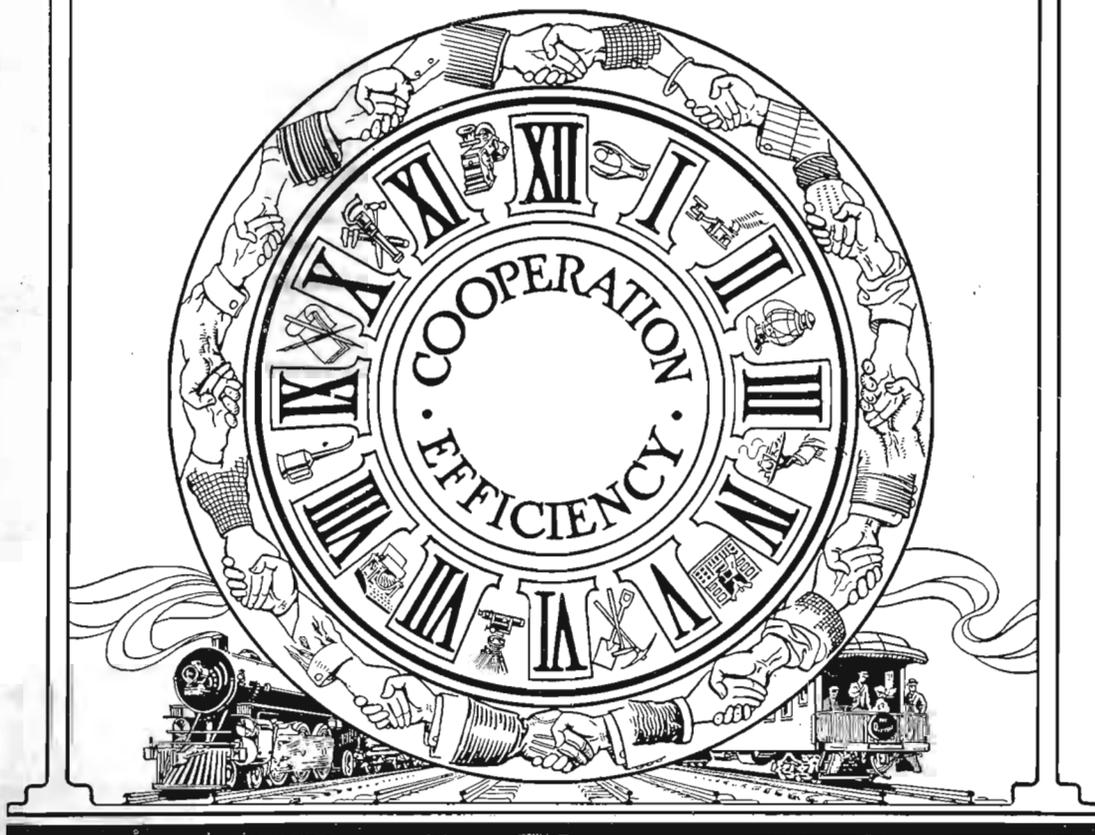


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

March

1917



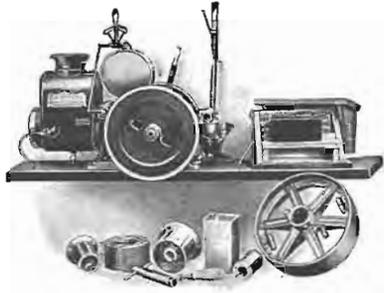
VOLUME 4.

No. 12.

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*Mr. Section Foreman*



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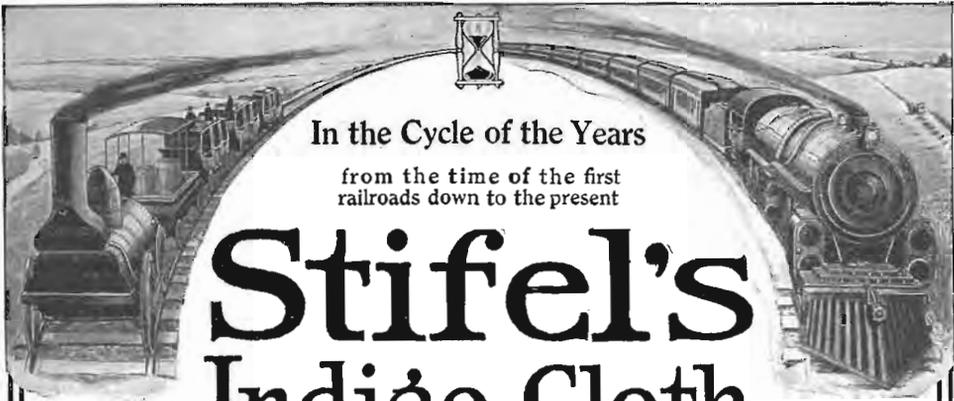
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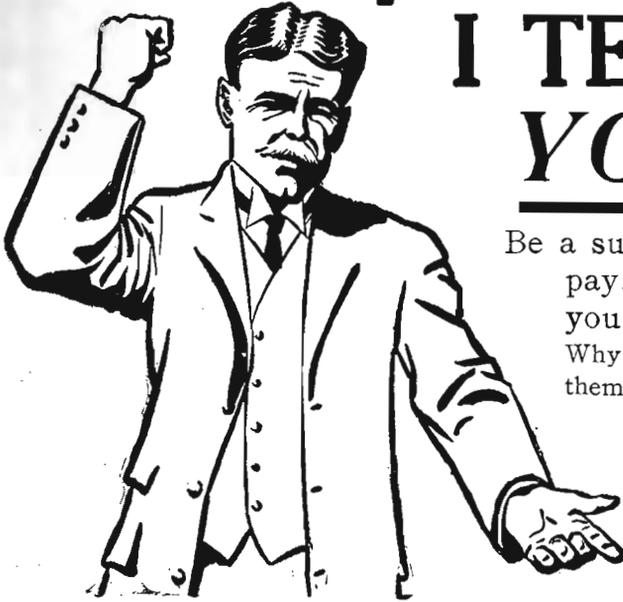
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Business Manager, Railway Exchange, Chicago

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VOLUME IV

MARCH, 1917

NUMBER 12

## "He Profits Most Who Serves Best"

THE most interesting thing a railway patron buys is service. His ticket is simply his receipt for the amount he has paid for service. No railway man can guarantee service. He can promise service, and it is up to the boys along the line to perform it.

The unit in the passenger business is one passenger, and the final analysis of the annual report is "Passengers carried one mile". Your ability to satisfy the one passenger before you is a fair test of your professional earnestness and efficiency.

A railway is what the confidence of the public make it. A railway man is successful in the same measure that he has earned the confidence of the public he serves. The patron who seeks information gives you an opportunity to benefit yourself as well as the road. You know your business. It is not difficult to prove it to the public. Do not wait to be asked about what the patron would like to know but may not think of. "Play on his side", and help him all you can. What he will most appreciate is the knowledge of value which you voluntarily impart.

*An Outside Agency*

## Oil-Burning Engines Do Not Set Fire

*"West End Employee."*

Such is the contention of our Counsel, Mr. Geo. W. Korte of Seattle, Washington, and he proved it in his usual effective way in the recent trial of a lawsuit in the courts of Washington, where a farmer claimed that his barn had been burned by fire originating on the right of way from sparks escaping from one of our oil-burning engines. No one had seen the fire set by sparks from the engine and the only proof offered was that offered by farmers who testified that they had seen, at various times, sparks escaping from oil-burning engines on our line. It was Mr. Korte's contention that the fire which these farmers saw coming from the smokestack was not "live" fire, but an artificial fire, containing no substance or matter which could set fire. Not satisfied with the ordinary proof which is made in such cases, Mr. Korte went to the bottom of his subject. Feeling certain that where there is proper operation and complete combustion, no solid particles of fire can possibly be thrown from the smokestack, he sought the aid of Professor H. K. Benson, who holds the chair of chemistry at the University of Washington, to assist in developing the theory and proving the facts. (It is the same Prof. Benson who aided Mr. Korte in proving to the satisfaction of the jury, in a fire case tried several years ago, that a mill was not set on fire by sparks from one of the coal-burning engines, but was burned because of the taking fire of the dry-kiln from spontaneous combustion due to the over-drying of the shingles contained therein.)

The Professor went about the task of proving that oil-burning engines do not set fires. Donning overalls he crawled through the fire-box, combustion chamber and the front end of oil-burning engines, and examined the accumulations therein, rode with the

engineer to watch the operation in all its details, observed the so-called fire, which the farmers say comes from the smokestack in "chunks," handled it with his hands and played with it as if it were flakes of snow, and pronounced it to be nothing more than the artificial fire such as we have all seen in our Fourth of July amusements with "nigger-chasers," fire-wheels, etc., when, without burning ourselves or our clothes, we were covered with showers of what seemed to be fire.

A student's paper, published at the University of Washington, stirred to enthusiasm by this further proof of the need in all lines of business of the assistance of the thoroughly trained man of science, wrote of his mission as follows:

**"Paul Revere Has Nothing on Dr. Benson!** Awake ye Chem. sharks and drones! The midnight ride of Paul Revere is relegated to the scrap heap! History has been made in the last twenty-four hours! Have cause for joy, ye studes of agricultural chem! And why all this fuss? The esteemed Dr. H. K. Benson has left the University for the weekend in a most thrilling but unromantic manner—in the cab of a locomotive and at night at that!

"As the eastbound Milwaukee pulled away from the King Street Station, the smiling face of Dr. Benson leaned from the cab window. **A new application for chemistry had been found.** Although it could scarcely be called agricultural chemistry, yet it savors of ruralism. The whole story is this:—(It sounds like a plot for a movie but it isn't.) A farmer's barn burns down. The farmer claims a spark from a Milwaukee engine did it. The Milwaukee has nothing but oil burners on the eastern run. Oil does not cause sparks, unless the flues of the engine become covered with soot. This fact was proved by Dr. Benson in the chemistry laboratory before he left the University. The Milwaukee engineers clean the flues of the engines at regular intervals by running sand through them. Therefore, a spark from a Milwaukee engine did not burn the farmer's barn.

"In order to make the proof doubly sure, he was called upon to take the rather novel ride and observe with his own eyes that Milwaukee engines do not "spark." As the great iron monster slowly throbbled up the western slopes of the Cascades and then

rolled easily down the other slope, he kept a constant vigil. Now he is attending a trial at Ellensburg telling what he saw."

Some of the questions put to Prof. Benson and his answers thereto while on the witness-stand, should be of much interest, not only to the operators of our oil-burning engines, but to those who are interested in the preparation for trial of lawsuits involving fire questions. Through the kindness of Mr. Korte we are enabled to print these questions and answers, viz:

Question:—What is your opinion concerning the emission of sparks from oil-burning engines that are capable of setting a fire?

Answer:—It is highly improbable.

Q. Upon what facts is your answer based?

A. The burning of oil is essentially gaseous combustion. First, the oil is mechanically subdivided into very small particles which are projected into a highly heated zone of burning. The effect is to change the liquid into gas. The gaseous particles are next brought into contact with air from the draft whereby the gaseous particles combine with oxygen to form the flue gases which are expelled through the flues to the stack and into the atmosphere. If the adjustment of air is in the proper proportions, no solid particles (or smoke) are ejected from the stack.

Q. Considering the varying load of a locomotive, is such adjustment practicable?

A. It is not and smoke may be produced.

Q. How is such smoke produced?

A. It is due to the incomplete combustion of gaseous particles resulting in leaving a small residue of carbon which may be deposited on the relatively cooler surfaces of the flues or carried by the gases of combustion into the smoke chamber and ejected through the smokestack.

Q. What happens to these carbon particles upon reaching the atmosphere?

A. That depends upon conditions. If the particles are very fine and are heated by the flue gases to the temperature of ignition, they burn instantaneously in the air, being converted into gas which is dissipated into the air. If, on the other hand, the carbon particles are not heated to the temperature of ignition, the particles are rapidly cooled and fall to the earth as soot.

Q. Have you examined the deposits found in the flues of locomotives?

A. I have, and have made an analysis of the same.

Q. What did you find?

A. I found that these particles were extremely fine, easily passing through a ten mesh sieve, 35 per cent through a hundred mesh and 8 per cent through 200 mesh. Upon igniting in a crucible 71.3 per cent burned up, the remainder being an ash.

Q. Does this ash exist in the oil?

A. It did not, but consisted of earthy matter probably added in the form of fine sand particles from the previous sanding of the flues.

Q. Is this fine sand or earthy material combustible?

A. It is not and while it might be heated red hot and thus have the appearance of a spark when ejected, it would be rapidly cooled on reaching the atmosphere and give up its heat.

Q. Have you ever found such sand in the smoke chamber of a locomotive?

A. I have and have analyzed it, finding that 85.8 per cent passed through a ten mesh sieve but only 0.8 per cent through 100 mesh and only 0.2 per cent through 200 mesh. It was coated with carbon and lost on ignition 12.7 per cent.

Q. Would such sand, if highly heated, serve as a spark for setting fires?

A. It is not likely, on account of the large surface over which the carbon is spread, the



Pattern Shop Force, Milwaukee Shops.

latter burning up instantaneously, and the sand grain cooling rapidly in the air.

Q. Have you ever observed sparks from coal-burning locomotives which did reach the ground in burning condition and continue to burn after falling to the ground?

A. I have.

Q. In the light of your previous testimony, how do you explain this?

A. In the combustion of solid fuels, such as wood or coal, the solid substances are shattered by the burning and small fragments are broken off which are still highly combustible. Burning, however, can only occur on the surface, just as the slow burning of a stump, for example. If these chunks are carried by the draft in highly heated condition and ejected through the stack, they will continue to get hotter through the generation of heat from the burning even after reaching the ground, until entirely consumed.

Q. Have you ever examined such particles from locomotives?

A. I have, and upon taking the deposits from the bottom of the stack after they had passed through the spark arrester I found the following material:

<b>Fineness.</b>		
		Per cent.
Passing 10 Mesh	.....	59.1
Passing 100 Mesh	.....	1.0
Passing 200 Mesh	.....	0.5
<b>Analysis.</b>		
		Per cent.
Volatile matter	.....	3.15
Carbon	.....	48.39
Ash	.....	48.46

Q. Is such material similar to the original fuel?

A. In a general way, yes, inasmuch as it represents fairly coarse particles containing volatile matter and fixed carbon. It differs on account of being admixed or concentrated with reference to ash.

**Other Analysis.**

Carbon deposit taken from inside front door:

		Per cent.
Passing 10 mesh	.....	100.00
Passing 100 mesh	.....	28.00
Passing 200 mesh	.....	5.50
Loss on ignition	.....	68.44

Oil coke, taken from directly underneath oil burner:

		Per cent.
Volatile matter	.....	10.05
Carbon	.....	66.16
Ash	.....	23.79

**Northern Division Notes.**

*Helen Monroe.*

It is about three years since we have had a yardmaster at Horicon. On account of the bad storms and the number of trains it was found necessary to re-establish that office, and Conductor O'Rourke is now back on his old job as yardmaster.

A baby girl was born to Agent and Mrs. F. W. Pischke at Pardeeville, February 9th.

**The Telegrapher.**

*E. W. D.*

I sing of-the Royal Knight of the Key,  
The Wizard of the Wires.

He unlocks the mysterious Chambers of  
Erebus,

And the Lightnings come forth as his  
Servants.

MORSE is the language in which he speaks,  
To the Literati an unknown tongue.

His equipment is a perfect Tympanum, deft  
Phalanges

And a Faber Stylus, the necessary Factors of  
his profession.

