has been transferred to the H. & D. Division with headquarters at Montevideo and Superintendent O. M. Stevens has taken his place. We wish Mr. Lollis success as our acquaintance with him on the C. M. & G. has been very agreeable and we appreciate this fact, and at the same time we wish Mr. Stevens success in his position.

Joe says, "Why go to Palm Beach when Canada has such a wonderful climate?"

Say, Henry Gray has a mustache! I know you didn't know it, although you have talked with Fireman Gray almost daily, because he is very secretive about his affairs and hasn't told many of us that he has a mustache as yet.

This is a busy railroad, 15 crews in the pool. In fact we are so busy that Conductor Mitchell declares that he hasn't been able to even look at a powder puff for two long days. Judge for yourself, are we busy?

R. & S.W. Division

Lillian L.

We are sorry to report that Fireman James Keating received quite a severe injury at Burlington on January 20th.

Roadmaster Armstrong is making trips to Milwaukee quite regularly these days. We are all trying hard to figure out what the attraction is.

The fellow who is walking off with the soap from the girls' wash room at Beloit must be pretty "dirty". Perhaps he does not understand that the girls furnish this soap themselves. If he will only let us know who he is, we will gladly chip in and buy him a bar or two of his own.

Mrs. James Barrett and Mrs. Elmer Stewart gave a little party for the girls in the Super-

intendent's office the latter part of January. The evening was spent playing bunco. Mrs. Reta Wells carrying off the first prize and Nellie Menhall the booty. From the way they fed us up, we quite decided they are as efficient in the culinary art as they were in hammering a typewriter.

G. H. P. is continually raving about "Dolly" these days—draw your own conclusions.

Trainmaster Connors was "vacationing" up around the ice fields at Burlington during January. He took along his little red stocking cap and understand he was quite the envy of the rest of the boys.

Mr. and Mrs. John Artlip and Mr. and Mrs. Fred Artlip left for Palm Beach the middle of January.

Mr. and Mrs. Jesse Phillips took a little trip to Milwaukee February 9th to spend the week end.

On Wednesday, February 6th, a special train was run from Beloit to Freeport with only two passengers—musicians, who were to give a concert in Freeport that night under the auspices of the Women's Club. The musicians, who through some error got on the wrong train, arrived at Beloit at 7:30 P. M. Arrangements were made by Agent Sweeney to take the entertainers to Freeport in order not to disappoint the audience, and they left four minutes later on the same train. The run of thirty five miles was made in forty-six minutes, which was remarkable, considering the zero weather and snow. The train was in charge of Conductor F. E. Horton and Engineer G. E. Howe.

We miss seeing Nellie's smiling face at the freight office. Did some one "blow" you on the binding job?

H. L. St. Clair has decided to use his pass from Beloit to Rockton hereafter, as 40 miles an hour in Agent Telfer's Lizzie is too fast. This is the first time I had heard "Saint" objected to speed.

The Yard Clerk at Beloit has promised the next time he goes to Chicago he will leave "her" in time to catch the last train for Beloit.

Louie is going to spend some of his back pay buying mouse traps. Oh no, he isn't afraid of mice. HELP!

We wonder what the attraction is in Chicago for the Assistant Cashier at Beloit.

Our friend Louie has acquired the gambling spirit by betting about the increase in pay. It looks as if he would lose, as he bet that we wouldn't get it.

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

Nora B. Decco

It's too bad those folks who went to California for this winter can't get letters from the Montana home folks telling that the weather is "just terrible, that Pa froze his foot waterin' the pigs an' little Sammy got the croup goin' after the cows—the roads are so bad none of us can get to town an' we don't know when you will get this unless some body passes so we can give it to them, the drifts are so high Pa just can't get the team in, an' all last week it was thirty below"—Yes'm it's too bad to spend all your hard earned money to go to a warm mild climate and not even have that satisfaction—instead they got post cards reading like this—"Too bad you folks can't be here to enjoy the nice weather, green grass along the south side of the house an' no snow in sight. We got the car out last night and drove over to the opening of the New Finlen an' it rained a little comin' back but no harm, just enough to lay the dust."

The hens are layin' to beat the band an' Pa says he might as well start plowin' now as wait till later when all the work starts pilin' up."

Engineer William Thompson who has been visiting his mother and father in Chicago for

a few weeks has returned home and reports none too nice weather east, either.

Conductor Harry Buyer's took one look at the bright sunshine between Deer Lodge and Anaconda, and the call of the open road was too much for him; so out he starts and everything was all right till he burned a journal off or got a hot box or lost a wheel or something way out in the middle of nowhere and not a car man on the job and his crew called for five minutes before he left for home or some other piece of bad luck—well blame it all on to the spring fever or what ever you want to—anyway we understand there was a blue haze around thereabouts that isn't supposed to hang in the air this time of year.

Frank Hamilton who has been on the Great Falls switch engine for some time has returned to the main line again.

Train dispatcher Grogan reports the arrival of a lovely young lady at his home February 5th, he says her name is Ruth—well that is he said his wife wants to name her Ruth, but he wants to name her something else. Any way her name is Ruth. Congratulations.

fornia—Sam was under the weather a few several months to stay at their ranch in California—Same was under the weather a few days before he left but a few warm southern days will put him on his feet again.

Nick Lishes, section foreman at Ringling, was a Seattle visitor the middle of the month—since Mr. Gomphers put him on the map there is no way of keeping track of him; he is just in the lime light all the time.

Miss CoraViewig, head nurse at the Local hospital, has gone to Wolf Point for a short visit with her sister who is Mrs. Larson, wife of Dr. Larson a former Three Forks hospital employee.

We regret to tell of the sudden death after what seemed but a short illness of the small daughter of Agent James Campbell at Jefferson Island in January. She was their only child, Camilla was about fifteen years of age and a lovely little girl. Although not very strong had always taken an active part in school life and sports of all kind and her illness and death came as a great surprise and shock to every one. Mr. and Mrs. Campbell accompanied the remains to Wisconsin where she was laid to rest. The entire Rocky Mountain Division offer the deepest sympathy to them in their loss. Mr. Campbell is one of the older employes of this division and is well and favorably known and both his and Mrs. Campbells many friends grieve with them.

The small children of Boardman J. W. Lane have all been sick with the measles but are up and out again. Johnnie tried to get them too but didn't make a very good job of it and had to come back to work again.

Mrs. Bennett wife of fireman Bennett who has been ill in the hospital in Butte for some time is reported some better and hopes soon to be home again. Mr. Bennett's Mother from Martinsdale, Mrs. E. P. Bennett is keeping house for him during the illness of his wife.

The Bozeman agency made vacant by the assignment of Mr. Burkel to Missoula has been assigned to Mr. Bruce who was a clerk in the office when Mr. Burkel was agent there.

Understand, the Agent at Belgrade is a real Agent and can telegraph and there are certain odd sounds coming from that way now and then and although we are familiar with a call for Belgrade, that must be when it is and some operator at G. S. claims the honor of sending the first message there—the first for a number of years at least.

Last but not least Mr. T. J. Hamilton, Assistant Superintendent of the Missoula Division is acting Superintendent of that and the R. M. Divisions during several months absence of Superintendent Phalen who has gone to California in hopes that the change will benefit his health.

From the Banks of the Wabash
Robert Bair

The staff of doctors and nurses at Union hospital, besides the parents, are extremely proud of one of their new arrivals, Marilynn Louise, daughter of Mr. and Mrs. Hubert E. Barnes, 1508 So. 18th Street, Terre Haute. She is described as a perfect baby. She weighed nine pounds and eleven ounces. Mr. Barnes is a locomotive engineer on the Terre Haute Division and has been wearing a smile ever since.

We have solved at last the problem that has been for some time past disturbing the tranquil nature of our Round House Foreman, E. L. Notley. With a concentrated and rapt expression on his benevolent countenance, he has been the cynosure of all eyes. We announced sometime ago that Mr. Notley had purchased a radio and wishing to add a loud speaker to same and not seeing his way clear to broach the subject to his better half, owing to the high price of the speaker, Mr. Dolan gave him a wise idea and informed him that he might make a loud speaker from a flower pot. Since then, Mr. Notley could be distinguished for blocks owing to the brick dust on his clothing. Both the office furniture and the furniture in his home, have had to be moved to make room for flower pots, but at last, he has accomplished his great and noble work and he is having his invention patented. Every evening at his home, his friends from miles and miles come in to hear concerts from all over the world. It is also noted since then that Mr. Notley has become quite cheery and has been seen smoking cigars.

The following efficiency suggestion has been received by various chief clerks—"Disperse gloom among the clerks and stenographers in your office with CANDY. Once a week will work wonders".

D. C. Gilmore, engine crew caller, left the early part of February for Albuquerque, New Mexico for his health. Mr. Gilmore expects to remain in New Mexico for a year.

Eugene Pfeiffer has been transferred from third trick to first trick as engine crew caller at Hulman Street.

M. M. Dick, District General Car Foreman, T. J. Lentz and C. A. Kennedy, General Car Foremen and A. H. Austin, Chief Clerk, attended a meeting of Car Foremen in Chicago, Monday, February 11th.

Operator Dan Miller of Hulman Street Yard office, who has been quite ill for sometime is reported on way to recovery.

James L. Wadsworth, veteran house carpenter, passed away at his home on south 8th Street, Terre Haute, February 9th. Burial took place at Indian Springs, Tuesday, February 12th.

Between Tallmage and Chicago Heights, February 4th, heavy sleet storm and wind, broke down 450 telegraph poles. Temporary service was restored Wednesday, February 6th. This part of the line is now being rebuilt.

Accounts Mackey, Hannenberg and Earley from Lodge's office, Chicago are on the division checking up our accounting records.

The Store Department would like to know how early Martha Swanson has to arise in order to beat her father to neck tie.

Joe McMahon and Ethel Dick are said to be at king turns riding the owl car on Wednesday evenings.

A number of employes of the Terre Haute Division attended a roller skating party at the Wabash ring, Tuesday, staged by the Kappa Phi Sigma Girl's club. Many of the skaters had not been on skates for sometime and their exhibitions were startling, it is said. Among the performers of the masculine sex were Frank G. Pierce of the accounting department, C. W. Pearce, Division Storekeeper, Fred Mancourt, Leo Huberti, Harry Benxler and John Unison. It is said that John Unison was responsible for the fall of one of the young ladies by provoking her to mirth by his irresistible tricks in



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fancy skating. C. W. Pearce showed his gallant nature by assisting ladies to remain on their feet—until he lost his equilibrium and his chivalry.

Madison Division

The following news item was taken from the file of the Mineral Point Tribune news items for February 1864:

"Every vacant room in this city is being filled with the amount of grain being brought in to town. Railroad cars for shipping, are very scarce on account of so many being used for war purposes."

Conductor Henry Taylor who was injured at Middleton on January 7th, has left the hospital and is now at his home at Mazomanie. He is getting along very well but from reports received, it will be some time before he will be able to get back to work.

Ed. Dochterman, ticket clerk, Madison, is busy these days, trying for easy money at all bowling tournaments. He is now contemplating trading his Star (auto) for a Flint "6". Besides this, he still thinks Indiana "including Fort Wayne" leads, in all sports.

The Free Exhibit Car is bringing a glimpse of "Out Where the West Begins" to the people of the division.

We are all glad to see Conductor James Gallagher on duty again after being confined to his home for two or three weeks.

The people of Mineral Point had the pleasure of viewing a real train run into the "village" in January. A train of five sleepers, one diner, one parlor car, one coach and one baggage car, bearing the remains of Father Hishen of Holy Cross Church of Chicago, and one hundred and fifty of his congregation, was accommodated on our tracks the 15th and 16th of January.

On account of reduction of train service on the La Farge Line, Paul Smithson has moved his family to Richland Center and is braking with McCaffrey on morning run.

Conductor P. J. McCaffrey, Richland Center, has been off duty the past two weeks on account illness and was relieved by Conductor Gross.

Engineer J. J. Brady, Richland Center, was forced to lay off for a period of about three weeks on account of an infected finger received on the reverse lever of his engine December 25th.

Robert Brewer, Cashier at Richland Center Freight Office, who was listed in the Magazine some months ago as the self styled rifleman is again in the limelight; this time as a wrestler, claiming to take on all comers but could not take on any more after one round with our youngest freight clerk, Don Adams, also of

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Richland Center. For a few moments it looked as though a rotary snow plow had struck Brewer. The cashier now tips his hat to Adams each morning.

Agent Wright at Monticello is looking to an increase in business. A great many changes are being planned in the village. The Southern Counties Power Company has purchased pond and water power and will erect a new grist mill. The pond will be dredged by the local Civic Club to remain a spot of interest in the village—"Pond lillies 'n everything".

Dispatcher Davy and wife have just returned from a visit in Texas and California, also stopping off at New Orleans for a short time.

Engineer McShane and wife are spending the winter in California. Pictorial Album of views of Southern California received from Pames, D. the day of the big snow.

Do you know that Mr. Ferguson

Has a farm away up no'h,

Where the stumps grow in the gumbo,

And the mosquitos grow big as a moth,

And that every year a trip he takes,

Up to this land of many lakes,

To work and grunt and swear and saw

That more mosquitoes might live and grow?

Now every year a coat of tan

Spreads itself o'er this husky man,

But he's a born hick so I guess he'll stick

To the horse, the cow, the pig and the chick

On his farm way up in the No'thland.

Splinters From the Wooden Shoe

Brownie

A very sad event took place Saturday, February 9th, when the Dispatchers were knocked out of first place on the Superior Division Bowling League by the Superintendent's Office. All Dispatchers are now wearing a black band around their arm instead of the nice Red and White one that has been displayed. Well, you know Mr. Dinwoodie, you can not keep a good team down.

Be sure to keep an eye on the Sport Page for the real dope on the Superior Division Bowling League.

Conductor John W. Rowley, Elkhart Lake, Wis.—Milwaukee way freight, owner of a Winton Six, during time of several days vacation past month, called on friends at Plymouth. Rowley being somewhat of an Oil Stock Promoter, when asked whether the Teapot Dome inquiry concerned him any, advised he is only interested in Sinclair Oil, and does not care to be mixed up in any Oil Scandals.

Fred Elmer, Section Foreman, Plymouth has just received a brand new motor car which he uses to very good advantage. Car is equipped with a rotary snow plow, and track between Plymouth and Waldo has the appearance of a base ball park. Elmer has forwarded a requisition, approved by W. L. Ennis, covering supplies for attachment to car for removing ice from bunkers of refrigerator cars during winter season.

Conductor John Taubel running between Milwaukee and Elkhart Lake, owner of a Pierce Arrow has stored his Sedan during the winter and purchased a fine bred stallion and cutter, and on lay over nights at Elkhart Lake moonlight joy rides are in order.

The long drawn friendly controversy between conductors Melville and Hendricks in connection with general conditions on the I. & D. and compared with the Superior Division. Melville claiming during 1899 when leaving the I. & D. Division for the Superior Division he found conditions on the Wooden Shoe somewhat inferior to the I. & D.; while Hendricks claimed the opposite. A committee was appointed composed of Operating and Traffic Representatives to bring this matter to a conclusion. Case handled under Docket 2124 and the following decision rendered. "Inasmuch as conditions have materially changed since 1899 the committee finds that conditions on the Superior Division are all high in Chicago and 1899 I. & D. conditions should not be compared with 1924."

Conductor L. L. Bon has taken a few trips off and is making an inspection of business in lower California. Conductor C. B. Kempley is taking his place and outside of heading in on sour tracks and engine failures he is doing fairly well.

A. A. Melville is laying off on account of

being tired out due to being stuck in the snow at Parkinson.

Conductor G. M. Kelly is a lover of snow and is working steady.

Business is good and a number of the young runners will be given the opportunity to take the slack out of their pocket books during the first three months of this year.

Our old friend Conductor John Allen is still under the doctor's care in Milwaukee, but we all hope he will be with us again soon.

The boys at Channing are still enjoying the steel frame cabooses. Wasn't it a shame we took those away from the La-Crosse Division.

Chas. F. Goodell, Agent and Operator at De Pere, Wis., passed away on January 20th, 1924 after a short illness, having worked up to a week before his death. Mr. Goodell had been with the Company in the capacity of Agent and Operator at De Pere, Wis., since June 1872 about 51 years of faithful service. Sincere sympathy is expressed to the family which is left to mourn his death.

Wanted a new pipe for Bob Held as we believe his will walk off one of these days and we want to be prepared so as not to leave Bob without any.

Claim Adjuster T. A. Pluck, now on the Madison Division, was back shaking hands with the boys this week. Tom says it seems good to get back on the old Wooden Shoe. Call again Tom.

Operator Collins is back on the job at Wausaukee after a month's vacation. Glad to see you back Joe.

Baggage man Fred Monahan has taken the flagging job on No. 31 and 6 for a while. Too many milk cans for Fred.

There has been a clam shell placed at Iron Mountain to coal up engines. Sullivan and Hart could not keep the buckets filled.

Passenger Brakeman Clark and Maloney have taken baggage cars on Nos. 31 and 6. The old boys couldn't stand the cold weather.

Operator O'Herrin has given up Randville and taken second at Amberg. Martin picks the soft ones.

Conductor J. R. Southerland is wearing the brass buttons on the Menominee Branch. Pretty soft, eh James.

Iowa Division (East) and Calmar Line J.T.R.

Edw. Fitzgerald Chief Clerk at Perry round house was a business visitor at the Master Mechanics office February 12th.

Roadmaster Geo. Barnoske was laid up for a short while with a case of mumps.

Operator L. B. Swearingen, relief operator at Paralta, was called away account sickness of his wife. Operator Porter relieving.

Operator W. D. Fox has resumed work at Delmar, after an extended leave of absence account sickness.

Engines on the 61s and 62s are now running through between Perry and Savanna, and business is good. The Cedar Rapids business is extra good. Cedar Rapids Yard working 13 or 14 switch engines.

The Milwaukee Service is meeting with the substantial approval of Cedar Rapids merchants.

Dispatcher and Mrs. Willis Jordan were Chicago visitors February 7th, Mr. Jordan only remaining a few days and Mrs. Jordan for a longer period.

Assistant System Engineer E. L. Sinclair's office, Marion, has been moved from freight house into one of the rooms just east of passenger depot Marion vacated by the Division Accountant's forces. H. B. Christianson has been transferred from Savanna to this office, Mr. Christianson and family occupy the L. R. Curtis home during the stay of the latter family in California.

Wilson Shannon Certain died at the Marion Sanitarium, February 3rd after a long illness. He was born in Ohio in 1839 and was employed

with the company a long number of years in the B. & B. Department, later on account of failing health he was employed as janitor in the Marion offices. He recently established his claim as a pensioner with the U. S. Government having served as a soldier in the Civil War. Mr. Certain was a kindly sociable man having many friends among the employes who regret his death and who deeply sympathize with the remaining members of the family in the bereavement.

Miss Lois Kugler has resigned her position in Mr. Meyer's office Marion, she is to be married February 29th at Perry, Iowa, after which a trip to California is planned, later returning to reside at Woodward, Iowa. A party in her honor was given at Cedar Rapids by eight young lady employes of the various departments at Marion.

Superintendent Flanigan's family arrived in Marion from Montivedo, February 11th. They will reside in one of the Scampton apartments on Eighth Avenue.

Ernest Failer from Council Bluffs is a new employe in the Division Storekeeper's office at Marion.

Conductor Fred H. Williams died at Fresno, California, February 11th after a long illness. His remains were brought east for interment, information as to where is not available. Mr. Williams was a member of the Veteran Employes Assn., beginning work with the company as brakeman in 1884, promoted to Freight Conductor 1887 and Passenger Conductor 1903. He was one of the most popular conductors on the system, highly esteemed by the travelling public and his fellow employes and will be greatly missed from the ranks. The bereaved family have the sympathy of everyone of the division in their great loss.

John Peter Nelson veteran employe passed away at Marion. He began service with the company in 1886 at Manilla in the car department. The body was taken to Manilla where services were held and where interment took place. We extend our sympathy to the bereaved family.

Miss Lucille Klumph has returned to her duties in the Master Mechanic's office Marion, after a vacation of several weeks duration in California.

Station Agent John Maloney of Sabula, had the misfortune to slip and fall on the ice at his home and severely spraining his ankle, laying him up for several weeks. A. C. Stage relieving.

Miss Alma Morse of Monticello was married to William E. Lutze at Marion, January 24th. Mrs. Lutze is a graduate of the Monticello High School class of 1923. Mr. Lutze is a locomotive engineer, they will reside at Marion. We extend our congratulations and best wishes for a happy journey on the "Sea of matrimony".

Are you co-operating to make this Division 100 per cent in the Employes Pension Association?

Tacoma Shop Notes "Andy"

The first item of importance we have to report this month is the arrival of a son to the home of Ray Haffey, Machinist—Congratulations are in order.

On January 24th we had the pleasure of a visit from Mr. Peterson, representative of the Stoker Company.

Also on January 24th, Jim Norris called and gave us the once over. Call again Jim, we are glad to see you, but don't make your visits such rare occasions.

winter's sojourn, must have located his shadow in some Bootlegger's headquarters, as we have had rain nearly every day since February 2nd.

Mary Jane, daughter of Electric Instructor, W. C. Coors, who has been ill for some time, we are glad to report has greatly improved.

Joseph Cregan, Roundhouse Clerk at Tacoma, who has been in the east for the past month, on account of illness of father and brother, who are reported as improving, is now back on the job, having returned February 11th.

Frank McConnell, Outside Hostler at Tacoma, returned to work on January 28th, after being laid up since New Years account of injuries received in automobile accident. Glad to see you back and right side up Frank. Guess it takes more than a gas buggy to knock an Irishman out.

Morris Finegold, our good natured messenger boy, has acquired a hobby lately of collecting stamps. He says all he has to do is keep them for fifty years and they will be worth a lot of money. That is right Morris, your success in this undertaking will be assured if you follow the motto of the stamp, and stick to it.

When a person makes inquiries in a sort of a casual way regarding marriage licenses, etc., etc., it looks rather suspicious. How about Charlie Stevens, is there anything to this?

Lee J. Murray, Special Apprentice at Tacoma, has been transferred to Chicago, in Mr. Silcox's office. We hate to see you go Lee, and hope that you will like your new location.

Carl Weingarten, Machinist Apprentice who completed his time at Tacoma last year, is now back working at the shops as machinist.

P. R. Horr, Erecting Foreman at Tacoma shops, has taken unto himself another Oakland. Will say it is some classy bus.

The Mah Jongg fever seems to be prevalent at Tacoma Shops, the latest victims being J. A. Wright, H. L. Snyder and R. A. Nofke. Have heard that an 8½ pound daughter arrived at the home of Wm. Brautigam, night roundhouse foreman at Deer Lodge. Bill was formerly located at Tacoma as Electric Instructor. Congratulations Bill.

R. McCauley, Machinist, is till confined to the hospital, after undergoing a very serious operation, and our hopes are that he will soon recover and we will see him back on the job.

Machinist Helper Wm. Patton, on January 28th, had the misfortune of breaking one finger on his right hand, while putting in an eccentric strap. Am advised that he will be back on the job February 18th.

Among the out of town visitors at the shops during the month were R. W. Anderson, Superintendent Motive Power, Milwaukee; J. A. Anderson, Shop Superintendent, Milwaukee; F. Lamberg, Shop Superintendent, Minneapolis; J. Jones, Special Valve Inspector; Jos. Ashback, District Boiler Inspector; H. E. Riccius, Division Master Mechanic, Miles City, and P. T. O'Neil, Division Master Mechanic, Spokane.