In the Old Days his Chirography was Beautifully  
Peculiar,

The rendition of his Morse Perfection.

Now, alas, the Mill!

In times long past the Tribe of HAM held  
sway,

Now a dim Record of the historic Past!

To him the Sounder speaks not a varied  
language.

Its resonant tone is as sweet Music to his ear.  
The myriad wires are the Harp Strings

Which sing to him their joyful Madrigals.

His pride goes before failure

And suggests a trick to cover the scandal of  
a "break"—

"Min—bug up my sleeve!" A refuge in  
time of trouble.

If he copies "poison" for "person" or "man's  
laughter" for

"Manslaughter" who shall pronounce judgment?

The Semaphore drops at his silent command,  
And the flying train obeys!

The fleeing fugitive is entrapped by the  
Bewildering clatter of his "Pony,"

And the cunning wrong-doer is the victim of  
Fate.

To the call of the Chief he is diligent to  
obey,

And he hastens with gladness to answer,  
Possibly to get "fine" set to rag time—I have  
heard!

When his hook is cleared and the "N. M."  
is given,

Satisfaction is written on his countenance.  
May they be long and friendly years ere  
some friendly hand

Clicks off "30" for you,

Wizard of the Wires!

While trying to get through the snow drifts February 5th with a train of two engines, three cars of coal and a caboose from Horicon to Oshkosh, the train was ditched three miles east of Waupun. Both engine crews escaped without any bruises whatever. Conductor O'Rourke had a couple bad bruises on his forehead and Brake-man Bramer had some cuts on his face. Roadmaster Whitty was the only one severely injured and he had his left collar bone broken and a bad bump on the top of his head. Mr. Whitty was taken to Waupun and the warden of the state prison offered to let him be taken to the prison hospital. Mr. Whitty remained in the hospital for two weeks and then came home. He will not be able to get out on the road for some time, but is getting better.

John Gorman, section foreman from Beaver Dam, has been acting as assistant roadmaster to F. W. Sawtelle since Roadmaster Whitty has been laid up.

1881 FEB 13 11:58 AM

## In the Midnight Watches

(Not Fiction, but Stranger,—)

By G. McEdwards.

*This is a story which no misanthropist can read with pleasure. For it pictures the human mind remembering a kindness done in an hour of need and the human heart responding generously to that act, in brighter days. It begins many years ago in the dim and deserted railway station of a lonesome junction point in Minnesota at the hour of midnight. The story ends, as far as it is ended, on the luxurious observation car of the Olympian, speeding past that same junction point. An actual experience is told by the woman who figured chiefly in the story.*

Three or four passengers left the "Night Express" at Wabasha. All but one of them hurried down the street leading away into town, and were soon swallowed up in the darkness. It was midnight, and the train to Chippewa Falls departed at dawn.

The night operator handed his orders to the trainmen, assisted at the baggage car and watched the train puff slowly away and disappear with increasing speed into the night. He picked up the handle of the big truck, wheeling its load off to the baggage room—an insignificant annex to the railway station. Among the burdens of that lumbering truck was a coffin. That, too, was wheeled into the little annex, and the door fastened with its enormous padlock.

As the night operator returned to his cage where the telegraph instruments ticked away weirdly, he noticed a girl sitting on a bench in the waiting room. She was scarcely more than 20, and the only soul except the agent left in the station. He went over to her.

"You are waiting," he asked, "for the Chippewa Falls train?" She told him she was.

"If you want to go to a hotel," he said, "I'll take you over and see that you are called in time."

She thanked him, but she preferred

to wait in the station, lonesome and dismal as it was with the flickering lamps of the platform puffing and coughing in the October wind.

An hour passed. The Limited had gone through with a screech of the whistle and a roar of speed. A freight had rumbled along, also without stopping, and the young woman watched its red lights recede until they became twin sparks, and disappeared in the blackness.

There was silence again for a while. Then timidly she went to the operator's window. He was busy with yellow bills and papers.

"My mother's body is in that coffin," said the girl. "I can't bear to think of her being out there all alone. Couldn't I go in?" pointing toward the little dark baggage room, "and sit beside her 'til my train comes? I'll not disturb anything, sir. This is my last night with mother, for she is to be buried early tomorrow afternoon."

The night operator had not previously connected the coffin which he had put away with the journey of the girl. But now he realized that she had refused the comfort of a bed because it meant leaving the body of her mother alone. In that first hour of her lonely vigil, she had had ample time to reflect. The thousand sacrifices of a mother's love—how good and beautiful it is—had come to her mind and a feeling of tenderness and longing for the dead welled up inside her. There was little she could repay now, but she could sit beside the body of the one who had loved her so and whom she had loved. If she could show, just a little, some measure of her gratitude, she would brave the loneliness of the baggage room, forget the cold and darkness and the weird shadows. She made her request.

The night operator looked out from under his green eye shade into the sad

eyes of the girl. Two great tears hung there; her head dropped involuntarily and her mouth closed in agony.

"There is a little room just back of this," he said. "It's used by the division superintendent when he makes this burg. It'll be warmer in there, and not quite so lonely as the baggage room. I'll wheel the coffin in there and you can sit beside it. I'm sorry for you. If there is more I can do please let me know, for I'm here all night."

With dim eyes, the young woman looked her gratitude. Two kerosene lamps of that period were lighted and the night operator wheeled in the coffin on its truck. He made her as comfortable as an office chair and kind words could make her. Between grief and gratitude, her lips trembled when she tried to thank him.

\* \* \* \* \*

It was the saddest hour of her life. You must walk softly now if you would cross that division superintendent's threshold. It was the last night! The clock in the waiting room ticked monotonously; outside the wires hummed and droned, singing, as one might say, a requiem for the dead. When dawn broke the operator left his key and silently went to the temporary chapel. He stopped at the door.

"If there is anything I can do for you, please let me know. Your train comes in half an hour and is on time."

She thanked him; there was nothing.

After her mother was buried in the little Wisconsin cemetery, the girl went east to live. A little later, she was married. Her husband's business was even then well advanced, and he became one of the large shippers from the manufacturing east into the agricultural west.

\* \* \* \* \*

A few days ago, a woman of middle age, dressed exquisitely in a velvet traveling suit, went back to the observation platform as the Olympian sped along the beautiful shore of the Mississippi. She wanted to re-live for a moment a lonely midnight vigil of long ago.

"Twenty-two years have passed," she said to a fellow passenger. "During that time I have never gone west

on any other line. For almost a quarter of a century my husband has always shipped his goods by this road whenever it was possible to do so. There is a different station at Wabasha, and double track, and wonderful trains now. But I have never forgotten that agent's kindness, and I never shall forget it. And if I am able in any measure to repay the railroad for the quiet sympathy and help he gave me, I shall do it joyfully, and feel happier for doing it."

#### Recollections of a Senior Agent.

*D. H. Moore.*

Looking backward through forty-five years of service as station agent and operator for the C. M. & St. P. Ry. Co., I find in the discharge of my duties and the intercourse with employer, employe and the patrons of the railway company numerous and various changing scenes come to mind; many of pleasant remembrance, some sad and pathetic, and as they pass in review they bring the memory of the true hand clasp, the cordial greeting and the fraternal spirit that prevailed through all departments of the service.

The beginning of my career with the railway company dates April 1st, 1871, when I was appointed agent at Rudd, Iowa, by Supt. G. W. Sanborn, of grateful memory. With but one week in preparation I accepted the position and entered upon its duties. Six months later telegraph lines were run into the office, an old paper machine installed and I was expected to master the situation and become a telegraph operator.

To relate my experiences would require too much time and space, suffice it to say I was not appalled by the changed conditions, and having confidence in my ability to learn what others had acquired in that direction, I went resolutely to work, purchased a set of instruments, hired an operator to teach me, and in two months threw out the old paper machine, and became a sound operator, able to transact such business as came to me, both railway and commercial. I know at first I tried the patience of the dispatcher, Mr. Humphrey, but improving as time went, all trouble in that direction soon ceased.

Mixed trains were then run from Mason City to Calmar, the signal cord extending over the top of box cars from coaches to engine—2,000 lbs. was minimum and 2,400 maximum loading capacity of box cars and the engines were small wood burners. Conductors Caldwell, Hogan and Hoxsie were the first to move trains on the I. and D. division, and of that trio Mr. Hoxsie alone remains in the service. They were men "whole hearted and true."

Increasing traffic soon made regular passenger trains necessary and other train crews

came into operation. Dell Case and Frank Langham were the first to run the freight trains, and from that time on it has been my privilege and pleasure to note the rise of men from humble positions in the service to those of power and responsibility in the activities of the great railway systems. I now call to mind that in those early days I handed baggage into the car to him, who by ability and merit has become one of the bright stars in the galaxy of railway presidents, Mr. Edmund Pennington, president of the Soo Line, and many others on the I. and D. division I remember who have risen from humble beginnings to those of operation and control through recognized ability, energy and fidelity to duty, while many others have ceased their labor and gone to final rest.

When the railway was extended through to Chamberlain, S. D., I became one of the pioneer agents, transferred from place to place by Supt. Sanborn as seemed advisable to him, to take charge of the stations at Lennox, Parker and Plankinton for several years, then as a reward for my services I was appointed ticket agent at the Union passenger station at Sheldon thirty years ago, and since that time I have been helping the traveler on his way as best I could.

Recognizing the wondrous changes in railway construction, equipment and transportation during the past forty-five years, the transformation seems marvelous, and I am sure the younger men who have entered the service during the past twenty years can never feel the thrill of inspiration and pleasure that comes to the old timers who have been with the C. M. & St. P. Ry. Co. from its earliest years to the present, even though the greatest accomplishment in the extension of lines, the vastly superior equipment and the largely increased safety, comfort and luxury of travel has been brought about within that period by the wisdom, energy and efficiency of the present general management.

A volume could be written from the events and experience of forty-five years of active service, both serious and comic, but concluding here, permit me to extend to ye comrades of olden days who yet remain, a cordial greeting in memory of "Auld Lang Syne."



Car Department Force, Bellevue, Ia.

### The Fuel Problem.

*Wm. A. Otto, Engineer R. and S. W. Division.*

While the get-together question has had its due consideration and other important questions have been considered in the columns of our *Employees' Magazine*, I kindly ask to submit to the many readers the ever vital fuel problem. Time and again has it been discussed and changes inaugurated, but the desired results have not been forthcoming.

Therefore, just now when the pulse of our System is beating most strenuously on conserving the coal energy, I thought it the most opportune time to have our publication's service on such a vital question through a free discussion in its columns.

The just claim has been rounded out that there is a big loss, or excessive coal consumption. When we stop to think we wonder why the leaks have not been discovered long ago, instead of that, other leaks or causes for excessive consumption have increased the wastage, so that the management has resorted to red paper to draw your and my attention to existing cost.

The loss of good clean coal after it is placed on the tender and before it enters the fire-box is not so much due to overloaded tenders as we might have been led to believe, though there is a chance for improvement along those lines. A constant wastage of good coal, like a loss through a liberal sized hole in the bottom of a big hopper, without a chance for recovery is, when, in order to safely board or get off a big engine you have to remove the coal from the tender steps, and that generally is what you have to do, being the road of least resistance.

That seems like a small amount to speak of, yet it is one way that loss if sustained becomes enormous, because coal is going out of the gangway when going fast enough, the same as water out of a hose. The fine quality blows away, and whether the chunks stay inside of the right-of-way fence just depends on whether you are going through a cut or over a fill. This leak can and should be stopped absolutely.

You may say: "You are criticizing the other fellow." I want to say right here that this pen would never have been set on paper had it been for any other purpose than to serve my fellow workman, get his views if possible and both of us improve in more than one way; if in nothing else than to have respect for all fruitful thoughts brought forth.

Again when going over the road in the Spring, Fall and Winter when there is no grass to hide the coal along the right of way, you find 15 to 20 miles away from coaling stations, in places other than those near towns (where needy and industrious people pick it up) a liberal scattering of just the right sized coal, lost there through the liberal sized hole spoken of before; and that in good many cases after the coal has been placed on the shovel by the fireman, and then falling off when the shovel hits the door

ring and is lost through the standard openings and one or two others around shaker levers.

The coal, if it had eyes, would have seen the fire yet it falls off, which is most natural, and according to the laws of gravity goes down through the holes and is lost. If you have any doubt look at an engine equipped as before stated and you will find coal of just the right size filling the space between engine frame and deck, ready to fall off. Unless counteracted all the short high tenders are free and liberal contributors to the gangway leak as well as all tenders with excessive slack between engine and tank. They will do the same if the coal is not pulled back after nearly each fire when the engine is going fast.

Now we really want the coal dispenser to let up on the arm and back motion and work his head, especially when it is a comparatively inexpensive matter to stop an enormous waste entirely and make safe the way on and off an engine. The foregoing covers, I believe, a loss of coal that should be entirely eliminated.

In the last year or two steam has been used in a way that decreases the favorable showing, namely, the removal of relief valve on the heavy power; this has greatly increased coal consumption.

It is a question whether coal for steam to cushion a big engine down a long grade is cheaper than relief valves, especially so when you have to work nearly as much throttle down grade as you do pulling the train up, due to the lost motion in or outside. You have to place throttle lever where it will stay and keep valve open, hence the heavy throttle. Then adding to the foregoing the heavy lame engines seems to be a

needless addition to cause heavy fuel consumption, yet they are here in respectable numbers of various stages of life and add to the cares of the fuel economist.

#### New Appointments.

Effective February 15th, W. E. Tyler was appointed superintendent of the Superior Division, succeeding the late J. M. Clifford.

E. W. Morrison becomes superintendent of the Rochelle & Southern, succeeding Mr. Tyler, and E. G. Atkins comes to the C. & M. to succeed Mr. Morrison.

A. C. Peterson is appointed superintendent of the Prairie du Chien and Mineral Point Divisions, vice W. J. Underwood, deceased.

N. P. Thurber is appointed superintendent of the Southern Minnesota Division, succeeding Mr. Atkins, transferred to the C. & M.

The foregoing transfers and appointments consequent upon the death of Mr. W. J. Underwood and Mr. Clifford quite generally re-arranges the "slate," and all of the appointees and transferees go to their new territories thoroughly equipped to follow up the good work already done in each place, and with the good wishes of their employes, past and present.

Miss Olga Linde, ticket clerk at Beaver Dam, spent Saturday and Sunday, February 17th and 18th, at Chicago.

Joe Persons, son of Engineer Persons, has been laid up at his home in Milwaukee for a couple weeks with diphtheria. It was not a serious case and they are again out from under quarantine.

February 16th, Brakeman Birchler came back to work on the Northern Division, after having been off several months.

Engineer Pluck has been acting as roundhouse foreman at Horicon the past couple weeks. Engineer Baker of Milwaukee is on the Portage passenger in Pluck's place.



Roundhouse Force, Janesville, Wis.



## New Passenger Station at Butte, Montana

Butte's new passenger station has been aptly described as "A metropolitan passenger terminal on a comparatively small scale," in that it embodies all the conveniences of arrangement and comfort afforded by the better passenger stations in the larger cities. One of the passengers from the first train entering the station was heard to remark when he passed into the general waiting room: "This does not look like a railway station. It is too homey." This remark conveys the fundamental idea had in mind throughout the design and construction of the station.

All trains back into the station and land passengers from one of the six tracks into steel umbrella trainsheds paved with concrete. From the trainsheds access is had to the commodious glass-roofed concourse through iron gates and from this one may go directly to the street through the baggage checking office or pass into the general waiting room by means of either of the two vestibuled entrances. Here the passenger is confronted by a large, well proportioned restful room, having seating capacity for 160 persons. With a decorative color scheme varying from the dark brown of the wood trim through various shades of tans to the old ivory of the electric fixtures and the beamed ceilings, there is not an inharmonious note; even the bronze ticket office grill, ornamented with the "Milwaukee's" trademark signs done in small glass panels, blends perfectly. And this is accomplished in such a manner as to have distinctiveness, so much to be desired; and serviceability, so requisite for the purpose. The walls, Tif-

fanned and paneled, resulting in a pleasing mottled appearance and the applied, natural linen window draperies are, as has been said, "quite different." The art marble floors of brown relieved with borderings of red and green and the high wainscoting of tan, pinkish capped, polished Kasota stone are as nearly permanent as construction materials will permit; and the massive oak settees and porcelain drinking fountain in the center of the room only add to the general appearance of stability.

By means of lettering in gold on the stone wainscote cap, one is directed to the parcels check and news stand, restaurant and lunchroom, smoking and women's rooms, public telephone booths and the baggage checking office. A really appetizing air is had in the restaurant and lunchroom with its attractive tables, white topped lunch counter and stools and German silver fixtures. The ivory ceiling, the old ivory indirect lighting fixtures, the reddish-toned Tiffany walls with their brown cloth wainscoting heavily paneled with oak, dull brass side wall lighting fixtures and smooth marble floors make a room which one enters with pleasure. The exceptionally modern equipment, including a steam heated service table in the kitchen, insures patrons of excellent meal service.

The cozy, home like furnishings in the women's room is appealing. The velvet rug, leather upholstered chairs and couch, writing table with electric table lamp, and full length mirror with its attractive porcelain side lights furnish a secluded spot where



General Waiting Room, Butte Station.

women may lounge with extreme comfort. The delicate shadings of reds and greens of the Tiffanied walls and the oak-paneled green cloth wainscote combine with the furnishings to make a restful room.

The heavily paneled green wainscote beneath dark tan mottled walls are appropriately fitted for the smoking room, and the large, comfortably backed settees afford an adequate resting place for men.

The toilet rooms are models of modern equipment. They are done in Kasota stone with nickel trimmings and solid white porcelain fixtures. Unsightly toilet tanks are entirely dispensed with, concealed flushing valves, readily accessible for adjustment, being substituted; and the vanity of men as well as women was recognized when plate glass mirrors were installed in all toilet rooms.

To check baggage, a steel and glass enclosed passageway leads to the baggage checking office. This is as thoroughly heated and weather proof as other parts of the building, so that the discomforts and inconveniences usually encountered when checking baggage are eliminated.

The vestibule forming the main entrance to the building is just off the general waiting room and directly opposite the ticket office. This room is finished similar to the general waiting room, but has an appearance of distinction, due to the large spherical electric fixture and the verde antique finish of the ornamental iron stairway leading to the second floor.

On the second floor are located the offices of Assistant General Superintendent E. H. Barrett, Assistant Engineer C. A. W. Musson, Claim Agent A. Bullwinkel, The Continental Telegraph Company, the private telephone exchange connecting all offices of the Milwaukee in Butte, and three other rooms not yet assigned. The finish throughout on this floor is maple floors, ivory colored walls and ceilings and Idaho pine stained to a fumed oak shade. Completely equipped toilet facilities are installed for employees, including closet concealed lavatories in each of the offices.

Beneath the baggage checking office are installed the two boilers, pump, traps, etc., comprising the vacuum steam heating plant. Coal for the plant is stored in an under-



The Only Umbrella Train Sheds in the State of Montana.



## The 1917 Blizzards

When the 1917 "boys" become "old timers" it is not altogether unlikely that the Magazine of that day will have some interesting reminiscences concerning the extraordinarily severe weather of the January and February just passed; and, save in point of age, the stories of the 1872, 1881, 1888 and other hard winters of the past will have nothing on what can be recited about the 1917 blizzards of Minnesota and the Dakotas. Men who have lived all of their lives in those localities and the men who have railroaded up there for a quarter of a century unite in saying that the weather of January 21st, 31st, February 1st and 4th was the worst they have ever experienced.

There were three separate and distinct storms, each with disastrous effect, all through the Northern district. The Twin Cities, I. & M. Division, Zumbrota and Mankato Lines, experienced the first serious trouble with the storm of January 21st, which was, perhaps, the worst of the winter in these sections. It began snowing before daylight January 21st, with a heavy wind from the north blowing the sharp, hardly frozen snow particles into the cuts all along the line at the rate of forty-four miles an hour. A rapidly decreasing thermometer, with the snow and wind, made it impracticable to try to clear the road while the storm lasted, and only two or three trains, over any of the railroads, made any effort to leave the Twin Cities that day, while all arriving there were from four to ten hours late. Only the through trains made any attempt to move at all. During that day there was fifteen inches of snow on the level, and drifts in many places from fifteen to thirty feet high. Traffic in the streets of St. Paul and Minneapolis was abandoned, even the trolley lines giving up the effort to operate on account of their inability to use the plows through the icy drifts. Shovels and picks had to be resorted to before anything could move. By noon the mercury registered sixteen below zero and the wind increased to a gale. The blizzard extended as far east as the Great Lakes, and all trains between Chicago and the Twin Cities experienced difficulties throughout the day and night. No. 15, due in Minneapolis at 11:30 A. M., was stalled in the snow east of Newport after its crew had made heroic efforts to get through. When, finally, it was evident that this was impossible, Conductor Chas. Langan sent Flagman W. C. Ahearn back to the first station to notify the dispatcher. After Ahearn had been gone some time, the fury of the storm increasing all the time, Conductor Langan became alarmed for the lad's safety and started back twice to try to reach a neighboring farmhouse. After going about a half a mile he found it would be impossible for him to continue, so he returned to the track and tried to walk between the rails. He was rapidly becoming benumbed from the cold, and frequently was

unable to stand up against the gale except by clasping his arms around a signal post. Mr. Langan was walking on our tracks where they parallel the high embankment of the C. B. & Q. near Newport, and seeing a headlight coming slowly toward him on the latter tracks, he managed to climb the grade and succeeded in flagging the "Q" engine. Flagman Ahearn finally reached his destination, without serious suffering other than frosted ears and face.

No. 15 was in the drift nearly twenty hours, but the train crew rendered every attention to the belated passengers; steam was kept up and they were made as comfortable as possible. This train was double-headed, but in the teeth of the terrible gale and the hardly packed snow it was impossible to make headway sufficient to get through. The engineers were George Vore and J. C. Johnson; firemen, C. J. Kanutson and E. A. Leaser.

Main line traffic was resumed on the 22nd, and the branch lines and yards were working back to normal when, on January 30th, another severe storm set in, hitting the I. & M. Division hardest, although River Division trains were all badly delayed. Wind, snow and cold increased in intensity so that on the 31st all I. & M. trains were abandoned, the passenger train between Austin and Minneapolis resuming February 1st. By February 3rd, however, the main division was practically open, when the big blizzard of February 4th arrived in all its lusty strength and biting cold. This blizzard caused the worst complete tieup of the I. & M. since 1888. The wind, from the northwest, blew a forty-five mile gale and the snow was so thick that it was impossible to see twenty feet ahead. The thermometer sank to twenty-eight below during the entire storm and the succeeding days, making progress toward reopening the line very difficult. The storm appeared to center on a line between Wabasha and Mankato, and service was not resumed between Austin and Minneapolis until February 6th. It was four days later before the snow shovelers had mastered the mountain high drifts on the Mankato Line, and the Zumbrota Line did not emerge from its baptism of ice and snow until the 12th. The snow, driven by the icy blasts, packed into the cuts so fast and so solidly that plows were of no avail, and the cold was so intense that the men were not able to work long at a time. Near Cleveland two engines with a plow were completely disabled because the snow drifted in behind them faster than it could be dug out ahead, and while they were stalled there the crew had to melt ice and snow to furnish water for the boilers, and make their way over the drifts to the little town for their food. Practically every man working on the Mankato and Zumbrota Lines had faces, feet and hands frozen. Roadmaster Carlson was especially unfortunate and is not yet out of danger from the exposure. But, in spite of their sufferings, the men stuck heroically to their work, accomplishing what seemed to be the

absolutely impossible, just by sheer determination and grit.

During the February storm the River Division main line was kept open, although traffic was badly delayed. But Superintendent Thiele and Trainmaster L. T. Johnston, who both shared the hardships with their assistants, did not have a monopoly on this particular brand of railroad life. Out on the H. & D. the elements seemed to concentrate their fury, and Superintendent Melin and his forces had grief, the like of which has not been known on this road, nor was there a suspicion that such could exist, except in the memories of the earliest pioneer settlers and railroad men. The following, told by one who was out on the job and "stuck" through to the end, gives a partial idea of the terrible days of the blizzards out on the Dakota prairies:

"The most severe weather I have ever encountered occurred on Wednesday and Thursday, January 31st and February 1st, when we were attempting to build a track around the derailed No. Fifteen's train, two and a half miles east of Roscoe, and the real heroes of those days were the roadmaster, wrecking foreman and men and the section men, who were struggling against fearful conditions to get the road clear and a track laid for a distance of about 1,000 feet. The thermometer was from thirty-five to forty below zero and the wind was blowing seventy-five miles an hour. It was a physical impossibility for any human being to remain out in that storm more than fifteen or twenty minutes at a time. Yet everyone stuck to his job until it was completed in spite of frozen hands, feet and faces.

"Friday morning it was forty-six below zero when the wrecking crew and outfits left Roscoe, but it was clear and calm and seemed like a summer day when compared with the two preceding ones. Friday was clear and cold all day and four of the derailed cars were gotten onto the track; Saturday

it was warmer and the other four were re-railed. Saturday afternoon it was considerably warmer, but suddenly and without warning, about 6:30 P. M., another blizzard was upon us, the air was filled with snow so that you could not see ahead of you. It gradually grew colder and the wind started up. By Sunday, the 4th, it was nineteen below zero and a gale was blowing. That Sunday was compared by the old settlers around Roscoe to the great storm of January 12th, 1888. The wind subsided during the night, and Superintendent Melin started out of Aberdeen early Monday morning with Rotary No. 2, reaching Roscoe at 4:30 P. M. It took about an hour to dig out Roscoe yard on the main line, and, after coaling and watering the engines, the rotary went to Bowdle. Forty-five minutes were necessary to dig down through Bowdle yard, as there was a train on the passing track and the snow had blown in on the main track to a height of six or seven feet in a continuous drift. It required from 9:15 P. M. February 5th until 2:30 P. M. February 6th to go from Bowdle to Selby, working continuously, and the men had to shovel snow into the rotary to obtain water.

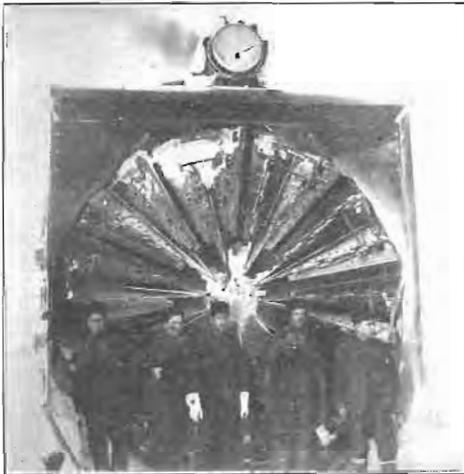
"The wind came up again during the day of the 5th and blew for about two hours. The rotary left Selby at 4 P. M. and arrived at Glenham at 5:45, and after cutting into a drift about 100 feet about one mile west of Glenham the main shaft of the rotary broke and the wheel fell to the ground. This cut was about three-quarters of a mile long, and with sixty men the cut was faced and picked up. During that night a Chinook wind came up which helped to soften the snow considerably.

"In attempting to open the line from the west end with engine S023, with a snow plow, the snow was found to be so hard it was unsafe to use the plow, and after the cuts had been faced Engineer Peterson attempted to shove it out at slow speed, but the plow climbed up on the snow and broke. The last resort was a plow on a Roger ballast car at Roscoe, which, with a ten-wheel engine ordered from Aberdeen, arrived at Glenham about 8:00 A. M. the 7th. The engine was in charge of Engineer Dent, who managed to get through the snow with the assistance of about six men who shoveled out behind him. By 11:20 that morning the line was open to Mobridge.

"In places west of Alamo the rotary struck cuts in which the snow was from two and a half to three feet above the hood, packed in and frozen solid in the cut.

"During this time Trainmaster Flanigan was over on the Edgeley Line having the experience of his life, attempting to open the line between Frederick and Aberdeen.

"The flanges were full of ice and snow, so hard that the plows on the ten-wheelers could not move it out without derailing them. Martin had, at one time, seven engines between Aberdeen and Westport, part of them dead and part of them alive, due to running out of water.



Rotary 17 and Some of the Snow Birds.

"East of Aberdeen it was necessary to send Rotary No. 17 through to Cologne, with the snow variously from four to twelve and fifteen feet deep and so hard that it was impossible to knock it out with a bucking plow. On the Minnesota Falls Hill, on the east-bound track, the snow was from twenty to twenty-five feet deep.

"Trainmaster Nee was successful in keeping Fargo Line open with a bucking plow and that line was out of commission but a very short time. Of the excellent work done, Superintendent Melin said:

"Roadmasters, trackmen, train and engine men and everyone connected with the job performed heroically in the effort to get the line open, which was done under the most adverse conditions it has ever been my experience to encounter."

"Of the brave and loyal service rendered by all of the men, Superintendent Thiele said: 'The severe storms we have had during the past three weeks have brought out so many instances of loyalty and devotion to the company by so many men in various departments that I want to express my appreciation as well as that of the general officers of the company. Not a single man laid down, but everyone did more than could have, in reason, been expected of him to help keep some of the lines open and to open others which were blocked, working day and night and under conditions that were almost unbearable.'"

On the East H. & D. the worst weather conditions prevailed on February 3rd, when the "big storm" struck that section with a strong northwest wind and a temperature of sixteen below zero. That night "the campaign of abandonment" commenced with No. 17 as the first victim. The east H. & D. train sheet shows that the only train that moved on the division on the 4th was No. 17, which left Minneapolis at 8:10 a. m. and tied up at Glencoe. This train, in charge of Conductor McCall and Engineers DeField and

Litz, remained at Glencoe until about 4:30 p. m. of the 5th, when they again started on. No. 15 of the 3rd arrived at Montevideo at 11:37 p. m. and remained there until Monday afternoon. The only other marks on the train sheets of those days were comments concerning the increasing violence of the storm.

No. 3, local, west-bound, tied up at Montevideo on the 3rd and on the morning of the 5th, the wind having abated somewhat, turned around and attempted to return behind a snow plow in charge of Conductor Guy Benson and Engineer Ramsey. The plow was unable to open the big drafts east of Minnesota Falls, so 3 was compelled to return to Montevideo, where they remained until the following morning. They succeeded in getting through to Minneapolis,—133 miles in about nine hours.

Traffic east from Montevideo was utterly impossible until after the arrival of the rotary from the west in charge of Mr. Champlin, on Tuesday morning, and "this was the beginning of the end, for it waded through everything and started trains moving that had been snowbound three days.

In the cut east of Minnesota Falls, the snow was thirty feet deep and was the place where the most difficulty was experienced clearing the track. The rotary was compelled to go to the east end and work west, the snow was packed so hard that when the plow was slammed against it, it was like hitting a thirty-foot bank of sand; and being higher than the big wheel, it was necessary to knock down the overhanging snow after the plow had taken a bite out of the drift. It was slow and tedious work, but every man stood by with grim determination to open the line, and worked steadily in spite of the severe cold until the division was clear.