La Crosse Division C. W. Velsor

It is a sad duty to mention the death of two of the most valued veteran employes of the La Crosse division who suddenly passed away at their homes in Portage. Engineer Frank Bloomfield, who was one of the veteran engineers running on Trains 5 and 16 for many years, always being held in the highest esteem of his fellow men, coming to the Milwaukee Road as a fireman September 1st, 1883, promoted to an engineer on August 7th, 1890. Mr. Bloomfield, was born January 29th, 1867, and died February 5th, 1924. Conductor John A. Murphy, who for the past few years has been running the fast mail No. 57 and 58 passed away after a brief illness of only a few hours. Mr. Murphy went east on his train on Saturday night, February 9th, took cold and contracted pneumonia and died early February 12th. Mr. Murphy entered the service as a brakeman July 26th, 1886 and was promoted to a conductor on November 1st, 1891, born April 29th, 1864, and is survived by a widow and several sons and daughters. The sympathy of the employes on the division is extended to the bereaved families.

Through freight engine service from Milwaukee to La Crosse has now become a certainty and no longer a hope. Engines have with a few exceptions, performed this continuous service of 198 miles without any failures. A 45 minute stop is required at Portage for cleaning ash pan and fire, oiling, coaling and taking water. This is the accomplishment of our 100 per cent motive power department.

Engineer Harry Pike recently suffered severe injuries when looking over his engine in the Milwaukee Union Depot arriving on No. 12. Harry who has been confined to the hospital is expected to return home soon.

Sam Hunter who is called "fill up for short" has been at home sick for a few weeks and is back on the job looking as good as ever. Bill Jones worked in Sam's place and Lonie Farnham came down from Medary to assist in making the 7 A.M.'s and the F.T.R.'s.

Continuous telegraph service has been re-installed at Columbus and Pat Cull is again on the job.

Conductor "Cooney" Jorns deserves special mention for noticing a brakebeam down on train 78 the fast meat. Train was stopped at Tunnel City where broken parts were removed which avoided a derailment.

There will be very few who will recognize Morg Evans who is convalescing until May 1st. Morg had to look twice in the barber shop mirror to recognize himself.

Operator Manning from Medary has gone to Tia Juana, Mexico, to watch the ponies. He escaped some sub-zero weather which Operator Franham complains of around this isolated tower who relieved him.

R. C. Curtis, Conductor on 57 and 58 is basking in the California sunshine with "Cap" Parsons who is the Marine expert on the Kilbourne Wells Steamboat in the summer time.

Cigars were passed in the LaCrosse freight house twice during the past month, Silas Bangsberg, joined the benedicts on February 9th and Oscar Miller, truck foreman rejoiced over the arrival of a baby girl on February 6th.

Passenger Brakeman Ed Nodruft, has been confined to his home for the past few months suffering from another attack of rheumatism. We think that Ed has had more than his share of the sickness and we sure trust that he will soon recover and be able to return to his run.

"Where the West Begins" Trans. Mo. Division Maggie

Agent J. A. Frundle and wife returned to Lemmon after several weeks visiting in Iowa. Joe has the radio craze and insists on being up-to-date.

Mrs. W. P. Moran of Moberge has taken Jr. to Minneapolis for medical treatment. At present writing we are glad to hear that the Young Dispatcher is rapidly improving.

Mr. J. P. Rothman of Miles City was in Moberge, Friday February 8th to take in the "Shooting of Dan McGrew" at the New Mascot Theatre.

A. A. Childers, Operator at Marmarth recently burned out. The cause was not fully determined but very likely it was caused by explosion of an "Old Still".

Harold Jennings who has been attending school for the past three months at Vermillion returned to his position as Assistant Cashier at Moberge, February 11th. Welcome back, Harold.

Alice Olsen of the Moberge Store Department is back on the job again after a prolonged attack of double quincy.

A. C. Blethem was called to Beech, N. D. on a lawsuit last week. He visited several places of interest including Moberge, S. D. on his return trip.

B. C. Brockhoff has been acting as relief agent at Lemmon for the past few weeks and is now working as agent at Selfridge.

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MILWAUKEE, WISCONSIN

▲▲

Max—Obst—formerly—Chief—Clerk—at—Mobridge, now employed in that capacity at Lewistown made a trip to Mobridge, February 10th to get his check cashed, account no banks at Lewistown. After a short visit with friends he departed for Cuba where he will spend the balance of winter and check.

Leo Swanton made another trip to Sisseton last month. Evidently there is some other attraction there besides "Big Game".

W. P. O'Hern, Agent Wakpala, who has been at Rochester for medical consultation and treatment returned to work February 4th.

Wm. Vanderly is taking a much deserved vacation from the position as night baggageman at Mobridge Station. He is being relieved by Jake Rhinehart.

C. K. Todd formerly employed in Mobridge Relay Office has been assigned to third track at Reeder. We are sorry to have you go but hope you will like your new location.

Several changes have been made in the trucking department during the past month. Irvin Hook from Bowman is now working on platform at Mobridge account reduction in forces. L. A. Hourigan, is on the night trucking job and Hans Lee is trying out the position of Night Officer.

M. J. Rogers recently made a trip to Miles City to withdraw his money from the Commercial National Bank and immediately spent same for his breakfast and two White Owl cigars. The next day the bank failed to open its doors for business.

Mrs. T. H. Magner of Lemmon was called to Montana last week by the illness of her mother.

F. J. Maxwell is of the opinion that there should be a Train Announcer or State Master to look after the passengers leaving Mobridge Station. Mr. Maxwell made preparations to go out on No. 17 to inspect some bad order cars at Watauga and in the jam of the traffic became confused and boarded the wrong train making it necessary for him to spend the day in Landeau.

Mrs. W. Horn has taken charge of the Van Noy News Stand at Mobridge. We know she will make good at it. Go in and call on Neff.

Archibald E. Campbell father of Agent Campbell at Reeder and Agent Campbell at Trail City, passed away at the Campbell home at Trail City, January 22nd at the age of 67 years. The Milwaukee extend their sympathy to the bereaved family.

Mary Heys of Bullhead, S. D. who has been employed in the Superintendent's office for the past few months has been granted a leave of absence and will visit friends in Mahto, S. D. and Tacoma, Wash.

Illinois Division

M.J.S.

Miss Yevonne Losey resigned her position in Mr. Harstad's office for a better—that of Mrs. Fay D. Jones, Mr. Jones being a Ticket Clerk in the Union Station, Chicago. They were married in Chicago on February 7th and immediately left for California on their honeymoon. On their return to Chicago, March 1st, they will be at home to their friends at 4949 Lake Park Avenue. They have the very best wishes of the Illinois Division.

Miss Gladys Hall of the Car Department Office, who has been absent from her desk on account of sickness, is feeling much better at this writing and we hope for her speedy recovery and return to the office.

Miss Bernadine Reagon is working in the Car Department Office during the absence of Miss Hall.

Assistant Yardmaster Tom Griffin was united in marriage to Mrs. Mayme Peterson at Savanna recently. Congratulations are extended.

Miss Viola Donahue, Steno. to Chief Dispatcher, entertained the S.O.S. Club at a Miscellaneous Shower for Miss Losey. An en-

joyable evening was spent and at a late hour a splendid two course luncheon was served. Miss Losey received some very lovely gifts. Misses Clara and Delia Cush of Cedar Rapids, former members of the S.O.S. Club, were also present.

The question is—who makes the best fudge in the Superintendent's Office? According to Jim it all tastes good and we agree with him. Nuff sed.

Conductor W. Huston and wife are spending a few months in Florida and word received from them is to the effect that they are enjoying themselves very much. Their home is near Conductor Garvey at Miami, Florida.

Howard Wardlow, Freight Brakeman and Miss Ethel Edwards were married at Chicago, February 2nd. After their return from a honeymoon in Minneapolis they will live in Chicago. Sincere wishes of the Illinois Division are extended to the young couple.

Mrs. Cecil Sellens of Council Bluffs, Iowa, spent a few days in Savanna visiting friends and relatives.

Friends of Brakeman Joe Schwartzinger who has been living at El Paso, Texas for the past few years, will be grieved to learn of his death which occurred there on February 5th. The body was brought to Savanna and interment held at Savanna, February 14th.

The office force all had the pleasure of meeting our President Mr. Byram on February 11th. Mr. Byram accepted a special invitation to attend the Savanna Commerce Club's First Annual Banquet. Other officials of the railroad also present were C. O. Bradshaw, Chicago; G. R. Morrison, Chicago; O. N. Harstad, Chicago; W. M. Thurber, Dubuque and E. W. Lollis, Montevideo. The banquet was served by Chef Lewis Gydeson. The following songs were sung and were composed by Judge Brearton and Mrs. Grandy of Savanna, and clearly shows the spirit of the Savanna Citizens.

(I Love Her)

Oh, Savanna, Oh, Savanna,
We are loyal to you,
Oh, Savanna, Oh, Savanna,
To your railroads we are true,
Oh, Savanna, Oh, Savanna!
They have made you what you are,
And they will make you a city,
That is known both near and far.

(Smiles)

We have smiles for the Milwaukee,
We have smiles for the Q,
We have smiles for all their workmen,
And the good things each of them may do
They all smile when these roads are busy,
Go home smiling when their work is thru,
But the smiles we all smile the broadest,
Mr. Byram, we save for you.

(Yes, We Have No Bananas)

There's a railroad not so small;
C. M. & St. Paul.

Forty passenger trains a day,
All travelling on their way,
To the north, east, south and west,
Here it stands the test,
And where you want to go,
Savanna starts you there.

And, yes
We have Mr. Byram,
We have Mr. Byram tonight.
To beat the Milwaukee,
You will have to go some,
And, Byram, oh he's all right.
Savanna bids welcome to you
Mr. Byram, and his staff too.
For, yes, Savanna citizens
Bid welcome to Byram and staff.

2nd.
A million freight cars in a year,
Nineteen twenty three.

Mr. Byram lend your ear
For visions clear have we.
All for one and one for all
Savanna and you.
The Commercial Club is here,

C. M. & St. Paul.

Right here in
Savanna, Savanna,
Savanna, the railroad town.
We've railmill and roundhouse,
Repair track and icehouse,
And, oh yes the new power house
We have clerks all of the while,
Keeping the books and the file.
For, yes we boost for Savanna,
Savanna, the railroad town.

3rd.
Over hill and mountain high,
Steel rails wend their way.
Fertile fields of wheat and rye
In colorful array.
Always safe you know.
Smooth and gliding on we go,
Electric motors pull the load
On C. M. & St. Paul road.
And now we'll
hear Mr. Byram,
We'll hear Mr. Byram tonight,
To beat the Milwaukee.
You will have to go some.
And Byram, oh he's all right.
Savanna bids welcome to you
Mr. Byram and his staff too.
For, yes we'll hear Mr. Byram,
We'll hear Mr. Byram tonight.

Des Moines Division Items

Frenchy

Not long since a passenger on the train line bought a berth to Coon Rapids but when he got to Madrid would not leave sleeper, and tried to prevail upon Conductor Hayden to let him remain in berth through to Des Moines. After a lengthy conversation with Mr. Hayden, Train Baggage Lyle Luther appeared on the scene when the passenger immediately arose and proceeded to get out of the berth with great haste. This shows that it is a good thing to hire baggagemen of generous proportions.

Conductor W. W. Kelley, who has been laid up with a fractured knee for some time, expects to be on duty very soon.

Every once in a while some one in the Superintendent's Office misses something and after careful and diligent search it is discovered that it accompanied the Accounting Department to Cedar Rapids. However, the Des Moines office is managing to worry along pretty well and accomplish a good deal of work without these articles.

Miss Thelma German, an employe of the Superintendent's office for about four years and enginemen's timekeeper for some time, left the service February 15th, the above position having been discontinued. The office was draped in mourning the day she left and every one brought sheets for use as handkerchiefs. We all thought we should be granted a holiday on that date but it was ordained otherwise. We wish her success in all her future undertakings.

A traffic meeting was held in D. F. & P. A. Hilliker's office on February 16th.

A young lady in the Superintendent's Office was being jollied about getting herself a "sweetie" this being leap year, when some one said she already had one. One of the dispatchers happened to be present and he replied, "I'll say she has one and a half." She evidently believes the old saying, "The more you have of a good thing the better."

Operator Joe Pope when asked how the farm was these days replied—"She's a regular cat-bird these cold mornings."

We have the following from our Rockwell City correspondent:

We are sorry to report the death of the father of George and Orville Owen of the Rockwell City station force.

Conductor Nick McGrath took a vacation recently and went down to Des Moines to see "Sally". While in Des Moines he took an automobile trip. Automobile broke down and the

dispatcher failed to send out any snow plow or relief engine and Mr. McGrath had to walk four miles. Heartless dispatcher I would say.

Second trick operator Martin at Rockwell City has installed a radio recently. He has heard as far away as Pittsburgh and thinks when he gets another condenser on his set he can hear the trainmen talking on their trains out on the road. If he does that he will be ahead of the telephone Conductor Shannon had installed in his caboose so he could talk with the engineer.

Ask Mr. Ballard of the roundhouse force at Rockwell City if he has found that house yet he was looking for at the school house? Also please inform Brakeman Barker and his wife that the next time they so effectively disguise themselves when they appear on the stage, to please put signs on their backs or let their friends know so that they can give them the proper amount of applause.

Rail Rumbblings From St. Paul

Allen

The opening of a new wing of St. Paul's union depot was celebrated the other night by a dance therein. The tickets for this dance were very unique indeed being in the form of a coupon railroad ticket.

Albert Wann of the freight house has been appointed as special officer on Mr. Krokin's force at St. Paul.

Mr. Koblin stopped a hobo the other day coming up the tracks and said to the hobo, "Young fellow, what are you doing here, looking for some one?" The hobo, "Yes, I'm looking for the president of this railroad". Mr. Krokin, "Well do you think you'll find him?" The hobo, "Oh I guess so, I'm right on his tracks". I might add that dust obscured the hobo from view a moment later.

Mr. Jos. Kalaher and wife are spending the balance of the winter in the balmy south.

St. Paul is planning on sending a strong team of bowlers to the C. M. & St. P. annual tournament to be held at Minneapolis next month. A team will be selected from members of the commercial office the freight office and freight house.

Miss Hazel Nyberg substituted for her sister as expense clerk at the local freight office during the month just passed.

Why not join the pension association if you have not already taken advantage of the opportunity of the extension of time.

A young boy was listening in for the first time on his new radio set and he heard the announcer of the broadcasting station say, "Stand by for the present please". The boy turned around and said to his dad, "Say dad I've been standing by fifteen minutes now and I haven't seen any present yet".

Claude Lester of the yard office has resigned and his successor is Jerry O'Callahan.

Let us all be C. M. & St. P. boosters. Make it snappy.

The On Time Line—Kansas City Division

H.F.B.

Dispatcher R. O. Clapp stated today that he was sure that Spring was about here as he was looking over the February issue of the *Employes Magazine* he noted the several pieces of poetry and prose contained therein.

At last we are to have a new time card on the Kansas City Division and with our new schedules on time freight we are going to show some of our competitors in Kansas City that we can deliver the goods.

Mr. and Mrs. F. H. Allard received a very nice chest of silver from the employes of the Kansas City Division as a wedding present and were very much pleased with it. They also, through this medium desire to express to all employes who made this gift possible, their thanks.

We are very glad to submit for your approval another work of one of our Kansas City Division's talented employes:

"My last effort that appeared in the magazine was so well taken and I have received so many requests from my many friends and admirers to turn out something really worth while and not to confine myself to one verse; so not wishing to disappoint, I took a couple days off and wrote two verses. The title of this song is "OUR STENOG" and is sung to the tune of "Old King Cole."

Our Stenog. is a wonderful girl
A wonderful girl is she,
She has a lotta pep
And a spring in her step,
Hully Gee, Hully Gee, Hully Gee.

J.A.S.—The Composer.

The quick work of engineer E. B. Jones, fireman J. H. McLaughlin, and brakeman H. E. Dallon who were on extra 8235 east a few weeks ago, in pulling the cars out of the house track at Liberty, Missouri when the asphalt pumping station located there caught fire, no doubt averted serious damage to cars and contents and possibly injury from explosion of two cars of asphalt that were near by and removed.

Conductor Joe Kinkade of the Wabash secured a passenger for our line from Ottumwa to Kansas City.

We have a new face in the personnel of our office force; Miss Jerada Long, roadmaster's clerk and stenographer.

We now have a 100% bobbed office force, presume the next step will be the shaded cigarette holders to match their gowns.

On January 2nd conductor Leahy had two little girls out of Kansas City on train 32 without transportation, they however, told conductor Leahy that their mother had bought tickets at the station for them but had forgotten to give them the tickets. Conductor Leahy took it upon himself to carry the little tots to their destination, which was Pola, and upon his arrival in Kansas City on his return trip had the police department call upon the parents and secure the tickets. This act of courtesy brought forth a very commendable letter from a Mr. Clad Hamilton, a member of a law firm in Topeka, Kansas who happened to be a passenger on the same train.

On January 29th while making the round to look after some traps which they had set, Charles R. Pettit and his brother happened to be near the track about one mile east of Lucerne when a train was going by and after the first few cars had passed they heard an unusual noise which on investigation proved to be caused by the car wheels passing over a broken rail. As soon as the train passed over the boys went one in each direction to find the section men and report the discovery which no doubt, avoided what might have resulted in a very serious derailment.

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The radio bug seems to be about as catching as the flu bug was a few years ago, we have two pretty enthusiastic bugs in the office who just recently acquired the mania in dispatcher J. G. Upp and operator A. J. Jones. J. Upp even belongs to the Royal Order of Boiled Bugs of our local station KFJL.

So. Minn. East

I. McCarthy

Miss Eleanor Moran, enginemen's timekeeper is taking a thirty days leave of absence and resting up at her home in Lancaster, Wis.

Chief Carpenter, M. J. Auge is taking an extended vacation on account of ill health.

Mr. W. E. Tritchler is relieving Mr. Auge.

J. J. Early, freight claim inspector, of Miles City, Montana called on old Austin friends in January.

Demurrage Inspector G. E. Richmond has been transferred to Dubuque, Ia. While we are sorry to lose Mr. Richmond, we wish him much luck in his new location and welcome his successor J. Cameron.

The home of W. J. Beckel, L. S. K. caught fire February 1st resulting in considerable damage to the house and practically all of the family's wearing apparel burned. "Bill" is a prudent sort of a fellow and fortunately had everything well covered with insurance—got a good adjustment and as he says, was the means of his getting a fine new suit of clothes.

We are sorry to report Brakeman, G. J. Vandover ill and unable to continue railroad work at the present time. Some of the boys raffled his watch and Conductor Bert McGee was the winner.

The Dispatchers' Office looks quite natural again with Chief Dispatcher Sorensen again at his desk. He reports having had a grand and glorious trip but he appears to be glad to be back in Austin.

Chief Clerk Wunderlick reported that his little girl brings home everything from school. As a result of this he has many sleepless nights. He wonders what will be next. So far they have had the mumps, measles and lagrippe.

Tory Gadwa, foreman of the Store Department is now driving a new Oakland. The purchase was necessary according to Mr. Gadwa to keep up with the wheels of progress and the dictates of his Advisor-ess.

Conductor George Damm had the misfortune to cut his hand quite badly while at work at Wells, the latter part of January and has been laid up with it since.

Foreman H. J. Keck and Boilermaker Hillam went to Albert Lea. We haven't yet received a report of the roads around Albert Lea for Dodges. How are they H. J. K.?

Guess John and Robert got a bite which will necessitate their return to Florida next winter. Anyway the pictures look good.

Sioux City & Dakota Division

H. B. Olsen

When one considers the price of coal,
He keenly feels a worry,
And conscious is, within his soul,
Of hope that spring will hurry.

We are now 99.99 percent when it comes to bobbed hair. Olga finally made the fatal step, and no one is sorry. We expect to be 100 percent ere long (all except the men).

Switchman Les. Sweeney, Sioux Falls who has been under the doctor's care for the past month has made his appearance on the job and we are glad to see you back Leslie.

Gertrude Mahaney, has accepted the position of trainmaster's clerk. We are all glad to welcome her into our organization, and she has already proven to be a very competent and interested employe.

Engineer Chas. Tythcott has taken a run on the west end for "a change in scenery" he says. Engineer Oscar Erickson and an old stand-by on the Sioux Falls line is now pulling Nos. 35 and 36.

The latest innovation to be sponsored by railway employes at Sioux Falls is a Glee Club which after a few rehearsals expects to entertain to the highest degree. This club consists of six ladies and six men.

Geo. Francis, coal heaver, Sioux Falls took a trip out in Nebraska last week. We understand he was loyally entertained while in Sioux City and Geo. is wondering when he can plan another trip.

Leo. Moore, agent at Baltic is somewhat of a musician, in fact he has a fifteen piece or-

chestra and promises to entertain the Sioux Falls Railway Club in the near future.

We have with us now, Conductor Peter Smith on runs 131-138, glad to have you with us Pete. Conductor McCallmon drew the Running Water run at "Mac" says he wants to be "right where he can fish in the old Missouri when he wants to".

The office force in the superintendents' office have all subscribed to a fund with which to purchase a "BIG BEN" for C. T. Mullen, Timekeeper. These cold mornings are H—I when it comes to pulling out of the covers.

Saturday, February 2nd, G. H. Rowley, chief clerk, Superintendent's Office attended a meeting held at Cedar Rapids, at which time all chief clerks from the Southern District Superintendents' offices and chief clerk to the General Superintendent were present. The meeting was held for the purpose of arranging more uniform practices in connection with various reports handled jointly by the division offices and the Vice Soufle. Boil half a cup of rice in consolidated accounting office at Cedar Rapids. There was a great deal accomplished, all of which will tend to produce more efficient results.

Rob Hoberg, F. C. M. clerk again had the misfortune to sprain his ankle, while engaged in a sociable game of checkers. It was his move and he turned completely over and out of his chair. He is now on the way to recovery and gets along without crutches. It is hoped that he will not enter into athletics, too strenuously, and avoid further injury.

Conductor "Murray" Burrels who "Sundays" in Platte spent the week end at Sioux City with his family last week.

Ben Bridgeman, clerk at Platte, who recently wrenched his back is now on the mend and we hope to see you back on the job Ben.

The S. C. & D. believes in co-operation and good-will—in fact that is our "slogan".

We understand Dispatcher Harry Hoskin has now become a real "radio" fan. However leave it to Dispatcher Jacobs when it comes to making em' for the sets he puts out are the best anywhere to be found.

Mr. Omar Wells of the round house Sioux Falls is now the oldest employe in Sioux Falls. "Omar" has worked at several points on the system but likes the old S. C. & D. the best.

On January 14th, one of the most interesting and well attended Safety First meetings was held at Sioux Falls in the history of the movement.

Superintendent E. F. Rummel and Chairman very creditably entertained the employes by opening the meeting with a banquet at the Harry White's cafe and the following Switch List was enjoyed by all.

Roast Pork Tenderloins with dressing
Baked Potatoes—Green Peas
Cabbage—Salad
Parker HOUSE Rolls
Jello with Whipped Cream
Olives—Pickles
Coffee & Milk
Cigars

After the above dinner was well taken care of Superintendent Rummel opened the meeting and proceeded in the usual manner giving a fine talk and stressing on facts and figures of what Safety First has really accomplished on the division in the past and what we must do to make Safety First a real success.