Passenger Brakeman John Jones of La Crosse, while snow-bound on 23, received the news that a son had arrived at his home in La Crosse. He is seriously thinking of calling him "Blizzard."



Rotary Outfit at Andover.

# The Veteran Employes' Association

The Executive Committee of the Veteran Employes' Association call the attention of all Veterans to the following publication of the Constitution of the Association, together with the list of charter members.

In consideration of the extraordinary cost of print paper and publication, and also in consideration of the constant addition of new names to the list, which would necessitate a new edition next year, the committee has decided not to publish the Constitution and full list of membership in book form this year, but has accepted the offer of the Magazine to allow them space in this and the April number for such publication.

Veterans will please bear in mind that the following list are CHARTER MEMBERS ONLY. The balance of the list will appear next month. In case any of the addresses are incorrect, this is the time to notify the Secretary that the same may be corrected. There have also been some deaths in the membership, and if the names of such, also, are not properly starred, the Secretary should be notified.

**Officers of the Association.**

- President
- Charles W. Mitchell.....Milwaukee
- Vice-President
- H. A. LaRoy.....Chicago
- Treasurer
- Grant Williams.....Chicago
- Secretary
- Carpenter Kendall.....Chicago
- Three Members Executive Committee
- F. B. Wheeler.....Chicago
- F. M. Kelley.....Rockford, Ill.
- R. N. Scott.....Libertyville, Ill.

The  
**VETERAN EMPLOYES' ASSOCIATION**  
of the  
**CHICAGO, MILWAUKEE & ST. PAUL**  
**RAILWAY COMPANY**

**CONSTITUTION**

**ARTICLE I.**

**Name and Location.**

The name of the Association shall be "The Veteran Employes' Association of the Chicago, Milwaukee & St. Paul Railway Company." It shall have an office in the City of Chicago.

**ARTICLE II.**

**Objects.**

The Association shall be a social organization, the objects of which shall be to create and promote a helpful and fraternal fellow feeling among its members; to afford an opportunity for the discussion of subjects of mutual interest; to inspire and maintain a spirit of loyalty, mutual respect and confidence between those engaged in railroad service, and to cherish the memories and traditions of past association.

**ARTICLE III.**

**Membership.**

Section 1. Any person having been in the service of the Chicago, Milwaukee & St. Paul Railway Company, or of any of its controlled or subsidiary railroads, forming a part of its system, for twenty-five years in the aggregate, shall be eligible for membership.

Section 2. Persons desiring to become members shall make application, stating name, residence, occupation and record of service, which application shall be endorsed by a member in good standing and filed with the Secretary, who shall submit it to the Executive Committee for approval at a regular or special meeting. If approved, the applicant shall be deemed a member.

Section 3. The Executive Committee may, by unanimous vote of its members, admit as honorary members, persons who are, or have been, prominently identified with the railway service. Such honorary members shall have all of the privileges of membership, except voting or holding office, and shall be exempt from all dues.

**ARTICLE IV.**

**Officers.**

The officers of the Association shall be a President, Vice-President, Secretary and Treasurer. They shall be nominated and elected by ballot from the members at the annual meetings of the Association, and be installed upon their election. They shall hold office for one year, and until their successors are elected and installed. The officers elected at the first meeting hereinafter provided for, shall hold office until the first regular annual meeting. Vacancies occurring between elections shall be filled by the Executive Committee. The same person may be Secretary and Treasurer.

**ARTICLE V.**

**Executive Committee.**

There shall be an Executive Committee, consisting of seven members, including the officers above named, and the other members of which shall be elected at the first, and annual meetings, in the same manner as the officers. Vacancies occurring between elections shall be filled by the remaining members of the Committee. The Executive Committee may create Standing or Special Committees to perform such duties as may be prescribed by the resolution creating them.

**ARTICLE VI.**

**Duties of Officers.**

Section 1. The President shall preside at all meetings of the Association and of the Executive Committee. He shall appoint the members of any other committees created by the Association; shall approve all bills or vouchers for authorized expenditures before

payment; shall have general supervision of the affairs of the Association, and perform the usual duties pertaining to such office. He shall have no vote, except in case of a tie, when he shall cast the decisive vote.

Section 2. The Vice-President shall, in the absence or disability of the President, perform all the duties required of that officer.

Section 3. The Secretary shall receive applications for membership, and refer them to the Executive Committee; shall keep a record of members admitted; shall have custody of its records, papers and documents, and keep the minutes of all meetings of the Association and of the Executive Committee; shall give notice of all meetings of the Association; conduct its correspondence, and perform the usual duties pertaining to such office.

Section 4. The Treasurer shall have the custody of the funds of the Association; pay all bills and vouchers which shall have been approved by the President; make a report to the Executive Committee, quarterly, or when required; and shall, if required, furnish a surety bond, the expense of which shall be borne by the Association.

Section 5. The Executive Committee shall have general charge and control of the funds of the Association, its expenditures and property; shall fix the time and place of the annual meetings; arrange the programmes, entertainments and other business details thereof. The Committee shall not incur indebtedness, or authorize expenditures in excess of the available funds of the Association. They shall prepare and publish a report of each annual meeting, and furnish it to all members. Four members shall constitute a quorum at any meeting.

**ARTICLE VII.**

**Meetings.**

Section 1. The first meeting of the members of the Association shall be called by the Committee on Organization, and held at such a time and place as shall be designated, and notice thereof given by the temporary Secretary. Thereafter, there shall be an annual meeting of the Association at such time and place as shall be named by the Executive Committee, and ample notice thereof shall be given by publication in the *Employes' Magazine*, and in such other manner as the Executive Committee shall direct. Twenty-five members shall constitute a quorum for the transaction of any business.

Section 2. The Executive Committee shall hold monthly meetings on call of the President. Special meetings may be called by the President, or by any two members of the Committee.

**ARTICLE VIII.**

**Dues.**

The membership fee shall be One Dollar upon admission. The annual dues shall be One Dollar per year, payable at the time of admission, for the current year, and in the month of January in each year thereafter. Non-payment at the time of any annual meeting shall terminate membership.

**ARTICLE IX.**

**Seal and Badges.**

The Executive Committee shall procure a seal, and may also provide a suitable badge, card, or insignia of membership.

**ARTICLE X.**

**Expulsion of Members and Officers.**

Any member or officer of the Association may be expelled or removed for sufficient cause by a vote of not less than two-thirds of the members present at any annual meeting of the Association, providing such expulsion or removal shall have first been recommended by a majority vote of the Executive Committee.

**ARTICLE XI.**

**Order of Business.**

At meetings of the Association, the order of business shall be as follows:

- (1) Call to order.
- (2) Reading minutes of previous meeting.
- (3) Report of Treasurer.
- (4) Reports of committees.
- (5) Unfinished business.
- (6) New business.
- (7) Programme or other entertainment.
- (8) Adjournment.

**ARTICLE XII.**

**Amendments.**

This Constitution, or any Article thereof, may be amended at any regular meeting of the Association by a three-fourths vote of the members present and voting at such meeting.

**Charter Members.**

- Aeppli, Oscar D.....Chicago, Ill.
- Anderson, Carl J.....Minneapolis, Minn.
- Anderson, A. M.....Milwaukee, Wis.
- Anderson, Chris.....Council Bluffs, Iowa
- Anderson, Gus.....Perry, Iowa
- Altenbern, C. A.....Savanna, Ill.
- Alterton, R. F.....Minneapolis, Minn.
- Applegate, W. H.....Marion, Iowa
- Anderson, J. F.....Perry, Iowa
- Ainsworth, Richard.....Milwaukee, Wis.
- Arnold, Fred E.....Minneapolis, Minn.
- Adams, Albert C.....Milwaukee, Wis.
- Allen, George G.....Milwaukee, Wis.
- Allen, Frank E.....Chicago, Ill.
- Arthur, Joseph H.....Council Bluffs, Iowa
- Altenbern, E. W.....Elgin, Ill.
- Allbright, Charles E.....Chicago, Ill.
- Acers, George.....Portage, Wis.
- Adams, T. N.....Neuominee, Mich.
- Anderson, Ole.....Menominee, Mich.
- Birr, Herman A.....Tomah, Wis.
- Berglund, John.....Hastings, Minn.
- Boyle, L. C.....Viroqua, Wis.
- Bush, D. L.....Chicago, Ill.
- Beckler, Robert.....Dubuque, Iowa
- Babcock, Charles F.....Milwaukee, Wis.
- Barker, John J.....Dubuque, Iowa
- Barry, Thomas.....Dubuque, Iowa
- Baule, Frank.....Dubuque, Iowa
- Beebe, Charles E.....Sioux City, Iowa
- Byrnes, Charles L.....La Crosse, Wis.
- Buckley, John M.....Minneapolis, Minn.
- Brown, Robert A.....Chicago, Ill.
- Burns, Patrick H.....Elkhorn, Wis.
- Benter, Emil.....Hastings, Minn.
- Baker, George F.....Chicago, Ill.
- Bouffleur, Dr. A. I.....Chicago, Ill.
- Boyle, W. J.....Milwaukee, Wis.
- Buell, John E.....Minneapolis, Minn.
- Berg, O. H.....Dubuque, Iowa
- Betz, Charles.....Chicago, Ill.
- Betz, Joseph.....Milwaukee, Wis.
- Banyard, J. E.....Perry, Iowa

Brown, Oliver.....	Jackson, Minn.	Dow, Charles N.....	Omaha, Neb.
Buswell, E. H.....	Kiel, Wis.	Drury, E. G.....	Monticello, Iowa
Baumgartner, John.....	Milwaukee, Wis.	Dignan, J. H.....	Omaha, Neb.
Bash, E. C.....	Marion, Iowa	Dougherty, John.....	Minneapolis, Minn.
Bush, W. C.....	Chicago, Ill.	Dahl, W. H.....	Savanna, Ill.
Bennett, Orris N.....	Milbank, S. D.	Donovan, P. J.....	Perry, Iowa
Barber, William R.....	Marion, Iowa	Dutcher, Edward W.....	Iowa City, Iowa
Brubaker, W. A.....	Perry, Iowa	Daniels, L. D.....	La Crosse, Wis.
Bowen, J. C.....	Tomah, Wis.	Dropp, E. W.....	Middle Inlet, Wis.
Bowen, A. S.....	Tomah, Wis.	Dunn, John.....	Green Bay, Wis.
Buttles, F. E.....	Milwaukee, Wis.	Gelleke, de Josiah.....	Milwaukee, Wis.
Brady, Stephen.....	Chicago, Ill.	Dixon, James.....	Milwaukee, Wis.
Bore, L. L.....	Menominee, Mich.	Du Frane, Al.....	Chicago, Ill.
Bolting, F. J.....	Portage, Wis.	Dee, William J.....	Chicago, Ill.
Britt, Mike.....	Portage, Wis.	Dunning, Joseph.....	Minneapolis, Minn.
Brosnihan, Jerry.....	Kansas City, Mo.	Dunn, James W.....	Madison, Wis.
Butler, J. S.....	Watertown, Wis.	DeLand, James T.....	Perry, Iowa
Brady, Frank.....	Corliss, Wis.	Dunn, Christopher.....	Stone City, Minn.
Bradford, Frank.....	Mineral Pt., Wis.	Donley, F. H.....	Milwaukee, Wis.
Bunce, William T.....	Milwaukee, Wis.	Davis, J. M.....	Milwaukee, Wis.
Baynes, John.....	Dubuque, Iowa	Dimock, Charles C.....	Chicago, Ill.
Bailey, James.....	Elgin, Ill.	Delaney, John T.....	Chicago, Ill.
Bischoff, Henry A.....	Chicago, Ill.	Delaney, Francis H.....	Dubuque, Iowa
Curtis, Charles N.....	Sioux City, Iowa	Danglemeier, Charles W.....	Dubuque, Iowa
Chandler, J. A.....	Minneapolis, Minn.	Dido, John.....	Kansas City, Mo.
Cessford, George E.....	Deer Lodge, Mont.	Dooley, John F.....	Milwaukee, Wis.
Craig, F. S.....	Perry, Iowa	Dick, John.....	Hastings, Minn.
Conway, John F.....	Perry, Iowa	Dunbar, Theo.....	Perry, Iowa
Conwen, Frank.....	Perry, Iowa	Daugherty, B. C.....	Chicago, Ill.
Coakley, John F.....	Omaha, Neb.	Degnan, J. H.....	Fargo, N. D.
Cornelius, C. R.....	Council Bluffs, Iowa	Dwyer, Thomas.....	Milwaukee, Wis.
Campbell, A. J.....	Marion, Iowa	Eddington, W. A.....	Minneapolis, Minn.
Collins, John B.....	Chicago, Ill.	Emery, William George.....	Minneapolis, Minn.
Caser, John.....	Minneapolis, Minn.	Earling, H. B.....	Seattle, Wash.
J. W. Cook.....	Chicago, Ill.	Earling, A. J.....	Chicago, Ill.
Cornell, Harry.....	Hastings, Minn.	Everhart, A. M.....	Oxford Junction, Iowa
Coughlin, Edward.....	Milwaukee, Wis.	Eddy, Rush A.....	Mitchell, S. D.
Canar, M. J.....	Milwaukee, Wis.	Eisle, John.....	Perry, Iowa
Cook, J. L.....	Minneapolis, Minn.	Eidemiller, W. S.....	Fond du Lac, Wis.
Conley, W. W.....	St. Paul, Minn.	Einfeldt, Henry T.....	St. Paul, Minn.
Curtis, Henry.....	Milwaukee, Wis.	Falch, William.....	Milwaukee, Wis.
Colter, George A.....	Milbank, S. D.	Foster, Andrew J.....	Mt. Carroll, Ill.
Cross, Charles E.....	Marion, Iowa	Freeman, Thomas.....	Omaha, Neb.
Campbell, John I.....	St. Louis, Mo.	Fisk, Dallas.....	Council Bluffs, Iowa
Cannon, W. J.....	Chicago, Ill.	Florence, C. W.....	Chicago, Ill.
Calkins, R. M.....	Seattle, Wash.	Fraser, F. Z.....	Waldo, Wis.
Coe, John.....	Markesan, Wis.	Foster, W. B.....	Seattle, Wash.
Clark, Henry A.....	Perry, Iowa	Foster, J. H.....	Minneapolis, Minn.
Clancy, Thomas.....	Portage, Wis.	Farrington, L.....	Portage, Wis.
Clemons, Herman.....	Aberdeen, S. D.	Field, H. H.....	Chicago, Ill.
Cross, Jerry W.....	Chicago, Ill.	Fitzwater, D. J.....	Marion, Iowa
Clark, P. C.....	Milwaukee, Wis.	Forckenbridge, O. L.....	Watertown, Wis.
Clafin, Fred H.....	Brookfield, Wis.	Francis, L. C.....	Watertown, Wis.
Cochrane, George L.....	Milwaukee, Wis.	Ferris, John D.....	Rio, Wis.
Cessford, Robert.....	Marion, Iowa	Farnham, Frank L.....	Elgin, Ill.
Christiansen, Martin P.....	Council Bluffs, Ia.	Fitzgerald, Dudley M.....	Madison, Wis.
Carey, J. T.....	Portage, Wis.	Fraser, Eugene.....	Sioux City, Iowa
Curran, Michael J.....	Marion, Iowa	Fetherston, W. H.....	Milwaukee, Wis.
Cordes, Arthur P.....	Chicago, Ill.	Fesler, W. H.....	Chicago, Ill.
Clafin, Chauncy.....	Milwaukee, Wis.	Ford, Edward.....	Dubuque, Iowa
Carroll, Thomas.....	Freepport, Ill.	Fraser, C. A.....	Chicago, Ill.
Clayton, John.....	Milwaukee, Wis.	Foote, Charles E.....	Sanborn, Iowa
Chamberlin, W. B.....	Milwaukee, Wis.	Fargo, Eugene H.....	Aberdeen, S. D.
Clifford, J. M.....	Green Bay, Wis.	Fisher, D.....	Montevideo, Minn.
Connolly, P. D.....	Milwaukee, Wis.	Fillmer, Lewis.....	Minneapolis, Minn.
Curtis, C. R.....	Portage, Wis.	Flewelling, A. L.....	Spokane, Wash.
Caine, W. B.....	Waukesha, Wis.	Flint, H. W.....	Watertown, Wis.
Cavey, John H.....	Milwaukee, Wis.	Flinn, John H.....	Chicago, Ill.
Cummings, John C.....	Milwaukee, Wis.	Fischer, K.....	Chicago, Ill.
Crouch, Charles.....	Minneapolis, Minn.	Fianigan, Clarence F.....	Chicago, Ill.
Coy, William.....	Chicago, Ill.	Fillmore, Henry W.....	Excelsior Springs, Mo.
Conley, John T.....	Chicago, Ill.	Gleason, William.....	Savanna, Ill.
Corner, John C.....	Milwaukee, Wis.	Greenwald, Eugene.....	Milwaukee, Wis.
Crockett, Thomas.....	Davenport, Iowa	Gordon, David.....	Marion, Iowa
Connors, J. J.....	Dubuque, Iowa	Greene, Charles W.....	Savanna, Ill.
Coggshall, J. E.....	Davenport, Ia.	Gavin, Phil M.....	Green Bay, Wis.
Corolan, Patrick.....	Hastings, Minn.	Greene, George.....	Davenport, Iowa
Craven, John W.....	Milwaukee, Wis.	Gallagher, Michael.....	Council Bluffs, Iowa
Cook, John R.....	West Union, Iowa	Griswold, James D.....	Madison, S. D.
Colver, Harry.....	Green Bay, Wis.	Gregory, James G.....	Janesville, Wis.
Connors, John.....	Rockford, Ill.	Grout, Charles E.....	Milwaukee, Wis.
Cassidy, J. M.....	Dubuque, Iowa	Grant, Edward W.....	Milwaukee, Wis.
Clace, H.....	Cashton, Wis.	Grisinger, D.....	Racine, Wis.
Costello, John.....	Chicago, Ill.	Getts, L. S.....	Cedar Rapids, Iowa
Channing, Frank.....	Chicago, Ill.	Grant, George.....	Chicago, Ill.
Cloghessy, David.....	Chicago, Ill.	Griggs, Henry C.....	Milwaukee, Wis.
Callahan, Thomas.....	Waukesha, Wis.	Goodell, Charles F.....	DePere, Wis.
Crowell, B. F.....	Waukesha, Wis.	Gilbert, John.....	Chicago, Ill.
Dunlap, W. C.....	Stewart, Iowa	Grow, J. R.....	Chicago, Ill.
Delli, Jacob.....	Chicago, Ill.	Gillick, J. T.....	Chicago, Ill.
Dixon, William B.....	St. Paul, Minn.	Gibbs, Frank M.....	Sioux City, Iowa
Devine, Thomas.....	Portage, Wis.	Grunau, John.....	Chicago, Ill.
Daugherty, Jerry C.....	Chicago, Ill.	Garvey, Frank H.....	Elgin, Ill.

Gleisner, John G.	Milwaukee, Wis.	Klumb, C. D.	Chilton, Wis.
Goodnow, C. A.	Chicago, Ill.	Kittredge, Eugene D.	Milwaukee, Wis.
Gilman, Lefe	Tunnel City, Wis.	King, W. A.	Chicago, Ill.
Graven, M. P.	St. Paul, Minn.	Kirby, A.	Libertyville, Ill.
Garside, James	Milwaukee, Wis.	Kenyon, W. A.	Portage, Wis.
Grover, John F.	Northfield, Minn.	Keyes, John	Madison, Wis.
Humphrey, R. W.	Minneapolis, Minn.	Kingsley, J. W.	Chicago, Ill.
Howe, Lewis	Council Bluffs, Iowa	Carpenter, Kendall	Libertyville, Ill.
Higgins, John	Marion, Iowa	Kay, E. Z.	Wheaton, Minn.
Hyde, W. L.	Savanna, Ill.	Kinder, John S.	Dubuque, Iowa
Hays, T. J.	Maquoketa, Iowa	Keeley, E. S.	Chicago, Ill.
Hefner, Thomas A.	Cedar Rapids, Iowa	Linehan, Martin	Chicago, Ill.
Hansen, O. E.	Savanna, Ill.	Long, George A.	Dubuque, Iowa
Hahn, Frank A.	Ottumwa, Iowa	Long, Charles	Marion, Iowa
Hale, George	Chicago, Ill.	Loostum, Nels	Christine, Minn.
Hare, J. W.	Milwaukee, Wis.	Lewis, Charles R.	Minneapolis, Minn.
Hagerty, William	Watertown, Wis.	Lapham, Charles	Milwaukee, Wis.
Henratty, Edward	Milwaukee, Wis.	Love, John G.	Chicago, Ill.
Hurd, William M.	Chicago, Ill.	Lyne, Frank E.	Madison, Wis.
Hagan, William W.	Chicago, Ill.	Leahy, William H.	Kansas City, Mo.
Heitka, William	Milwaukee, Wis.	Lyons, Timothy E.	Chicago, Ill.
Holmes, G. E.	Chicago, Ill.	Latham, Clarence	Chicago, Ill.
Hughes, Milton J.	Chicago, Ill.	Luebke, William	Milwaukee, Wis.
Harrington, John H.	Tacoma, Wash.	*Lund, S. G.	Omaha, Neb.
Hurlless, Ira	Perry, Iowa	Larson, Martin J.	Chicago, Ill.
Harry, Nick	Farley, Iowa	Linn, W. A.	Chicago, Ill.
Higgins, H.	Davenport, Iowa	Layton, George B.	Savanna, Ill.
Halsted, L. M.	Preston, Iowa	Lynch, Harry S.	Chicago, Ill.
Hart, P. C.	Chicago, Ill.	Langan, C. R.	Minneapolis, Minn.
Hanson, Burton	Chicago, Ill.	Laughlin, J. H.	Appleton, Minn.
Hildreth, M. J.	Marion, Iowa	Lee, William A.	Tomah, Wis.
Howe, William B.	Perry, Iowa	Ludolph, Martin	Minneapolis, Minn.
Hyatt, George	Chicago, Ill.	Lems, H.	Chicago, Ill.
Havcy, John	Milwaukee, Wis.	Long, Hoadley A.	Columbus, Wis.
Hulbert, Leonard	Perry, Iowa	Learmouth, F. A.	Rio, Wis.
Hann, A. C.	Perry, Iowa	*Lees, W. E.	Milwaukee, Wis.
Hunter, Noah	Chicago, Ill.	Libby, Fred W.	Chicago, Ill.
Hebert, Lewis	Minneapolis, Minn.	LaRoy, Henry A.	Chicago, Ill.
Hass, W. G.	Hilbert, Wis.	Lewis, L. C.	East Moline, Ill.
Hume, John W.	Milwaukee, Wis.	McPherson, Frank	Chicago, Ill.
Humes, N.	Milwaukee, Wis.	Muir, Samuel	Dubuque, Iowa
Hill, W. W.	Libertyville, Ill.	Moran, Thomas	Tomah, Wis.
Harrington, Frank M.	Milwaukee, Wis.	Malek, Frank J.	Hopkins, Minn.
Holsten, J. G.	Portage, Wis.	McGraw, Frank	Chicago, Ill.
Hagman, W. H.	Reeseville, Wis.	McCauley, John	Milwaukee, Wis.
Hancock, J. W.	Tomah, Wis.	Miller, H. O.	Shannon, Ill.
Hull, L. W.	Brookfield, Wis.	Marlett, D. J.	Milwaukee, Wis.
Holbrook, F. L.	Milwaukee, Wis.	Mitchell, C. W.	Milwaukee, Wis.
Hains, R. S.	Milwaukee, Wis.	Murphy, Frank L.	Chicago, Ill.
Hatch, H. M.	Milwaukee, Wis.	Myers, John J.	Elkhorn, Wis.
Hicks, George	Council Bluffs, Iowa	Meloy, E. S.	Chicago, Ill.
Holt, A. G.	Chicago, Ill.	Manning, Dennis J.	Berlin, Wis.
Hayden, F. W.	Glencoe, Minn.	Maher, William Hunter	Milwaukee, Wis.
Hopkins, J. B.	Galewood, Ill.	Mills, James F.	Madison, Wis.
Hiland, J. H.	Chicago, Ill.	Miller, I. B.	LaCrosse, Wis.
Hay, Peter	Dubuque, Iowa	Minogue, T. F.	Milwaukee, Wis.
Hopp, William	Dubuque, Iowa	Murphy, James Joseph	Three Forks, Mont.
Hanson, H. J.	Milwaukee, Wis.	Mitchell, Esau	Milwaukee, Wis.
Ivens, William H.	Milwaukee, Wis.	Morrison, Edmund W.	Chicago, Ill.
Johnson, Henry	Chicago, Ill.	Mitchell, Charles E.	Marion, Iowa
James, John	Kansas City, Mo.	Maloney, John	Sabula, Iowa
Jones, Douglas	Perry, Iowa	Monroe, Abe S.	Council Bluffs, Iowa
Jackson, A. I.	Monticello, Iowa	Murphy, J. A.	Portage, Wis.
Jensen, Jens	Council Bluffs, Iowa	Murphy, James T.	Minneapolis, Minn.
Jones, Addison	Chicago, Ill.	Miller, George S.	Chicago, Ill.
Joss, Charles M.	Chicago, Ill.	Mullen, Jerry	Madison, Wis.
Jackson, Harry W.	Green Bay, Wis.	Murphy, J. L.	Oconto, Wis.
Johnson, Austin	Crivit, Wis.	Malone, P. J.	Stiles, Wis.
Jackson, A. M.	Milwaukee, Wis.	Mehan, James E.	Milwaukee, Wis.
Jenson, Nels	Council Bluffs, Iowa	Moulding, A. J.	Oconomowoc, Wis.
Johnson, Frank E.	Chicago, Ill.	Merrill, J. A.	Rockton, Ill.
Jones, John H.	Cashton, Wis.	Morgan, Charles A.	Green Bay, Wis.
Johnson, Walter A.	Milwaukee, Wis.	Morrison, G. R.	Savanna, Ill.
Jones, John Paul	Hutchinson, Minn.	Manning, J. H.	Milwaukee, Wis.
Kelley, Frank M.	Rockford, Ill.	Marshall, C. H.	Marion, Iowa
Kunz, John P.	Milwaukee, Wis.	Millard, N. E.	Perry, Iowa
Kinsella, Edward E.	Chicago, Ill.	Mauser, W. C.	Fayette, Iowa
Kreamer, Lester L.	Dubuque, Ia.	McGrath, Edward A.	Milwaukee, Wis.
Kenefick, John	Dubuque, Ia.	McCarthy, P. F.	Winona, Minn.
Kluck, John	Dubuque, Ia.	McKay, R. W.	Milwaukee, Wis.
Kelley, Thomas A.	Montevideo, Minn.	McLaughlin, Charles	Milwaukee, Wis.
Kiesler, G.	Hutchinson, Minn.	McHarg, William	Davenport, Iowa
Kelly, William	Davenport, Iowa	McGuire, W. F.	Minneapolis, Minn.
Kemmey, Patrick J.	Davenport, Iowa	McMullen, Frank L.	Chicago, Ill.
Klabunde, August	Milwaukee, Wis.	McEwen, David	Seattle, Wash.
Keyser, M. L.	Chicago, Ill.	McGuire, B.	Marion, Iowa
Kent, James E.	Perry, Iowa	McGovern, Lewis	Freeport, Iowa
Kiley, P. H.	Savanna, Ill.	McCormac, S.	Savanna, Ill.
Kindler, George A.	Marion, Iowa		
Karch, Walter	Chicago, Ill.		
King, Charles	Minneapolis, Minn.		