Nearly every member present responded as they were called upon and new suggestions pointed out facts that goes to show Sioux Falls can easily head the list when it comes to putting on a real Safety First Meeting.

One feature of this meeting we claim all honors for and that is, five of the young ladies, Christine Larsen, Ethel Jacobs, Hannah Garneng, Laura Seivert and Blanch Cullen, from the freight office were present. Christine Larsen stenographer took all notes and acted as secretary to Superintendent Rummel.

Aberdeen Division

R.G.H.

Chief Clerk W. O. Hiddleston was very pleasantly surprised on Saturday evening, February 9th by a group of "Milwaukee" employees who called to celebrate his birthday. They brought with them all the requisites for an evening of bridge with prizes and a delicious lunch.

The high score was won by Mr. H. F. Gibson while Mr. Kauppi had to content himself with the consolation prize. The guests of the evening included Mr. and Mrs. J. E. Hills, Mr. and Mrs. H. F. Gibson, Mrs. and Mrs. Ray Dodds, Mrs. and Mrs. Williams, Mr. and Mrs. A. F. Maschke, Mr. R. P. Kauppi and Mr. and Mrs. W. O. Hiddleston and son Eugene.

We are glad to see "Lou" Faeth, rate clerk, back on the job after a month's absence due to sickness.

Traveling Accountants J. H. Lathrop and F. L. Brackett have been paying us an extended visit. Really folks, we like to have them around even if they are looking us over.

Away off somewhere—it seems we hear wedding bells ringing. How about it Frank?

Superintendent and Mrs. M. J. Flanigan of the Iowa Division paid us a visit on February 10th.

General Yard Master E. H. Soike spent a few days in Chicago attending to matters of business and pleasure.

For any information desired regarding the number of calories to be found in this and that, we refer you to H.F.G. We will vouch for his authority on the subject.

Fred Dreler, of the ticket office, spent a few days in Austin, Minn., renewing old acquaintances. Fred says he likes to do a little "renewing" every now and then.

Wires between Ortonville and Aberdeen have been burning up lately with the "dope" that the fishing at Big Stone is great. Ed. has everything lined up to leave at a moment's notice.

Edgar Thompson, formerly of Minneapolis, is the latest addition to the Superintendent's Office family. He has accepted the position of personal stenographer to Superintendent J. E. Hills.

Max Hanson says he wishes no one any bad luck but he would like to see a few more fires come his way. Eversharp pencils are nice things to have given to you.

Art Duffoth, Chief Clerk to Roadmasters Krohn and Anderson finds himself busy these days holding conferences with the section foreman along the line.

Bill Hohensee is getting ready to make his regular spring visit to his ranch out west of the "river". Bill says he likes to go out every once in a while and stir up the rattlesnakes.

Raulp Kauppi and Ray Hoefs have been doing a little "baching" lately and they look none the worse for their experiences. They claim to be the very last word in "feed makers".

Twin City Terminals

Carl

Born to Mr. and Mrs. G. J. Palmer twin girls on January 29th. Mrs. Palmer was Miss Margaret Eddy, formerly employed in the Accounting Department.

Miss Rosella McGonigal, stenographer in the local freight for several years, bade her associates good bye February 9th. We will have more to say about her next month.

Miss Margaret Daggitt has accepted position recently vacated by Miss McGonigal.

There is an epidemic of bobbed hair in the accounting department.

Former correspondent, Miss Molly Flynn, is relieving Mr. Lind's clerk in South Minneapolis for a few weeks.

John M. Klint, Layout Clerk at Twin City Transfer, left Minneapolis with Mrs. Klint just

after New Year's for Miami, Florida, where they expect to stay a month or two visiting friends and enjoying the famous fruits and sea breezes. Mr. Klint is one of the real veterans in the service of the Milwaukee in Minneapolis. He dates back to 1875 when all of our terminal facilities, freight, passenger and shops, were in the yard north of Washington Avenue between Third and Sixth Avenues. John took his first vacation when he went to the World's Fair at Philadelphia in 1876 and we are all glad he is taking another.

Chicago Terminal Division

Guy E. Sampson

The Brotherhood of Locomotive Fireman and Engineers gave their Annual Ball, February 2nd, and employees and friends of the Old Milwaukee mingled together and reported a good time by all.

Engineer and Mrs. Henry H. Schmidt are the proud parents of a daughter, Leonora, born January 20th.

Switchman Herman Weipert and wife have a new daughter, born Jan. 29th.

Acting assistant roundhouse foreman George Cooper, Engineer Leonard Nordbye and Yardmaster G. E. Sampson made a hurried trip to Milwaukee February 8th to attend the Safety First Meeting of the Middle District. They speak very highly of the talk given by President Byram and the moving pictures showing how some of our employees invite accidents. These pictures should be seen by every employee and such a meeting should be held here for the benefit of the Chicago Terminal employees.

Those of our employees who neglected to join the Milwaukee Employees Pension Association should feel elated over the extension of time allowed them to join and all should see to it TODAY that their application card is signed and forwarded to Mr. Ingraham, A. S. T. at once in order to be able to enjoy the pension allowance should disability overtake them.

Mr. John Smith, veteran employee of the B. & B. department, suffered a stroke of paralysis on January 29th. The sympathy of all employees is extended to Mr. Smith in his misfortune but, luckily he had become a member of the Pension Association who will express their sympathy by means of a monthly check.

Engineer E. D. Fuller returned from a visit east where he bagged some big game.

Lee Smith has been appointed Day Yardmaster at Bensenville. Former Yardmaster Hays having taken a transfer crew out of Galewood.

We wish to express our sympathy to the family of John Dolan, veteran employee of the Milwaukee, who died recently.

The correspondent received a letter from Engineer Jesse Earl thanking all employees for their sympathy extended to him in the recent death of his wife who was also an employee of the Milwaukee for many years.

John K. Miller, the "Kokomo Kid", was married February 9th.

Yardmaster J. Kapoot was called to Litchfield, Illinois the fore part of February by the death of his father. The sympathy of all is extended to him.

Yardmaster J. O'Keefe and family spent a week visiting relatives in Wisconsin.

H. & D.

"JD"

At a banquet held at the Masonic Hall, Sunday evening, Jan. 13th, given by the employees of the H. & D. Division, Supt. M. J. Flanigan, leaving the H. & D. Division for the Iowa Division as Superintendent, was the guest of honor. There were 125 or more railway men and officials present at the banquet, which included a number from Minneapolis and Aberdeen, as well as other towns on the H. & D. Division.

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Page Forty-Four

A four course dinner was served by the Pythian Sisters. Miniature trains formed the center pieces of each table, the one directly in front of the guest of honor being rather a jumble of freight cars and tracks, flanked on the outside by an electrically operated train of the latest type, in miniature, including the signals, and in operation during the banquet. Just what the import of this display was, kept Mr. Flanigan guessing all evening, and it is the consensus he hasn't yet figured it out to his entire satisfaction.

Mr. J. J. Brown, Mayor of Montevideo, who is one of our Dispatchers, officiated admirably as toastmaster, calling for short talks from the following: W. M. Weidenhamer, Minneapolis, General Superintendent; C. D. Bensel, Montevideo, Company Attorney; C. L. Kennedy, Minneapolis, Asst. Genl. Freight Agent; Ed. O'Connor, Sacred Heart, Emigrant Agent; C. T. McCall, Minneapolis, Psgr. Conductor; R. D. Marsh, Chicago, Demurrage Agent; R. E. Sizer, Montevideo, Trainmaster; Tom Kinney, Minneapolis, Psgr. Conductor; James Lally, Minneapolis, Psgr. Conductor; W. S. Hasley, Montevideo, Engineer; O. A. O'Neill, Montevideo, Trainmaster; Wm. C. Westfall, Montevideo, Genl. Yardmaster; Ben Bishop, Minneapolis, Conductor; F. G. Hemsey, Montevideo, Traveling Engr.; F. T. Beuchler, Montevideo, Chief Train Dispatcher; F. L. Paul, Montevideo, Div. Master Mechanic; J. E. Andres, Montevideo, Chief Train Dispatcher; H. F. Gibson, Aberdeen, Trainmaster; R. C. Donhower, Aberdeen, Agent; Pat Cully, Aberdeen, Conductor; Ira Krueger, Aberdeen, Contractor; Dick Humphrey, Minneapolis, Psgr. Conductor; Leroy Wisner, Montevideo, Engineer; M. S. Rasdall, Montevideo, Stockyards Supt. and others.

All the talks were most enjoyable and replete with reminiscences and the most able toastmaster, interspersing his witticisms betwixt, kept things quite lively. Mr. E. L. Grantham, Solicitor, Aberdeen, made the farewell speech and presented a handsome traveling bag to Mr. Flanigan, who was next called on. For perhaps the first time in his life it seemed as though he was at a loss what to say or where to start in. Surveying the layout of miniature trains in front of him, and then the upturned faces of the hall full of railroad men who had worked under and with him for so many years, and back again to the trains, he apparently thought he found a place to begin and then decided he hadn't. However, he did get away to a pretty good start and gave us a nice little speech, one that will remain in the minds of many who heard him for quite a while.

He leaves the H. & D. Division after five years of hard and faithful service, a division and organization that has shown marked improvement each year, and goes to the Iowa Division where he did his first bit of railroading as a member of a section crew when he was twelve years old of which his father was the foreman. Later he became operator and agent at several stations on that division, and his progress since has been steadily upward. For several years as Trainmaster at Aberdeen, he was sent to Dubuque, Ia., as Superintendent, coming to Montevideo in December, 1918, as Superintendent of the H. & D. Division. Not only has he built up a strong organization on the H. & D. but he is recognized as one of the most earnest and conscientious Safety First workers on the System.

Our congratulations and best wishes go with him to his new fields of endeavor, and we hope the Iowa Division will be as prosperous under his direction as has the H. & D.

Mr. and Mrs. J. H. Degnan of Fargo expect to spend a few weeks out on the Pacific Coast in February or March.

H. H. Harler was laid up with the rheumatism. "When will the stock trains be in?" Said B to 24 hour shuffle like a good boy.

Pierce Trueman, East H. & D. Conductor, is

back on the East End Main stem after doing a few week's time on the Hay Line relieving Mr. Sukau.

Mike, Dave Fisher's right hand man, is spending a few weeks in the Twin Cities just having a good time.

The BIG GUNS on the Ortonville ice job this year are; Chas. Nelson, Conductor; Perry Shipley and W. H. Petrick, Brakemen; G. H. Tucker, Engineer and Hans Jacobson, Fireman.

Account shortage of water at Milbank, it is thought the old water train will be put into service again between Montevideo and Milbank. Walt Amundson, Dispatcher Aberdeen Office, took over a portion of the H. & D. a few weeks ago, it all happened one night when the big Fone went bad West of Milbank, J. J. B. could do nothing but wait and hope for better weather and Walt having a Fone from his end of the railroad took care of No. 17 and moved them safely into Aberdeen.

Pat Lawler visited the dispatchers office last time in town, he and F. T. B. talked over old times and discussed many interesting topics.

Some of the agents on this division are again getting into politics and it looks like there will be a hard fight this year. Let the majority rule.

Mr. Steilow of Tower E-122, while riding his "Go From Me Come To Me" headed for Granite Falls, had a derailment. Upon investigating he found a broken rail about 10 inches long and immediately notified the proper authorities, no doubt saving some eagle-eye a trip across the prairie.

We haven't heard from the H. & D. post this month, but hope he will give us a few lines next month. Let's hear from you, William.

William Wells is taking Wm. Crooker's run for a few trips, account poor health.