Madden, P. H.	Sparta, Wis.	Swaby, Charles S.	Sioux City, Iowa
Mack, Chas. H.	Chicago, Ill.	Scharenberg, A. H.	Chicago, Ill.
McCarthy, C. J.	Aberdeen, S. D.	Schoepke, Charles	Chicago, Ill.
Nourse, C. N.	Milwaukee, Wis.	Scharlan, Fred W.	Chicago, Ill.
Nolan, Peter B.	Chicago, Ill.	Simmons, J. W.	Corliss, Wis.
Nead, Charles	Dubuque, Iowa	Schink, Charles J.	Milwaukee, Wis.
Neuman, Joseph	Chicago, Ill.	Schimmel, Joseph	Milwaukee, Wis.
Nee, Patrick F.	Minneapolis, Minn.	Slightam, W. E.	Madison, Wis.
Niex, A. J.	Columbus, Wis.	Stephens, Otto W.	Milwaukee, Wis.
Nolan, J. W.	Cedar Rapids, Iowa	Summers, Edward J.	Chicago, Ill.
Northup, H. T.	Chicago, Ill.	Skuse, Fayette D.	Chicago, Ill.
Nichols, Henry E.	Perry, Iowa	Smock, L. W.	Winona, Minn.
Nellins, James S.	Minneapolis, Minn.	Stackpole, William C.	Minneapolis, Minn.
Nagle, Frank	Dubuque, Iowa	Stock, Frank	Milwaukee, Wis.
Nelson, K.	Aberdeen, S. D.	Swoeney, James	Milwaukee, Wis.
Olinger, Peter	Dubuque, Iowa	Simons, Marcus C.	Elgin, Ill.
O'Brien, Thomas	Chicago, Ill.	Smith, Dan	Sparta, Wis.
O'Boyle, J.	Minneapolis, Minn.	Sullivan, P. H.	Tomah, Wis.
Orth, W. H.	Racine, Wis.	Strange, William J.	Milwaukee, Wis.
Owens, L. K.	Savanna, Ill.	Slade, Arthur	Walworth, Wis.
Oakes, Edward C.	Winneconne, Wis.	*Schoen, Carl	Chicago, Ill.
O'Connor, T. C.	Green Bay, Wis.	Simpson, George E.	Chicago, Ill.
O'Laughlin, M.	Perry, Iowa	Sewall, E. D.	Chicago, Ill.
O'Byrne, Patrick	Milwaukee, Wis.	Schouer, S. R.	Dubuque, Iowa
O'Hara, Matt	Minneapolis, Minn.	Swanson, Oscar	Perry, Iowa
O'Keefe, John	Milwaukee, Wis.	Sutherland, Frank	Chicago, Ill.
Olson, Lewis O.	Northfield, Minn.	Smith, Harry	Milwaukee, Wis.
Peterson, Martin	Appleton, Minn.	Scanlan, James	Chicago, Ill.
Pierce, N. W.	Chicago, Ill.	Sutherland, Harry	Chicago, Ill.
Phelan, E. W.	Milbank, S. D.	Shaffer, George	Savanna, Ill.
Parish, Joseph E.	Ottumwa, Iowa	Steen, H. L.	Delmar Junction, Iowa
Parkinson, J. A.	Milwaukee, Wis.	Schader, A.	Cedar Rapids, Iowa
Parkhurst, George A.	Minneapolis, Minn.	Stevens, Harry L.	Savanna, Ill.
Pugh, J. J.	Milwaukee, Wis.	Stewart, H. E.	Houghton, Mich.
Peters, Charles A.	Portage, Wis.	Schmidt, Martin P.	Council Bluffs, Iowa
Parsons, Clarence L.	DeForest, Ill.	Smith, William M.	Minneapolis, Minn.
Parkinson, M.	Milbank, S. D.	Sweeney, James	Freepport, Ill.
Phillips, A. J.	Chicago, Ill.	Stiles, Herbert	Milwaukee, Wis.
Pringle, J. A.	Farley, Iowa	Scott, Arthur F.	Kansas City, Mo.
Parmenter, S. A.	Marion, Iowa	Stroud, Harris K.	Hastings, Minn.
Peterson, Slack	Deer Lodge, Mont.	Schlater, J. P.	Davenport, Iowa
Peterson, A.	Marion, Iowa	Steffen, Julius	Milwaukee, Wis.
Price, John S.	Chicago, Ill.	Sullivan, Charles E.	Chicago, Ill.
Pike, F. E.	Maquoketa, Iowa	Sherwood, C. L.	Cedar Rapids, Iowa
Peterson, John	Council Bluffs, Iowa	Smith, A. O.	Milwaukee, Wis.
Patterson, E. A.	Chicago, Ill.	Stoltz, August	Sparta, Wis.
Price, S. K.	Milwaukee, Wis.	Stoneman, Richard	Hastings, Minn.
Pritchard, R. H.	Milwaukee, Wis.	Sawtelle, P. S.	Elgin, Ill.
Piper, R. L.	Davenport, Iowa	Scott, George G.	Milwaukee, Wis.
Price, V. W.	Wauwautosa, Wis.	Spellman, A. D.	Montevideo, Minn.
Pierpont, H. E.	Chicago, Ill.	Schaefer, F. W.	Glencoe, Minn.
Payler, W. G.	Chicago, Ill.	Souther, C. N.	Chicago, Ill.
Quade, August C.	Dubuque, Iowa	Sweeney, J. T.	Kansas City, Mo.
Quinn, P. H.	Aberdeen, S. D.	Taylor, J. W.	Chicago, Ill.
Konning, O. P.	Montevideo, Minn.	Terry, George H.	Tomah, Wis.
Rathlesberger, W. F.	Milwaukee, Wis.	Tompkins, John H.	Aberdeen, S. D.
Rhomberg, Alfred	Dubuque, Iowa	Torrance, C. M.	Minneapolis, Minn.
Renier, Philip C.	Dubuque, Iowa	Thayer, Thomas A.	Red Wing, Minn.
Rooney, Martin A.	Dubuque, Iowa	Thompson, Walter B.	Janesville, Wis.
Rusch, Frank	Tacoma, Wash.	Thompson, N. E.	Somers, Wis.
Roberts, Joseph E.	Milwaukee, Wis.	Thurber, James D.	Milwaukee, Wis.
Roe, William H.	Tacoma, Wash.	Tilton, W. G.	Racine, Wis.
Rice, L. M.	Perry, Iowa	Taintor, O. P.	Walworth, Wis.
Russell, W. E.	Milwaukee, Wis.	Thiele, Walter J.	Minneapolis, Minn.
Raymond, John T.	Marion, Iowa	Thurber, N. P.	Milwaukee, Wis.
Russell, A.	Portage, Wis.	Tolbert, Lee	Perry, Iowa
Ryan, John	Elgin, Ill.	Templeton, E.	Monticello, Iowa
Ryan, Patrick	Marion, Iowa	Tucker, C. L.	Perry, Iowa
Ross, William E.	Elgin, Ill.	Torrence, O. E.	Marion, Iowa
Rouse, Albert	Perry, Iowa	Taft, L. S.	Milwaukee, Wis.
Rogers, John	Perry, Iowa	Telfer, R. M.	Beloit, Wis.
Rupp, A. E.	Chicago, Ill.	Tong, John	Milwaukee, Wis.
Roberts, J. L.	Perry, Iowa	Tyrrell, Thomas	Chicago, Ill.
Ramsey, H. E.	Oxford Junction, Iowa	Usher, J. M.	Madison, Wis.
Reed, James	Chicago, Ill.	Vogenthaler, Albert	Madison, Wis.
Raymond, Benjamin F.	Minneapolis, Minn.	Varney, F. E.	Portage, Wis.
Ray, C. A.	Milwaukee, Wis.	Vedder, Harry W.	Waukesha, Wis.
Roach, Thomas W.	Milwaukee, Wis.	Van Vliet, B. F.	Mason City, Ia.
Rupp, Paul L.	Chicago, Ill.	Vandercreek, G. H.	Marion, Iowa
Reeder, E. O.	Seattle, Wash.	Van Tassel	Cedar Rapids, Iowa
Ramsey, C. J.	Racine, Wis.	Williams, John	Chicago, Ill.
Ruehl, John	Dubuque, Iowa	*Wimmer, George	Dubuque, Iowa
Race, Abner	Portage, Wis.	Wixen, Ed.	Milwaukee, Wis.
Richards, Thomas	Milwaukee, Wis.	Weiss, Gust	Milwaukee, Wis.
Scott, Robert N.	Libertyville, Ill.	Walsh, Matt	Chicago, Ill.
Schlink, Harry F.	Minneapolis, Minn.	Woodworth, A. R.	Chicago, Ill.
Sullivan, Thomas	Milbank, S. D.	Wheeler, Fred B.	Chicago, Ill.
Smith, George F.	Hastings, Minn.	Wadsworth, Milton P.	Portage, Wis.
Sullivan, Daniel	Milwaukee, Wis.	Wiseman, M. H.	Milbank, S. D.
		Winsor, J. H.	Clinton, Iowa

Wescott, C. . . . . Marion, Iowa  
 Williams, J. S. . . . . Marion, Iowa  
 Williams, F. H. . . . . Omaha, Neb.  
 Wolfrom, Charles. . . . . Portage, Wis.  
 Wood, W. E. . . . . Chicago, Ill.  
 Webb, W. L. . . . . Chicago, Ill.  
 Weise, F. E. . . . . Chicago, Ill.  
 \*Wright, E. A. . . . . Milwaukee, Wis.  
 Wolcott, E. B. . . . . Milwaukee, Wis.  
 Wills, Otto H. . . . . Hartland, Wis.  
 Whitcomb, W. H. . . . . Poynette, Wis.  
 Webb, George W. . . . . Watertown, Wis.  
 Williams, E. M. . . . . Milwaukee, Wis.  
 Wood, W. D. . . . . Chicago, Ill.  
 Williams, W. W. . . . . Minneapolis, Minn.  
 Watson, James. . . . . Milwaukee, Wis.  
 Wiley, H. . . . . Fond du Lac, Wis.  
 Wilkinson, Charles W. . . . . Chicago, Ill.  
 Warner, W. P. . . . . Spokane, Wash.  
 Ward, William . . . . . Minneapolis, Minn.  
 Wolcott, E. E. . . . . Milwaukee, Wis.  
 West, George F. . . . . Seattle, Wash.  
 Williams, Richard. . . . . Tomah, Wis.  
 Williams, Grant. . . . . Chicago, Ill.  
 White, William T. . . . . Chicago, Ill.  
 Wiehle, John. . . . . Dubuque, Iowa  
 Walker, R. J. . . . . Chicago, Ill.  
 Woodworth, George B. . . . . Evanston, Ill.  
 Winsor, F. V. . . . . Miles City, Mont.  
 Waller, O. F. . . . . Aberdeen, S. D.  
 Yager, George E. . . . . Chicago, Ill.  
 Young, J. E. . . . . Milwaukee, Wis.  
 Young, W. H. . . . . Savanna, Ill.

### Echoes of the Big Blizzard.

It has been said that Americans accept conditions with a greater degree of philosophy than any other people. If there is a delay, a crush or a wreck of any nature whatsoever, your American first ascertains the extent of the damage, and renders every service in his power,—and after that he sets himself to the business of making things as merry as possible and lightening the discomfort wherever he can. This trait was strikingly illustrated many times during the recent extraordinary delays and trials consequent upon the unprecedented storms of the northwest during January and February.

Following the derailment of No. 15 at Roscoe, as soon as it was found that no one had been seriously injured, but that owing to the extreme severity of the cold and the high wind which made it impossible for men to remain out long at a time on the work of re-railing the train and repairing the track, some delay was inevitable,—the passengers who had been made comfortable at the hotel, turned their attention toward providing pastime and “to encourage pleasant memories of an unpleasant occurrence.”

The stranded passengers organized a “Society of Heroes and Heroines” and everyone was a charter member. There were speeches and stunts of all kinds to create amusement, and every man and woman occupied a responsible position on some one of the numerous committees that were appointed for various purposes,—such as an “Exalted Band for Visiting Afflicted Heroes,” “Devoted Ministering Angels,” “Beautiful Devotees for Entertainment of Lovelorn and Lonely Heroes,” etc. The chief officer of the society posed as The Most Magnificent Hero, and there were M. M. Vice Heroes and a Grand Recorder of Heroic Deeds.

At Montevideo, during the long stormy Sunday that the Olympian and other trains

were stalled there, the waiting passengers were treated to a movie show by Mr. Marsh, manager of a motion picture house. This wide-awake and kindly disposed gentleman brought his picture machine down to 15 and showed all the films he had on hand. There was music also by some vaudeville actors who also were stranded, pending the resumption of traffic, and good-naturedly offered their services for the entertainment of the other passengers. Their efforts were greatly appreciated and they were given a unanimous vote of thanks.

The blizzard did not omit to pay full respects to the Southern Minnesota Division, region of historic winters, and some of our “old timers” out there have promised to draw some comparisons between the 1917 storms and those of early days, which should make an interesting story; meanwhile Superintendent Atkins tells of a passenger train stuck in the snow between Alpha and Jackson without means of communication until a telephone instrument was rigged up and Agent Lashley at Alpha got word to them that provisions would be sent out in sleighs. Freight Engineer Mutschler stuck by his engine throughout the days and nights of February 3rd and 4th and kept up steam, and everyone was made as comfortable as possible. As the storm abated they sent a telephone message to Superintendent Atkins not to worry about them, they were doing fine, and everyone was happy.

### Decoration. “O.”

I  
 Go high  
 To decorate—  
 Nor hesitate.  
 The rules of this here companee  
 Decree  
 That when a caravanseree  
 70 long  
 Embarks for a distant port  
 On the billowy desert  
 The Stinger should be  
 Atop.  
 There's naught  
 A wop  
 I wot  
 Can skin me  
 When it comes to registering best  
 As a part of  
 The scenerie  
 Indigenous to the Beckoning West!  
 So I  
 Gracefully wig-wag  
 A high  
 Ball to the  
 Aristocrat far  
 Ahead, Sir Westinghouse Johnson Barr,  
 A. B.,  
 M. E.,  
 B. of L. E.—  
 And bid him not to lag—  
 For the heart of  
 This here Stinger boy  
 Is full of joy  
 Because, I know  
 Around the curve and in the sag  
 There'll be  
 By the big tree  
 Waiting  
 The One I  
 Want some day  
 To act as General Manager  
 And Chief  
 Operator of my heart—  
 And, with her apron, she  
 Will wave to me  
 A  
 Loving welcome and  
 Farewell—  
 All too brief!

**Loss and Damage to Freight.**

*C. H. Dietrich.*

The General Committee on Prevention of Loss and Damage Claims is now able to furnish the figures not only for the month of December, 1916, but for the entire year ending December 31st, 1916, which under our new system of accounting will constitute the fiscal year.

For December, 1916, the loss and damage account amounted to \$82,141.66. This account for December, 1915, amounted to \$89,896.83, indicating a decrease in loss and damage for the month of December, 1916, as compared to December, 1915, of \$7,755.17. The ratio of loss and damage to freight revenue for December is 1.28 per cent.

For the year ending December 31st, 1916, the loss and damage account amounted to \$1,083,633.63, while for the year ending December 31st, 1915, this account amounted to \$1,362,587.41, indicating a decrease for the year just ended as compared with the previous year of \$278,953.78. This decrease in loss and damage was accomplished in the face of an increased freight revenue of slightly over \$10,000,000.00. The ratio of loss and damage to freight revenue for the year ending December 31st, 1916, is 1.36 per cent.

These few figures speak volumes for the earnest and persistent efforts that have been put forth to conserve the company's revenues by the thousands of men connected directly with the handling of freight, and the gradual reduction of this account has been watched with great interest by the employes and officers connected with this movement.

The first month of our new fiscal and calendar year just passed has been a disastrous one from a loss and damage standpoint, largely on account of the unusually severe weather conditions, together with the congestion and shortage of equipment, which has resulted in an extraordinary increase in the number of loss and damage claims, and it will require a tremendous effort on our part during the succeeding eleven months to overcome the increase in loss and damage brought about by the conditions noted above.

The heated car situation will demand our attention for at least two months more and special attention is called to the necessity of each person handling perishable freight during the next two months giving the same the best of care while in their charge, and arranging to notify the parties to whom they turn over such freight at junction or division points in order that the necessary attention may be given it by station or yard employes.

The work of the freight claim department for the next three or four months will be unusually heavy, due to the large number of claims received during December and January, and in order to adjust these claims with the least possible delay and friction, we appeal to the station agents particularly for prompt and full replies to all claim correspondence. This will go far toward satisfying the patrons whose property has been damaged during the extreme cold weather, and will enable us to dispose of these claims

with the minimum amount of work, both for this office and for the stations.

As soon as weather conditions permit the holding of loss and damage meetings, which we have been obliged to discontinue, will be renewed, and it is desired that all concerned keep a record of their observations during the past two months and come to these meetings prepared to report the cases that have come to their notice, and the probable cause of loss and damage, in order that steps may be taken to overcome such cases next season.

The Committee feels it is on the right track and we propose to redouble our efforts during the coming year toward the reduction of claims. Your personal assistance is earnestly solicited, and this office will be glad to hear from every interested member with any suggestions or ideas that may occur to you, all of which will be given careful consideration and used if practical.