J. J. Brown, Mayor, is the only railroad man holding a city office at Montevideo. Brown defeated Vandenberg by a majority of 184 votes and Burdick, who was council-man, was defeated by Thoe. Arneson the druggist, by a substantial majority.

Not mentioning any names, said A to B, "when will the stock trains be in?" said B to A, A, "6:30 and 7:45", said A to B, "Which one is first?"

Oscar Nygren has been relieving chas. Adams, Asst. Genl. Y. M. for a few nights.

Harris of Shakopee lost his pet dog "Duddee" in an automobile accident the latter part of January. Funeral services were held in the freight house, Mr. Buske officiated at the funeral and the body was laid to rest just northwest of the freight depot. The bereaved boys have the sympathy of all H. & D. employees.

Musselshell Minutes

H.K.

"Spring, Whatever Happens"

Sunshine-Carmen John says, "There's no end of fun minding your own business." Now, what do you think o' that? Aren't reporters privileged characters, sir? If we didn't meddle once in a while there wouldn't be any 'scoops'.

The formal presentation of the new N. P. depot to the city of Milestown, was made on the afternoon of January 17th. The address of presentation was made by a representative of President Donnelly. The speech of acceptance was rendered by Judge S. D. McKinnon. Many of the higher officials of the road were present and a banquet was held in their honor at the Olive Hotel by the business men of the city. The occasion was a memorable one. The townspeople are very proud of the new structure which takes the place of the little red shack they have used for forty years.

Officials and employes of the Musselshell Division were greatly shocked to hear of the sudden passing of J. R. Veitch of Seattle, as a result of a heart attack. Mr. Veitch was one of the early Puget Sound pioneers and leaves

many friends, not only in railroad circles, but in every walk of life, who mourn his death.

C. V. Nelson of Seattle succeeds Mr. Lendecke as draftsman in the engineering office. Yes, Ann, he's single.

B. W. Brown of the engineering department transferred to Butte office and Leo Jensen of Seattle takes his place here. (Another eligible).

Agent H. J. Paterson of Musselshell had visions of seeing his name among the heroes of the present and past recently, when a long freight passing his station appeared to be dragging a rod, which was kicking up a lot of snow. After making frantic efforts to stop the train, he discovered that the obstacle was a huge icicle which finally jarred loose and fell with a crash. Whether or not his picture gets in the hall of fame, he deserves honorable mention for his concern and watchfulness in the interests of his company. It's the intention that counts.

Milestown lost a pair of 'jolly good fellows' when Mr. and Mrs. M. M. Galvin took their leave recently for the golden land of opportunity—California, where they expect to reside for some time. They have a host of friends here who hope they won't decide to remain there permanently.

Bill Cain must have a pull with the editor of this magazine. She left his name out of that eligible list, but remarked that he was already spoken for, so we won't waste space telling the girls what a fine fellow he is—what's the use, eh Nellie. Then, for your information, Johnny Alderman, alias Cliff, and Johnny Wandell really aren't related—merely partners in crime.

Miss Irene Hyman and grandmother, Mrs. Brown, are visiting relatives in Texas and expect to remain there several months.

We're sorry to hear that Mr. Kindem is suffering with a broken thumb, and that we forgot to add him to the list last month.

West I. & D. Inklings

Dott

On account of being called to Hot Springs on account of the serious illness of a sister, Mrs. T. R. Cochran, the news is rather scarce and late and I doubt if it will find its way into the magazine this month. But if it does and looks quite scarce to some of you, why just start handing in a little news now and then and see how fast we send it in.

Fireman and Mrs. Wm. Draeger were called to New England, N. Dakota the first part of the month on account of the death of a sister of Mrs. Draeger's. Mrs. Draeger has the sympathy of us all in her sorrow.

Mrs. C. E. Coble, wife of I. & D. Brakeman, spent a week visiting her sister, Mrs. Melvin Hurlbut, of Calmar, Iowa. She returned home the latter part of the month.

Engineer John Oulman has been wondering where he is going to get crabs for trout bait in the spring, but Conductor Stickney informs him to cease worrying, as he has found where they hatch and they are a large variety, too.

Machinist Patrick Downes, took a few days leave and spent them on his farm near Interior. He returned to his duties here on the 5th of the month.

Joyce and Rejoyce surely had a breezy bunch of news this month didn't she—I mean they. I imagine the reason was to make up for not being present in the January Magazine. Did you resolve to stay away from Marquette this year, Joyce?

Among our pleasant visitors of late were G. P. Hodges, D.M.M.; Wm. Johnston, T.E.; John Anderson, Stk.; Tal Hughes, Trav. M.C.B. Insp.; E. F. Palmer, D.G.C.F. and Mr. Wandberg, Boiler Insp. If all are not mentioned it isn't because we do not class them as pleasant but merely failed to remember them.

A little friend received for Xmas, among other things a dairy book and a pop-gun. A few days

ago his mother was looking through his diary and found the following—Monday, cold and sloppy. Tuesday, cold and sloppy. Wednesday, cold and sloppy-shot gramma.

Mr. Ricks, you had better look out for the Murdo Club Ladies. They are a dangerous lot, when they get started you know.

Dubuque Shops Jingles

"Ossie"

The C. M. & St. P. Minstrels commenced their 5th successful season when they put on their classy 1924 performance at the Majestic Theatre in Dubuque, January 24th, 25th and 26th.

The house was entirely sold out three weeks in advance—Manager Lew V. Schwartz, Musical Director Jos. F. Huber, Vocal Director Albert Breckler.

General Superintendent Motive Power, L. K. Sillcox and Superintendent of Motive Power, R. W. Anderson took in the performance on the 26th. Mr. Sillcox pronounced the show—"A first class production, with lots of pep." Mr. Anderson was so taken up with the ponies in the "Derby Day in Memphis" act that he wasn't a bit sorry he had traveled a good many miles to see the show.

The W. G. N. of Dubuque reported the performance as follows.

"The C. M. & St. P. Minstrel Show of 1924 is without exception the snappiest, high-class performance ever put on in this city."

We all admit that Fred Lewin as Interloctor was "no slouch."

That "Dick" Sullivan Jus' simply made you visualize "Last night on the Back Porch."

And "Andy" Coffee had us all a swayin' when he danced 'round.

Them end boys sure did entertain us with their funny yarns.

And the songs those boys did sing and how they did sing 'em—

"That old gang of mine" sung by Frank Sanders, made some hit.

Shop Quartette—Simply unsurpassable.

Lew Schwartz—When that boy sings, nobody says nothing, just listens.

Miss Pearl White—(She wasn't a sure, enuf girl, but she had 'em all guessing.)

Orchestra—Heap Much Snappy Music.

"Runnin' Wild" reports Miss Monaghan as some "Artistic skater." We are glad to note same, but she was a "Mack Sennett Bathin' Beauty" when we last saw her.

The Store Department office got some pretty valentines—Herb "Said it with flowers"—Oh, dear.

The person that sent ye scribe the "likeness" of herself had better stay unknown—in reply to the verse; "choice" not "chance" is the answer.

The Beatiudes for Business "Bobs" as presented in our last issue, I move be adopted.

Miss Olive Romig is spending the week end in Chicago—'sfunny, must be a coincident, the welders are having a meeting there right now.

We extend to Locomotive Engineer Frank Johnston, our sympathy in the loss of his only son, who passed out recently.

Am sorry to relate the Dubuque Shops foremen who were making such a 100% showing in the are of bowling, are falling by the wayside. In fact, it has come to our attention that two w.k. foremen had scores of 95 and 100 respectively, just recently—'stoo bad, 'stoo bad.

Deer Lodge Notes

W.B.S.

The sleighing party given by the clerks of the Superintendent's office on January 22nd, proved to be quite a party. The roads and weather were ideal and the big feed and dance at Mr. Phelan's residence after the ride was a fitting climax to an unusually pleasant evening. The main event of the evening, a boxing bout between Adolph Turk and Pearl Jones, proved

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quite a disappointment to the fans on account of its abrupt ending in the first round. Both contestants entered the ring in the pink of condition, but no weights were announced, as Pearl refused to weigh in before the fight.

The fight by rounds—Adolph led lightly with a dazzling left and then danced warily away with Pearl following him about the ring seeking an opening for her crushing right. Margaret Burns became excited and fell through the ropes. Adolph was off guard watching Margaret. Pearl started a hay-maker from the floor and the K. O. connected. Turk was out in a neutral corner. Time 50 seconds.

Ester Strong—"The idea of your working steady eight hours a day. I would not think of such a thing."

Ethyle Bensch—"Neither would I. It was Mr. Hagerty who thought of it."

How 'recklessly some folks use possessive pronouns. Some of us have mal de mer when we hear certain persons speaking of our increase.

The Stores Department clerks here are rejoicing over a substantial increase in pay. At the recent equalization of rates conference, District Store Keeper Miller entered the ring on behalf of his employes and the result of his efforts were very gratifying.

Will some one kindly tell me what fitting reply to make to the question—"What do you say now?" Can an intelligent answer be given to such a fatuous query? It was bearable when the fad raged to have the reply made to everything you said—"I'll say she does," or "You tell 'em," because then you didn't have to talk to people addicted to this habit. But now half the people you meet stop you and ask, "What do you say?" If you do not reply they repeat the question and finally become so insistent that one must say something. Has the English language become so obsolete that people must needs confine their conversation to a few catchy slang expressions?

This "What do you say" business has been going on for several years, with no hope in sight for it to die out and I think it time some one voiced a protest.

General Foreman Joseph Miller has fully recovered from the operation he had last month. We are glad to see him back on the job.

Mr. T. J. Hamilton very efficiently performed the duties of Superintendent Phelan last month during the time that Mr. Phelan was in California for his health.

H. R. Campbell, M.C.B. Inspector, who has been on lines here for the past month has returned to Milwaukee.

Miss Freda Johnson entertained a number of girls at her home on January 16th, the occasion being a miscellaneous shower in honor of Mrs. High Evans, formerly Miss Ethel Thompson. The evening was spent in hemming towels. Those present were Helen Ray, Mrs. Ted Hollis, Misses Hilda Sikla, Sybel Hobart, May Cunningham, Rhea Johnson and Kathleen Murphy.

Dubuque Division

J. J. Rellihan

With smaller type it's necessary to spread it a little to cover the same amount of territory.

That was some efficiency showing we made in December; 99.1%.

Operator Freddie Gassman, is the proud daddy of a bay girl that took up its abode in their home at Gordon's Ferry last month.

Conductor O. E. Dana has been assigned to the run on the Waukon branch, recently vacated by Conductor Bassett who has gone to California for the benefit of his health.

Ben Sweeney, coal passer at Lansing, submitted to a minor surgical operation at Mercy Hospital, Dubuque last month.

Arrangements are being made for the biggest

time of the season. An old time "White-Line" dance will be staged at Marquette, February 22nd, and Carpenter's orchestra who played for these popular affairs some 20 years ago will furnish the music.

Conductor C. A. Ross has taken the run on No. 1 and 6 which was vacated by Conductor Dana who removed to the Waukon branch.

Section Foreman W. Barron, who has been located at Caledonia has left the service. He is succeeded by Art Noel of Reno.

The sympathy of the many friends of Brakeman Max Parker is extended to him and Mrs. Parker on account of the death of their 20 months old baby who died in Dubuque last month.

Operator B. C. Campbell who has been located at Marquette and working on the extra list has resigned from the service.

Brakeman Johnnie Zuber has given up the baggage run, and is again in the blue uniform, braking for Conductor J. D. Welsh.

Passenger Brakeman Sam Hess has resumed work on the south end after a vacation of several months.

Brakeman C. L. Veit has given up his run on the Waukon branch and is again in service on the White Line. Brakeman Atall is now on the branch run.