**Over Short and Damage Statement,  
January, 1917.**

	Shorts	Overs	Bad Ord.	Tot'l
Under Investigation.....	6156	2842	....	8998
New Reports—Wisconsin .....	2960	2180	2272	7412
New Reports—Iowa .....	1455	754	379	2588
New Reports—Missouri .....	283	60	35	378
New Reports—Michigan .....	98	58	20	176
Illinois—Beloit to Freeport. ....	49	12	2	63
Minn.—Part Dubuque Div. . . . .	26	2	7	35
	11,027	5908	2715	19,650
Errors Located .....	3631	2999	2715	9345
Unlocated .....	2522	1084	....	3556
Under Investigation .....	4847	1875	....	6749
	11,027	5908	2715	19,650

Recapitulation.				
Connecting Line .....	1393	761	475	2629
Loading .....	750	905	....	1655
Train Crew .....	783	489	....	1272
Improper Loading .....	....	....	806	806
Billing .....	149	361	....	510
Rough Handling .....	....	....	492	492
Robbery .....	30	7	396	433
Issued in Error .....	224	165	5	394
Frozen Transit .....	....	....	316	316
Transferring .....	123	176	....	299
Shippers .....	109	63	52	224
Failure to Unload .....	45	69	....	114
Concealed .....	....	....	58	58
Defective Equipment .....	1	....	52	53
Fire .....	3	1	30	34
Expensing .....	21	2	....	23
Damaged by Rats .....	....	....	13	13
Employees .....	....	....	13	13
Delay .....	....	....	7	7
Unlocated .....	2252	1034	....	3556
Under Investigation .....	4874	1875	....	6749
	11,027	5908	2715	19,650

**Stations Charged With 10 or More Errors.**

	Trans-ferring			Total
	Billing	Loading	Total	
Galewood .....	85	421	....	506
Milwaukee .....	107	225	43	375
Chicago .....	49	283	23	355
Madison .....	11	51	13	75
La Crosse .....	3	43	14	60
Green Bay .....	12	39	7	58
Sioux City .....	2	46	5	53
Savanna .....	....	2	48	50
Twin City Tfr .....	12	23	14	49
Davenport .....	6	29	....	35
Watertown .....	5	13	8	26
Waukesha .....	5	16	1	22
Cedar Rapids .....	7	17	....	24
Beloit .....	6	16	2	24
Rockford .....	2	20	1	23
Kansas City .....	2	19	1	22
Wausau .....	16	4	1	21
Freeport .....	6	14	....	20

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Oshkosh	4	16	20
Des Moines	5	11	19
Ottumwa	6	9	18
Janesville	3	9	18
Beaver Dam	1	10	15
Dubuque	2	11	14
Omaha	2	12	14
Pond du Lac	1	12	13
Rock Island	1	10	12
Racine	3	9	12
Winona	4	6	11
Marion			11
Plymouth, Wis.	2	8	11
Council Bluffs	1	10	11
Moline	3	8	11
Racine Jct.		10	10

**Errors by Divisions Other Than Terminal Stations.**

C. & C. B. in Iowa	312
Prairie du Chien	261
Northern	245
Superior	235
La Crosse	224
Mineral Point	127
Iowa & Dakota	103
Wisconsin Valley	92
Kansas City	73
Dubuque	70
Racine & S. Western	64
Des Moines	32
Iowa & Minn.	20
Chippewa Valley	18
So. Minn.	17
Sioux City & Dakota	16
Cbg. & Milwaukee	4

**Items From the S. C. & D. Division.**

*Blanche Mantley.*

Conductor W. B. Anderson spent a few days recently in Omaha on a law suit.

Engineer T. H. Thompson has departed for an extended trip, taking in many of the large southern cities.

Conductor Dave Murphy spent a few days in Des Moines not long ago.

Engineer T. H. Thompson has been visiting in Davenport.

J. J. Connors, assistant superintendent motive power, was looking around Sioux City the other day.

Many of the employes will be sorry to hear of the death at Hornick on January 12th of Section Foreman D. D. Murphy. Mr. Murphy has been employed at Hornick for many years, and was always an interested and efficient employe. He leaves a widow and eight children, to whom the sympathy of the Magazine is extended.

Switchman Ralph Overnire's wife and two daughters are expected back from Chicago shortly, having been detained there for some time on account of sickness.

Agent Hurlbut of Sioux City has been confined to his home on account sickness for the past week.

Chief Clerk J. B. Shoemaker, at the Sioux City freight house, expects to be gone about a month visiting friends at Correctionville and Larabee, and resting up generally.

Electrician H. J. Palmer fell out of a baggage car recently while making repairs and hurt his ankle. However, he is back on the job again.

Engineer W. J. Hopkinson has been making several trips to Rochester, Minn., recently to see his wife, who is in the hospital at that point. His brother, E. J. accompanied him.

Fireman C. Q. Dodge and wife have been visiting at Charter Oak.

Fireman Edward Mills made a trip to Chicago awhile ago.

Conductor F. W. Nelson is out again on crutches and canes after breaking his leg some time ago, while on a visit in Wisconsin. He is looking good. Mrs. Nelson is taking her vacation now.

Switchman O. F. Torrey and wife have been spending some time in St. Paul visiting.

The roundhouse tells me that Boilermaker William Bowers and wife are rejoicing over the arrival of a bouncing girl. First one for twelve years. Congratulations!

Agent A. H. Nichols at Arion had his arm hurt recently. Fred Schafstall relieved him until Relief Agent E. F. Zirbel could be sent there.

Machinist Leo Harty was found dead in bed one morning recently. He had been employed on the S. C. & D. for a number of years.

Sleeping Car Conductor Cowan was called to Chicago recently by the death of his mother at that point.

Sleeping Car Conductor H. H. Richardson is back on his old run, after being on leave of absence.

M. F. Smith was here the other day from Dubuque, looking just as fine as ever.

Conductor W. S. Opperud and wife took a trip to Chicago.

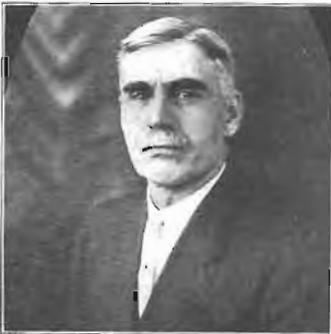
Fred Schafstall, interchange clerk at the freight house, made a short visit at Vermillion.

A. A. Pangborn and wife, operator at Brughier Bridge, went to Lake City, Minn., on account of the death of Mrs. Pangborn's father.

Conductor H. Conley fell on the platform at Canton the other day and hurt himself. Laid off for a little while, but is back on the job now.

Ray Gardner, son of Engineer W. H. Gardner, is on his way to the Philippine Islands for a stay at Manilla, according to a cable received by his father.

Hostler Helper Sam Holt of Sloux Falls broke his right leg about half way between the knee and ankle by falling into No. 1 pit, caused by Sam stubbing his toe while attempting to jump across the pit.



**J. J. Tisher.**

J. J. Tisher, of the Grays Harbor Line, Coast Division, entered the service as brakeman, December 26, 1886, on construction train laying track on Kansas City Division. He remained in construction train service until the completion of the line into Kansas City. Dec. 4, 1887, was made night yardmaster at Chillicothe, Mo., after twenty months as day and night yardmaster he returned to the Middle Kansas City Division, as freight conductor. In July, 1908, when the first call came for conductors on West End of Coast Extension, Tisher, being of young blood, went West "to grow up with the country," and help build the line from Columbia River to Seattle and Tacoma. March 20, 1909, a few days after the line had been cleared of snow in the Cascade Mountains, Tisher took a special out of Seattle for Ellensburg, with engine 26, Engineer Charles Niemiller, a box car, caboose and a wooden coach. Those accompanying this train were H. R. Williams, P. C. Hart, E. J. Pearson, George M. Rice and F. E. Willard.

This was the first train eastbound to make a continuous trip over that portion of the line. Tisher had the first passenger train on Enumclaw Branch out of Seattle. He also took the first regular passenger train out of Hoquiam (the extreme western terminal of the Great Milwaukee System) to Seattle, and is still on the job.

Tisher boasts of having missed but one pay check, and that was on account of sickness, in the twenty-nine years of service.

## At Home

*Anna M. Scott, Editor.*



Evalyn and Arthur Loser, Children of Engineer Arthur Loser, Chicago.

### What to Wear this Spring.

With almost everything in women's wear going up, "What are we to do for clothes?" is the wail of women everywhere. The newspapers flare with advertisements of chic suits and coats moderately (?) priced all the way from \$55 to \$150, and you turn to see what may be offered for your more slender purse in the way of materials. Alas, you see nothing but high priced cloths and silks offered for \$4 and \$5 and \$6 the yard. What, then, is one to do, to be sure? Well, let me tell you. On the counters right beside those .6 broadcloths, wool and silk jerseys and khaki-kools are pretty checked and plain serges, gabardines, etc., advanced, of course, from prices of a year or so ago, but still within reach; while taffetas, rajahs, pongees and crepe de chins may be had for comparatively reasonable prices. So if you don't set your heart on the most expensive things the shops are showing, you can possess yourself of very excellent materials wherewith to attire

yourself decently and becomingly. Suits and coats there are, moreover, at moderate prices in spite of the Cubist maidens who decorate the newspaper pages attired in sports suits offered to you for \$75 "and up," chiefly the latter.

As to the styles, there is a wide variety in cut as well as in material, the simple tailored at present being the popular showing. Skirts are narrower and a few have the "barrel" effect below the hips, but as this is strictly a mode for the very slender woman, and the other kind of woman is more numerous, the straight line skirt is also more numerous. Sleeves are tighter and fit snugly to the arm.

Coats may be knee length or hip length, and the collar may be cut cape or shawl shape, or it may be crushed. Pockets are everywhere and of all shapes, and they may hang loosely or be pressed into plaits which fit closely.

Spring blouses show ruffles used in many ways. The plain blouse seems to be passe, and where ruffles are not used tucks and plaits take their place. Many of the new waists have peplums and some have boleros.

The colors most favored in the advanced models are navy blue, oyster white, all shades of yellow and considerable grey.

### Pretty Frock for the Little Tot.

A slipover frock for the little tot may be made of chambray, batiste, linen or any favored fabric. It is made with a deep yoke and is laced down the front, which allows it to be slipped on over the head. The sleeves are set on to a dropped shoulder line and are finished with cuffs. A large round collar is buttoned with one large button in front. The button holes and eyelets for the ribbon lacing should be worked in a contrasting color, and a line of feather-stitching of the contrasting color may also be worked around the top of the deep hem and the edge of the yoke, making altogether a very smart looking little frock.

### Mine Own Comforter.

You are tired and weary, the teardrops fall;  
Your troubles surround you, one and all

—And despite your best efforts a sob comes,  
toq—

There's an instant pattering of little feet,  
And an arm steals around you, while soft  
and sweet

A dear little voice that you love to hear  
Whispers: "Never mind Mamma, I am here."  
—Endena.

**As the Years Go Galloping By.**

It seems but yesterday since you, a little  
"tad,"

Locked me inside the shed,  
While you went coasting down the hill  
Upon my nice new sled.

And was it I who'd grab your boat  
And bolt the bathroom door,  
To sail the bath-tub ocean deep  
While you, outside, did roar?

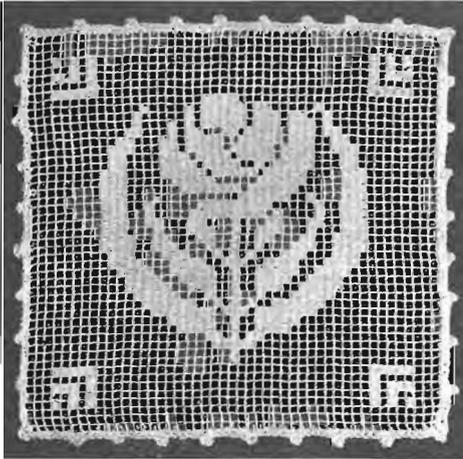
It seems but just a little while since,  
Hand in hand, you and I  
Each with a hoarded penny new and bright,  
To the corner store would hie.

And was it we who "scrapped" so hard  
O'er baseball, bat or glove?  
And marbles—gee, how we did "scrap" 'til  
You'd thing naught was left of love.

But let Tom, Dick or Harry "lay for" us,  
either one,  
We would loyally both be there,  
And side by side in the thick of the fray,  
There'd be no doubt of the "care."

And now, as the years go galloping by,  
I stand here alone, aghast,  
And the wealth of the world I'd gladly give  
For the childhood that is gone—is past.

—Endena.



Above is a "tidy" of filet darning, which recalls grandmother's parlor and the old horse-hair covered "sofy." This is fascinating work and is easily done. The pattern may be followed from this cut, and the work is regular darning. The picot-edge border is crocheted. The filet net and mercerized floss may be procured in the department stores. Any filet crochet patterns may be used for this work, and there are books with special patterns as well. Doilies, centerpieces and tray cloths are exceedingly handsome made this way.

**Good Things to Eat.**

**Stuffed Flank Steak**—One pound flank steak with pocket cut for filling, two cups bread filling, salt, pepper, flour, two thin slices of bacon. Make two cups bread filling, put in pocket and tie up. Dust with salt, pepper and flour and bacon. Bake in hot oven one hour. Baste two or three times with cold water. Mix a little flour thickening for gravy.

**Creamed Cabbage**—Two cupfuls boiled and minced cabbage, one cupful hot milk, one tablespoon salt, half teaspoon pepper. Put cabbage, hot milk, salt and pepper in a stewpan. Beat the butter and flour together until creamy, then stir into the contents of the stewpan. Simmer ten minutes; serve hot.

**Scalloped Tomatoes and Onions**—One and one-half cups cold boiled onions, half can of tomatoes, pepper and salt and one cup bread crumbs. Cut tomatoes and onions fine. Butter a baking pan. Put in a layer of sliced tomatoes, season with pepper and salt. Cover with a sprinkling of buttered crumbs, cover with sliced onions, then a layer of tomatoes. Make the last layer onion slices covered liberally with crumbs. Bake in a moderate oven three-quarters of an hour.

**Poor Man's Pudding**—Two cupfuls milk, four tablespoons rice, half cup brown sugar, wash salt, half teaspoon cinnamon and tablespoon butter. Wash rice, add milk, sugar, butter and seasoning. Bake several hours, stirring frequently till it is moist and brown.

**Plain Hot Sauce**—Two cupfuls water, one cupful sugar, one tablespoon cornstarch, one teaspoon butter and one lemon. Boil sugar and water, stir in cornstarch, wet with water, butter one lump sugar well rubbed on lemon rind, or on flavoring preferred. Care must be taken to cook cornstarch well, or it will taste raw.

**Household Suggestions.**

When broiling chickens, lay them skin side up. If there is any cornbread left from breakfast, soak it in milk and make up into griddle cakes the next morning.

Restore the flavor of scorched milk by standing it in a pan of cold water, to which a pinch of salt has been added.

Silver that is in daily use can be kept bright if it is left for several hours in very hot, strong borax water once a week.

If suet is melted in the oven and put into jars it will keep excellently and is far easier to chop in this form.

Puddings will keep for a longer time if made with suet that has been treated this way.

**A Teamwork Opportunity.**

The attention of our readers is called to the advertisement of Horton & Black, on page 60. This firm is now exclusively our good friend and S. M. Division (East) correspondent, "One T. P." He is one of us and we want to give him all the support we can—so if you have expiring Magazine subscriptions, send your renewals to him.

**Who Has Old Magazines?**

Any office or employe having more than one copy of each of the following numbers of the Magazine are requested to return same to E. G. Aldrich, Business Manager, Railway Exchange, Chicago:

April, 1913  
June, 1913  
July, 1913  
August, 1913  
September, 1913  
June, 1914

The business office is short a certain number of the above-named months of 1913 and 1914 and will very much appreciate the favor if any of these are sent in.

## Observations of Sigh

The spring-like weather of the past week has started that indescribable something within us, to thoughts of the great outdoors. To some people, spring means the bringing to light of sundry articles such as hip boots, fishing tackle and salmon egg; while to others it is the stimulus for certain "jingles," which they term poetry. Personally, we plead guilty to both complaints, and while our knowledge of the iambic, trochaic, dactylic and anapestic as applied to the "rule of feet" is rather crude, we intend changing the following "jingle" that formed itself in our mind, as we rolled out of our blankets one beautiful spring morning, one short year ago.

When the fires of the morn top the ridges,  
As the reign of the night comes to end,  
And the stars fade away in the distance,  
As if the new day to befriend;  
With jewels of dew resplendent,  
All Nature in gorgeous form,  
Sends up its thanks to the Maker,  
Greeting the day that's just born.