After a long illness, Mrs. Emma Fish, wife of Conductor John Fish died at the family home, 1103 Garfield Ave., Dubuque, January 13th, the funeral taking place on the 16th. The Ladies' Auxiliary of the Railway Trainmen attended in a body, and the Pallbearers were John Palm, Carl Bircher, Frank Leffert, H. J. Smith, Joe Wittman and H. E. Smith. Mr. Fish has the sincere sympathy of his many friends in this bereavement.

E. L. Bacon is now on the baggage run recently vacated by John uber.

Operator "Nubs" Iron's is now working on 3rd trick at Reno.

One of our engineer's went into a Mill Street restaurant at North LaCrosse and planted himself at the counter. A very shy looking young lady, who was working her first day at the beanery approached to take his order, and in a very rough way he said—a string of flats and a caboose. The poor girl didn't say a word but went to the kitchen and said to the cook. "I don't know what he wants; he said a string of flats and a caboose." The cook said "That means a stack of cakes and a cup of coffee." The waitress then picked up a plate of beans and a glass of water and walked to the counter and placed them before the logger. He gave the innocent looking lady a dirty look and said—"This isn't what I ordered." The half frightened biscuit shooter in a timid voice said. "Well mister, your train isn't switched yet; while they're making up you can test your air and water."

R. & S. Line

S. R. Collier

Jos. Sabbatini (Proxy) is a patient in St. Margaret's Hospital, where he had his tonsils removed.

Conductor Albert Johnson had the misfortune to fall and fracture a bone in his wrist, which makes it necessary that he take things easy for a while.

Conductor Jno. A. Grivetti tried to stop a car door with his finger the other day—result, bum finger. Doctor's services—quite a lot of pain.

On February 12th while backing out to Cherry, Conductor Kanny on way freight had an accident; derailing the caboose and one car of sacks, making it necessary to get the "Big Hook" to clear the track. Business on the Cherry line tied up for the day. Conductor Kenny sustaining a few bruises, otherwise no injuries to crew.

Business pretty fair on R. & S. line now. Working eight pool crews. Four assigned crews

and one switch engine.

Brakeman Joe Grivetti is helping out in the yard office as clerk during the absence of clerk Jos Sabbatini.

A Safety First Meeting was held in the coach at Ladd last month, about 45 or 50 employees present. Many good suggestions were made. Also very good talks by Mr. Cobb and Superintendent Devlin.

Trainmaster Connors was a Ladd visitor on the 13th, talking over the pension plan with a number of the boys.

"Epidemic" the Mendota agents pet called on "Prescription" at the yard office the other night. But they couldn't agree very well and the visit ended up a fight. The switch crew insisted that "Epidemic" leave so he was sent back to Mendota on the pick up next day.

Since "Pat" got his "Radio" all the boys have become radio fans and have no trouble at all bringing in F.O.B. Detroit. C.O.D. Toledo, etc.

From the Banks of the Wabash

Well, I'll declare, if Mary Griffith wouldn't sign her name to anything. One time: It's fishin' license, then it's oil tickets, payrolls and the like, but this time she did something that won't erase. Below is what she signed up for last.

I want someone to cook for me,

Someone to mend my hose,

Some one to sew my buttons on,

And iron all of my clothes,

Alas, I'm awful bashful and

I don't dare to propose,

Oh Mary, be my Valentine.

P.S. Please sign on dotted line.....

We would all like to know if Fritz Swartz is resting easy since the Terre Haute Trust Company called him up, after the explosion, about his money and if he will be able to build next month.

Kiss Kake

Take one armful of pretty girl, one lovely face, two laughing brown or blue eyes, two rosy cheeks and two lips like strawberries. Mix well and press to the lips. The result will be astonishing. For the frosting take one piece of dark piazza and a little moonlight and press into one large or small hands so as not to attract attention, 2 ounces of romance and one or two whiskers. Dissolve one-half dozen glances into a quantity of hesitation and two ounces of yielding. Place kisses on blushing lips or cheeks, flavor with a slight scream and set aside to cool.

Belated Greetings

Here are some belated New Year greetings which the Type Metal Magazine a trade paper, says has just reached it:—

"Twenty years ago, I remember, eggs were 10 cents a dozen; milk was 5 cents a quart; the butcher gave liver away; the hired girl received \$1 a week and did the washing. Women did not paint or powder, (in public), play poker or shake the shimie, and they were taught to cook at the age of 3.

"Men wore whiskers and boots; chewed tobacco, spit on the sidewalks and cussed. Laborers worked 10 hours a day and never went on strike. No tips were given to waiter and the hat-check-grafter was unknown. No one was ever operated on for appendicitis; microbes were unheard of; folks lived to a good old age, and every year, walked miles to wish their friends a "Merry Christmas."

"Today, you know, everybody rides in automobiles (or Fords); plays the piano with his feet; goes to see Charlie Chaplin; drinks hair tonic; smokes cigarettes; blames the H. C. L. on the Democrats; never goes to bed the same day he gets up, and thinks he's having a hell of a time.

"These are the days of suffragetteing, prohibition, profiteering; and if you think life is worth living, I wish you a "Happy New Year."

Marmarth vs. Bowman

"Bill Mike"

Well, Bowman came down the other night to bowl a game, sure that's allright. It is fine to have a bit of sport and Bowman's boys are the right sort. Now Eddie's lads seemed chuck full of pep, in the first game, climbed step by step. On up the ladder, until at last, in that first game, they had outclassed the Bowman boys by one thirty-three. A fact home folks were glad to see. Now the second game came on pell-mell, but Marmarth did not do so well, for Bowman bowled seven fifty three. We'd made eight thirty nine you see. The third now came with plenty of dash, "Doc" Byrne of Bowman sure got rash. Two hundred seven was new his score, the highest score that night for sure. But now when its total scores were found, by twenty eight we had them downed. The fourth began, ah, slowly at first, Bowman crept up to slake their thirst. Upon the pins, and with bloodshot eyes, they gained and took us by surprise. From two four seven ahead you see, we've fallen down to two one three. The fifth and final is on at last, and Bowman starts out hard and fast. They gained sixty three on us this game, cutting our surprise down the same. By adding the sums of all the five, for us 3-9-1-2 we derive. For Bowman, we find 3-7-7-2, we're 1-4-0 ahead when through. Our Eddie thought the smallest you know, scored 8-5-7 the highest throw. "Doc" Byrne of Bowman the agent there, got 8-2-6 as the second's share. I'll claim it is hard to beat the boys, our railroad company employs.

The Cost of a Boy

De Molay Councillor—"So you are 21? And you stand up clean eyed, clean minded, and look all the world squarely in the face. You are a man. Did you ever think, son, how much it cost to make a man out of you? Someone has figured up the cost of rearing a child. He says to bring a young man to legal age, care for him and educate him, costs \$25,000, which is a lot of money to put into flesh and blood. But that isn't all.

"You have cost your father many hard knocks, short dinners and gray streaks in his hair. And your mother—oh, my boy, you will never know. You have cost her days and nights of anxiety and wrinkles in her dear face and heartaches and sacrifices. It has been expensive to raise you, but—if you are what we think you are, you are worth all it cost and much more.

"Your father would not like for you to call him old, but just the same he isn't as he used to be. He has been working hard for more than twenty years to help you up, and already your mother is beginning to lean on you.

"Doesn't that sober you, 21? Your father has done fairly well, but you can do better. You may not think so, but he does. He is giving you a better chance than he had; in many ways you can begin where he left off. He expects a great deal of you; that is why he has tried to make a man out of you. Don't flinch, boy. It's high time you are beginning to pay the freight and your back debt to your father and mother. You will pay them up, won't you, boy? How should you pay them? By being always and everywhere a man."

Idaho Division

R.C.P.

Mr. and Mrs. C. E. Mofander have returned to Nampa, Ida., after having visited friends in Spokane and Malden.

Mr. E. E. Kilbourne, Operator Spokane office, who has been in one of the hospitals here since before Christmas, where he had an operation on the leg that has troubled him for years, is getting along very well. It is hoped that the exact cause of his long illness has been removed.

M. F. Whalen, Yardmaster, Othello, has been

on the sick list, but is again around and on the job.

Operator Bill Sowden who has worked at various places in the past, reported at Othello last week to relieve Operator Schlatter for a few days. He is the same old Bill who worked at Avery in the stormy days.

Engineer James McBride called to say hello yesterday. First time had seen Jimmie in years.

We found him all there

Except for his hair.

Chief received a card from C. H. Burt, Agent St. Maries who is taking in what he can down in Mexico.

Yard Foreman H. T. Kingsbury has returned to Malden after looking things over on the coast.

If laughing is good for the health, Fred Washburn should be nailed down. He may hurt somebody. His latest hobby is to play tricks on his unsuspecting friends. He says he has caught them all now except Tim Linehan but has his hopes. He may get away with it now, but in the days when Tim was Chief of Police down on the cranberry marshes it may have been difficult to slip anything over on him by heck.

Poultry note from Malden Wash.

Life is such a tiresome bore that all the "chicks" around here afflicted with the "Gapes" since Eddie Taylor, lineman, went back to Lind. Oscar Olson came back and took his old job and Eddie had to go, hence the great gobs of gloom. But Chust Vait Vait as "der captain" said—till they found out that Oscar knows several new waltz steps, the Tanga Ritz, Cortez, and about 57 variations of the fox-trot; then Eddie will be forgotten. Always something new in the poultry business.

Conductor Fred Bassenger has returned to work after having spent several weeks in the east.

Agent W. R. Russel, Spirit Lake, is on his way to Texas where he expects to remain for about two months to benefit his health.

Roy White, former clerk in chief dispatchers office, is now traffic manager for a large Spokane lumber manufacturing concern. The following seems made to order for R. L. Hays.

He goes on Sunday to the links

(He dare not miss a day)

As dusk descends he homeward slinks

Arguing on his way,

And at night he lies awake and thinks

Of the game he ought to play.

The bunch at the Spokane Freight Office clipped an ad. of a well known casket company and sent to to the force in the superintendent's office with the following:

Those of you who are GONE but don't know it, who are merely "walking around to stave off this last payment" should now show no hesitancy in stepping from the payroll into one of these large massive, rich, roomy caskets

The Freight House Gang.

NOTED—Wouldn't be any left for us if the Freight House Gang used the number they need-IEM. Why pick on us they haven't moved all the dead ones out of the freight house yet—Fitz.

IB, RB, WWS, CM, AK. Some people are dead and don't know it.—ZMC.

The answer sent by Superintendent's Office to the Gas House Gang:

Your message has reached us,

A voice from the dead.

Yea and verily you have been dead now these many years. Be content with your lot. Tell the truckers to screw the lids back on those caskets and let you sleep.

As for us, though we may feel the weight of the years and strain of constant service upon us we are still alive and while there is life there is hope.

But for you—LONG SINCE DEAD, all hope is lost. May you rest in Peace.—Amen.

Your SUPERIORS.

Lukens
Locomotive
Firebox
and Boiler
Steel



Champion
Structural
and
Boiler
Rivets

Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes

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CHICAGO

River Division

M. M.

Traveling Engineer W. C. Blase has been wrestling with King Grippe a la mode. But the old king didn't hold him very long for he was back to his duties before he had shook off the a la mode.

There has been some talk about pedestrians being obliged to take out licenses this year. Has anyone heard about it? Perhaps I will have more information on this later.

Night baggageman, Olaf Lund had a thrilling experience the other day. His overcoat was misplaced and Olaf thought that some one had swiped it. Way Freight 91 happened to be at the station and Olaf rushed out and halted the train and made a thorough search in all the empty cars, and everywhere possible and came back to the depot very downhearted. But someone had just played a joke on Olaf and wanted to see if he would call out the Regulars.

"When Greek Meets Greek"

In Chicago you often hear the wail, between indigestion tablets: "When Greek meets Greek, they start a restaurant". The thought might be carried a little further and some speculation done on what happens when railroad man meets cash customer. If the speculation is done by a railroad man, who has conscientiously fought for what he believes is the just due of the railroad directly and himself indirectly it will be done with many twinges from mental bruises and no happy memory of what he was able to give the other fellow.

There may have been a time when the flash of a card pass was like a sign of fellowship in some secret order, proclaiming to any traveler that here is a man to be trusted, a pleasant companion for traveling who will even understand the meaningless giberish of time tables. But just try it now!

Now go with me to the dining car on the Southwest Limited. Probably the best dining car steward now waiting for his reward in the hereafter, seats me at a table opposite a man who is plainly used to good living. I am lost in a pleasant reverie of roast young duck, roast young turkey and broiled tenderloin steak with mushroom sauce, together with a whole card full of trimmings, when the gentleman opposite me answers the waiter's query of "anything else, sir" with a request for a little more of the duck and, as an afterthought, just a little more of the dressing.

There was such evident whole hearted approval of the "roast young duck" in his request for a second helping, that I immediately resolved not to be tempted by either turkey or beefsteak and was consumed with a desire to become acquainted with this marvel of a man, a satisfied traveler.

It was even easier to become acquainted than I had hoped for. No sooner had I looked up from writing my order than he opened a conversation. My brief answers are not important. You may select a few sparkling gems like "very true," "decidedly," "absolutely," "indeed" and any others you may think of and sprinkle them in as you feel they are needed. When nothing seems to be necessary, merely nod your head or smile or both.

A very remarkable meal to be served in a dining car, don't you think?" he began, and at the price they charge, I am at a loss to understand how they do it. Every time I am in Chicago and eat a meal that may cost from two to three dollars, I cannot help comparing it with the meal on this train, which is so much better and at such a reasonable price.

"The service is excellent, too. Pleasant and accommodating waiters and one of the finest men I ever met for a steward. I have often wondered why he stays on the railroad. He would make a great hotel proprietor. This is the only place I ever drink two cups of coffee with my dinner. Of course it is good coffee, but no better than we have at home. In fact it is the same coffee for I got the blend from the steward and my grocer puts it up for me and several of my friends as a special favor. But this steward always seems to get so much pleasure out of bringing a second cup himself that I suppose I would drink it if I knew it would keep me awake all night.

"This is a nice train. Of course it goes through the best country in the world. You won't find any better people anywhere than there are living along this line between Chicago and Kansas City. Then there is a mighty fine crowd going back and forth between Chicago and Excelsior Springs.

"Have you ever been there? Too bad! You should go sometime in the spring. Great golf course. Good management. The baths are fine too. Don't make any difference if you are not sick. Lots better than sulphur and molasses as a spring tonic and a week or two down there

will start you out in the spring ready to do a big summer business.

"These railroads do a lot of things now they never thought of a few years ago. I understand the Ticket Agent in Chicago makes nearly all the reservations for the "Springs", rooms, medical appointments, everything. Just buy your ticket and tell him what you want.

"Lots of things like that people don't take into consideration when they growl about high rates. Of course the rates are a little higher than they were, but the railroads are paying it all out again. A railroad has to live the same as you and I and everyone else. That is what is wrong with a lot of this talk about railroads. People seem to think every dollar they take in is profit. Even the men right on their payroll, or who sell them supplies don't look at anything but their own side."

The steward came and brought the second cup of coffee. The car was now almost empty. Leaning back in his chair with the steam rising from his coffee so good that he had taken it into his home, he seemed to me an omen of what sane business will sometime come to be—wanting the best, but willing and able to pay for it, and I was curious to know just what line of business he was in.

In answer to my question the only sign of pride, honest pride, I had detected came into his bearing, and he replied with no hesitation, "I'm agent for this company at—" (naming an important station.)

He asked me what business I was in and I told him. Sometimes men do not need to utter words. Mind simply speaks to mind, and, as I value truth, I can swear that man said to himself, "Well I'll be damned."

"When Greek Meets Greek."

Teacher: "Mother, if you called on a neighbor immediately after dinner and she invited you to the table, what would you reply?"

Mary: "I'd say, 'No, thank you, I've done et.'"

Teacher: "Mary, that's horrible grammar. Johnny, what would you say?"

Johnny: "I'd say, 'Thank you, ma'am, I will.'"—Annual No. 33993.

Ten Be's That Do Not Sting

- Be Ambitious
- Be Enthusiastic
- Be Punctual
- Be Courteous
- Be Patriotic
- Be Happy
- Be Efficient
- Be Truthful
- Be Considerate
- Be Progressive.

Heard Over the Telephone

"Hello, this is the engineer at Foot-hill Power Plant. I've just been reading a boiler book that states, 'Leaks cause external corrosion and the remedy is obvious.'"

"Yes, that's right."

"Well, now can you tell me where I can get this 'Obvious' and how it is sold and applied."—The Earth Vover.

They Are Not Like Cats

Inquisitive Fair One: "How often does this road kill a man?"

Polite Conductor: "Only once, madam."—R. K., Jr.

Why, Of Course

The girl walked briskly into the store and dropped her bag on the counter. "Give me a chicken," she said.

"Do you want a pullet?" the store-keeper asked.

"No," the girl replied. "I wanta carry it."—Brown Bull.

Our Own Etiquetter

Ques.—I am a young man and am terribly afflicted with shyness. I find when I appear in public that I get self-conscious and always become tongue-tied when attempting to speak. What would you advise me to do?

Ans.—Your case is a common one. We would suggest that you attend the movies regularly and read the sub-titles out loud. This will either cure or kill you.—Selected.

Mooning

Adam and Eve had an awful time—

Truly I am no liar;

They couldn't have owned a car at all
Because they lacked attire.

—Punch Bowl.

Ex—actly

Sam—"What 'am you doin' now?"

Bo—"I'se an exporter."

"An exporter?"

"Yep, the sleeping car Company just fired me."

—John Hopkins Black and Blue Fay.

First Tramp: "Goin' in that house over there?"

Second Tramp: "I tried that house last week. I ain't goin' there anymore."

First Tramp: "Fraid on account of the dog?"

Second Tramp: "Me trousers are."

First Tramp: Trousers are what?"

Second Tramp: "Frayed on account of the dog."

In Boston

"Mamma," said a small girl who had been to school only a few weeks, "how do you spell 'hell'?"

"Why, darling, that is a naughty word. You should never use it. Why do you want to spell it?"

"I want to spell Helen," was the innocent reply, "and I thought I'd just write down one cylinder at a time."—Boston Transcript.

"The Olympian Trail"

Through cow-boy land and desert sand
A trail runs straight and true,
O'er mountain crest where white clouds
rest

To far away seas of blue—

That trail was blazed in the golden days

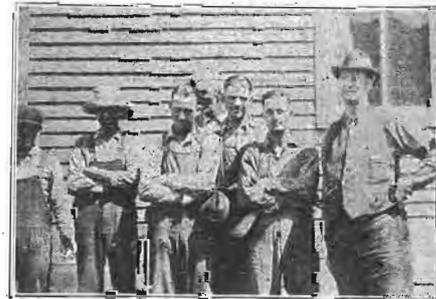
Over the virgin sod,

Through wonder-land to the Silver

Strand

And the "Mountain-That-Was-God."

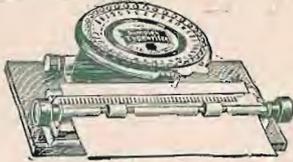
Old Mahogany.



B. & B. Foreman C. H. Bacon and Crew,
Madison, S. D.

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You can have any of the articles pictured below for just a little of your spare time: Show your friends and neighbors this copy of **HOUSEHOLD GUEST** and tell them that they can have it for **FOUR YEARS FOR ONLY \$1.00** or **TWO YEARS FOR 50c**, or **ONE YEAR FOR 25c**. If they are already subscribers get them to extend their subscriptions, the time will be added to present subscription. The prices are so small that you will have no trouble in earning one or more of the gifts. You can sell **ONE year, TWO year or FOUR subscriptions**: Just so you collect the amount required for the gift or gifts you want. The thing to do is—get busy **NOW!** So you can have your gifts for Xmas.



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This little typewriter will be found useful and instructive. Children, especially, should have one, as it interests and teaches them. It has all the letters, figures, spaces and stops. It will write on envelopes, postal cards and note size paper.
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RIBBON WRIST WATCH

A beautiful Ribbon Bracelet Wrist Watch in very latest style and shape. 10 1/2 ligne, 25 year White Gold filled case. Excellent cylinder movement. We guarantee that you will be delighted with this watch.
Gift No. 101.—Sent postpaid for \$7.00 in subscriptions or for \$4.00 in subscriptions and \$1.50 in cash.



SCHOOL COMPANION

A big handsome writing set in folding leatherette case. Contains an assortment of high grade pencils, pens, erasers; pencil sharpener, blotters, etc. 13 pieces all told. Sure to please any school boy or girl.
Gift No. 21.—Sent postpaid for 75c in subscriptions.



WATER COLOR PAINTS

In handsome enameled box, complete with brushes. These colors are high grade in every respect.
Gift No. 25. Sent postpaid for 50c in subscriptions.



WEATHER PROPHET

A miniature house, eight inches high, finished in rustic style. The figures enable you to foretell the weather 24 hours in advance. Has accurate thermometer. Makes an attractive, durable and useful gift.
Gift No. 26. Sent postpaid for \$1.00 in subscriptions.

BEAUTIFUL SILVERED PENCIL

This is a real always sharp, all-metal pencil, pleasing to the eye and built for service. Illustration exact size. Barrel beautifully chased and durably nicked. Extra leads in chamber. High grade in every way.
Gift No. 12. Sent postpaid for 75c in subscriptions. State whether Gents, with clip or Lady's, with ring is desired.



CHAIN AND PENDANT

An exquisite ornament that must be seen to be appreciated, sterling silver; pendant set with small ruby and brilliants. The sort of thing a person of refinement would choose.
Gift No. 102. Sent postpaid for \$1.50 in subscriptions.



Beautiful Bluebird Pendant

A delicate neck-chain, safety clasp, with oval pendant enclosing "Bluebird for happiness." Bear in mind that this is not cheap jewelry. We guarantee it to please the most discriminating.
Gift No. 103. Sent postpaid for \$1.50 in subscriptions.



COMB AND BRUSH

Ebonized brush and comb made of excellent materials and guaranteed to please.
Gift No. 15. Sent postpaid for \$1.00 in subscriptions.



TWO BLADE KNIFE

This is a Jim Dandy knife that will give good service. Stag handle; one large blade and one punch blade. A good sized, sturdy knife.
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No. 287



No. 323



No. 288



No. 321



No. 281

The rings illustrated here are all good quality and are guaranteed to be exactly as represented. In ordering be sure to mention ring number in full and give size, using gauge below.

Ring No. 287. Gold filled chased belcher with small, pure white stone of great brilliance. Sent postpaid for 50c in subscriptions.

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ring with five white brilliants in hoop setting. A beautiful ring. Sent postpaid for \$1.00 in subscriptions.

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Ring No. 321. The popular "Pinkie" ring

in sterling silver. Has flat, oblong ruby set. Men wear it on little finger, girls any finger. A novelty and all the rage in the east. Sent postpaid for \$1.00 in subscriptions.

Ring No. 281. A beautifully finished gold filled ring set with five matched turquoise stones in a dainty hoop setting. A real ring value. Sent postpaid for 75c in subscriptions.

HOW TO DETERMINE THE SIZE

Cut a strip of thick paper so that the ends will exactly meet, when drawn tightly around the second joint of the finger. Lay one end on the diagram at O and order the size the other end indicates.



RING SIZES

STANDARD RING GAUGE

MANICURE SET

Every girl will want one of these fine sets. Five pieces:—tweezers, file, orange-stick, button-hook and cuticle knife. All in folding case with snap fastener.
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Write subscribers' names and addresses plainly and enclose with money collected. Be sure to give your own name.

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Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

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A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

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