Comes a whispering breeze through the pine trees,  
Directed by some hidden Hand;  
Old Powell looms up in the background,  
Majestic, inspiring and grand.  
From the cedar on yonder hummock,  
Breaks the chick-a-dee's first chirp of morn,  
And the silent places awaken,  
To greet the new day that's just born.

During the past month the daily papers have given considerable front page space to the discussion of the birth control controversy. If memory serves me correctly, the question of "berth" control was at one time practically in the control of an individual by the name of Pullman. Just then, however, something happened, when the Milwaukee slipped one over by building them higher, wider and longer.

Deer Lodge is just concluding one big joyous celebration, caused by one Thomas Cornelius Laughlin (correct pronunciation is "Tommy," readers) having announced his intention of remaining in our midst. Although offered a more lucrative position elsewhere, Tommy intends sticking to his first love, viz. Deer Lodge, herself. And, by the way, here's a tip to the feminine members of the M. N. G.'s. While on your way to Spokane next June, don't miss the opportunity of getting acquainted with Tommy before you return, otherwise half the enjoyment of the trip will be lost.

One terming him (or her) self Luke McLuke often refers us to certain things to worry about, but as yet we have failed to see where he has offered any of the following:

Why is it that etiquette obliges us to eat pie with a fork, when a big broad knife would be so much more convenient?

Why is an engine always referred to as a "hog," "pig," or "goat?" Some kind of a fish name would be more appropriate, as they all have scales in their boilers.

Why is it that some who claim America as their birthplace and home will knock it and boost certain countries they have never seen, simply because some great-grand-dad came from there?

Speaking of natural history, here are three birds very much in evidence along the Missoula Division. The Stork, the Pillyloo bird and "Owl" Drake.

They say the crop of "white hopes" is diminishing, but we are still waiting to hear of some one slipping it over on "Ole Jeff."

According to standard rules, red lights signify danger, but some fellows will never learn.

It does not improve the tractive power of a lame engine to decorate the end of a Johnson bar with a piece of ivory.

An oil record looks fine on paper, but if air pumps and cylinders could talk, we venture to state they would have an awful grievance to present.

Don't tie a can to the next tramp dog that happens along. Look him over, he may be that crack pedigreed animal that gets lost at Piedmont each year during hunting season.

## Council Bluffs, Iowa, Notes.

Helga Schmidt-Hackstock.

Mr. F. M. Haas of Marion has been in Council Bluffs for several days installing the new special officer, Mr. Purcell, who is relieving Mr. J. M. Batten, who formerly had the position.

Engineer A. M. Markwell and wife and son, Marion, have gone to Spirit Lake, Iowa, to attend the funeral of Mrs. Markwell's niece.

Engineer William Howe is welcomed here after being off for some time. It sure is nice when you can arrange that way and miss the cold snaps.

Engineer J. W. Wanning was confined to the Edmundson hospital for several days with threatened blood poisoning. He is very much improved.

Engineer George Wickersham and wife and Fireman Lewis Howe and wife are spending their days at present in sunny Florida. Think of it!

Otto Larson and Arthur Kruger, formerly car repairers, have been promoted to carpenters.

Night Roundhouse Foreman Clarence Halverson had the misfortune to freeze his feet on the night of February 2d, during the big storm, when the temperature dropped to nearly 30 below. Some of the men outside left the job and it was up to Clarence to keep things moving. Roundhouse Foreman Horsley also put in very long hours on the job.

We are sorry to learn at this writing of the illness of Engineer A. W. Morgan's wife, who is at Coon Rapids. We wish her a quick recovery.

"Tommy" was sorry for the display of temper he had and called the other day and paid us that dollar. He is all peaches now.

Dining Car Conductor Bean has been relieved by Conductor Murphy. We also hear that Mr. Harvey of Diner N layed off for several days, especially to get married. Best wishes to you and yours, Mr. Harvey.

Henry Howerton has been promoted to the position of head coach cleaner in place of Chris Egholm, who has gone to Montana to prove up. We were wondering, when it was so cold, if Chris really enjoyed living up there in a shack, or if he would not rather have been back, at least till spring.

Laborer Frank Overton had the misfortune to injure his hand.

Engineer D. Lanning has taken a switch engine at Council Bluffs.

General Foreman Miller paid us a visit on St. Valentine's day. He was almost a stranger, having been so busy elsewhere that he had not had a chance to come before. He did not look any the worse for the cold weather railroading.

The work of putting up ice at Council Bluffs is nearly complete. We got some very nice looking ice this year, but they say it was hard to handle.

From the way they are using the air hammer and rivet "buster" they must sure be working on safety appliances.

Mr. B. O'Leary was a caller, trying out our ever-victorious fire department.

Unexpected sorrow visited the home of Conductor George McLane. Mr. McLane was out on his run when he was advised of the death of his daughter, Bessie Doyle McLane, aged 17 years. The young lady had been ill with pneumonia for less than a week, and her illness had not been considered of a serious nature. The funeral was held from St. John's English Lutheran Church at 2:30 p. m., February 15th. The bereaved family has our sincere sympathy.

Mr. Eugene Dailey of Mr. Taylor's office, at Chicago, was a business caller.

"Jimmy" Gallagher formerly rate clerk at out freight house can't seem to throw off old surroundings, for today finds him in our yard office chasing A. R. L.'s. We understand that Jim has been granted a second increase by the Armour people since he entered their employ, the first of the year. It goes to show that the Milwaukee products have the interest in them. Keep it up, Jim.

James Chapman, the lightweight of the freight office force, has been feeling rather out of sorts the past week. Last reports were that "he is about to croak."

## The Children's Page

Jennie B. Ginet

# March



Oh March that blusters and March that  
blows,  
What color under your footstep glows!  
Beauty you summon from Winter snows,  
And you are the pathway that leads to the  
rose.  
—Celia Thaxter.

### Pussy Willow's Secret.

Pussy Willow had a secret  
That the snowdrops whispered her,  
And she purred it to the south wind  
While it stroked her velvet fur;  
And the south wind hummed it softly  
To the busy honey bees,  
And they buzzed it to the blossoms  
On the scarlet maple trees.  
And these dropped it to the wood-brooks  
Brimming full of melted snow,  
And the brooks told Robin Redbreast  
As he chattered to and fro;  
Little Robin could not keep it,  
So he sang it loud and clear  
To the sleepy fields and meadows:  
"Wake up! Cheer up! Spring is here!"  
—Unknown.

### Æsop's Choice.

Æsop was a great story teller of long ago. Once he was sent on a long journey. As he was not strong his companions let him choose the load he was to carry. To their surprise he chose a basket of bread. This was the heaviest load of all and they thought him foolish. But, you see, as they traveled the bread was eaten and for the last part of the journey Æsop had only to carry an empty basket.  
—Adapted.

God make my life a little song  
That comforteth the sad,  
That helpeth others to be strong  
And makes the singer glad.  
—Selected.

### In Fair Japan.

The little girls in Japan have a very happy time on March third. They have a Feast of Dolls on that day. The night before while the little girls are asleep a great number of dolls are put in the Feast room. Some of the dolls are new but some of them are very old, having been played with by the little girls' mothers and grandmothers.

On the morning of the great day the little girls wake up early and run to get the dolls. They dress them and then take them to the Feast. There they sit down to tea and rice cakes. The dolls cannot eat the lovely things, but their little mothers do it for them.

A long, happy day is spent with the dolls and when night comes they are put away until the Feast of Dolls comes again.

### The Dark.

When I wake up and it is dark,  
I whisper Mamma, soft and low;  
So no one else will hear, you know;  
And straightway there is Mamma's hand,  
For Mamma, she can understand  
How little folks just cannot like the dark.  
—Endena.

The Farmer—"Say, don't you see that sign 'Private! No Fishing Allowed'?"  
The Fisherman—"I never read anything marked 'Private.'"

# Hamilton Watch

*"The Railroad Timekeeper of America"*



Engineer Thomas Cushing and Conductor Charles E. Pope of the Burlington Chicago-Denver Limited. Both have carried Hamiltons for years with absolute satisfaction.

**T**HE reason for the popularity of the Hamilton Watch among railroad men is the feeling of confidence they have when they buy it.

You can look around you and see men carrying, with perfect satisfaction, Hamiltons they bought ten and fifteen years ago.

When you ask who have the best watches you hear the names of men who own Hamiltons.

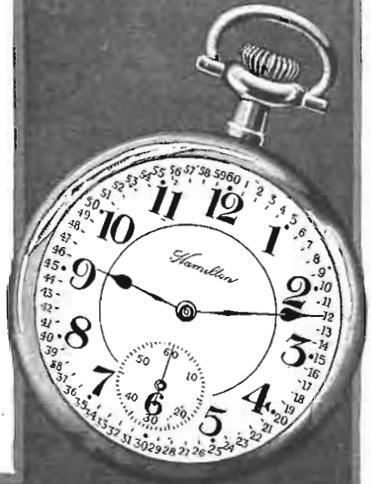
These things naturally assure you in the idea that the Hamilton is a pretty safe watch for you to buy.

*The Hamilton Watch Book—"The Timekeeper"—Sent Free on Request*

It shows all Hamilton Models from \$12.25 for movement alone (\$13.00 in Canada) up to the Hamilton Masterpiece at \$150.00 in 18k heavy gold case.

For Time Inspection Service, Hamilton No. 940 (18-size, 21 jewels) and No. 992 (16-size, 21 jewels) are the most popular watches on American Railroads. No extra charge for Safety Numerical Dial on Railroad watches. A Hamilton Movement can be fitted to your present watch case if you desire.

**HAMILTON WATCH COMPANY**  
Dept. 20 Lancaster, Pennsylvania



## Special Commendation

On February 14th, Extra West Conductor Chamberlain discovered broken flange on wheel W. & V. car 22734, and car was set out of train at Mina. On the night of February 16th, during a heavy wind it was discovered by Operator Prescott at Mina that car was being blown out on to main line and going east toward Aberdeen. Mr. Prescott tried to catch the car, but was unable to do so. He returned to the office and notified train dispatcher at Aberdeen at 9:35 p. m. Olympian No. 15 was at Aberdeen ready to go west, but was ordered held. Yard office was instructed to head car in when it showed up. However, car stopped in a sag about two and a half miles east of Mina. Conductor Grim, with light engine, sent out of Mina at 10:15 p. m., and picked up the car, taking it back to Mina, No. 15 then being allowed to depart. Conductor Chamberlain is entitled to special commendation for the discovery of the broken wheel, and Operator Prescott for the action he took when he discovered the car going out on the main line.

Illinois Division Brakeman Charles Slocum received a letter of commendation and credit in the service roster for discovery of a broken truck under a heavily loaded car in his train, February 5th, at Mt. Carroll. His watchfulness undoubtedly prevented a serious accident.

Illinois Division Conductor Lyons has received special commendation for discovery of a broken arch bar in PM41761, in his train, February 11th, while at Kirkland.

Iowa Division Brakemen F. M. Golden and M. D. Coon have received special commendation and credit in the roster for discovery of cinder cars on fire at Oxford Junction, January 25th. The cars were immediately taken to water tank and the fire was put out.

Des Moines Division Brakeman O. L. Appleby is commended for finding, in the night, a broken brake beam in a St. Louis stock train between Madrid and Olive, thus preventing a possible serious derailment.

Superintendent Melin of the H. & D. Division specially commends Porter Tom Brigham of the sleeping car Spokane for his untiring work to help make comfortable those who were engaged in re-railing No. 15, east of Roscoe, January 30th and the days following, until the task was accomplished. Mr. Melin says that through all of the terrific cold and "blizzardy" weather Brigham kept the men going by cooking on a cahoose stove and serving sandwiches and hot coffee. Had it not been for this I believe the men would have been unable to labor as they did during the severe weather."

Superintendent Melin also wishes all possible credit given to all the engine men who stuck by and kept their engines alive under the most extreme difficulties during the work of re-railing 15 at Roscoe. He also says: "In fact, all of the men all over the Division, in every department, worked like nailers to get the line open, and are worthy of all the credit we can give them."

H. & D. Division brakeman has received special commendation for close attention to condition of the switch on the passing track at Danube, while on duty on train No. 76, January 29th. He discovered that clip bolts on back switch point rod were broken by something having been dragged through the switch, and promptly notified the dispatcher. His prompt action probably averted a serious derailment.

Dubuque Division Operator L. F. Webb, Lansing, Iowa, has received special commendation and credit in the roster for close attention to his duties. While on the platform, Webb noticed an unusual noise from a truck under the baggage car in train No. 38, February 2d. He called the conductor's attention to the same and upon close examination a journal was found to be broken. This timely discovery undoubtedly prevented more serious damage.

Illinois Division Engineer A. Lange has received special commendation and credit for discovery of a broken rail about one mile east of Kittredge the morning of February 4th, in a driving snow storm. He notified the conductor, who promptly advised the roadmaster, thus probably preventing serious accident.

Illinois Division Section Foreman George Abbas, while at work near Adeline, January 5th, discovered a broken flange on OWR&N car 15551, while train was passing. Mr. Abbas has received special commendation and credit in the roster.

River Division Fireman G. L. Amundsen, Train No. 30, January 30th, when going into LaCrosse, noticed something wrong with the tank truck on engine No. 6104, on first section of train No. 55, which was coming toward them pulling out of LaCrosse. He immediately notified his conductor, who ran over and told the dispatcher. Fifty-five was stopped at Black River Draw and engine 6104 taken back to the roundhouse for repairs.

E. J. Carroll, agent at Warrenton, Ill., has received special commendation for discovery of dragging brake beam on car in train, extra west, while passing station February 1st.

Operator E. Manning of LaCrescent has received special commendation and credit in the roster for prompt action when he discovered the east end of Black River draw bridge at LaCrosse on fire. Without waiting to summon help, Operator Manning immediately went to the work of putting out the fire himself, and succeeded before much damage had occurred.

Brakeman George Eastman has received special commendation for discovery of broken arch bar under CSV car 1381, one mile east of Nubia station on the night of January 23d. The car would not have gone much farther without causing serious damage and his timely discovery as well as close attention to his duties is much appreciated.

C. V. Division Engineers Eugene Carroll and William Eggenburger and Fireman C. C. Kassabaum and William Reed are entitled to special commendation for their determined work while bucking the snow with a double-header, January 23d and 24th. "Their orders were to 'go to it,' and they did. They would make a race for a drift, get through, stop and clean the ash pans; steam up and hit the next drift." In this manner they worked their way throughout the day, arriving at Faribault about 7 p. m., with their clothes soaked from head to feet, cold and shivering, but smiling and cheerful over the good work done.

Idaho Division Conductor M. C. Peterson has received special commendation for prompt action upon the derailment of car about two miles east of Marble Creek, January 16th. Mr. Peterson noticed the derailment practically as soon as the car left the rails and immediately applied the air, stopping the train at once and thus preventing more serious damage.

On February 15th, Brakeman DeWitt Maxey received a letter of commendation and credit in the roster for special service rendered the company. Mr. Maxey is a brakeman on the Iowa Division.

February 17th, Conductor J. M. Reel of the Iowa Division received a letter of commendation and credit in the roster for special service rendered the company in the matter of repairing and handling defective equipment to avoid delay to the shipment.

Riv. Division Fireman G. Clemuuson of train No. 30 discovered some defect with tank truck on train first 55 when they meet between South and North LaCrosse. He reported same to Conductor Buckner on arrival at LaCrosse, who had the S. & M. dispatcher stop first 55 at "B. K." Engineer Lecket, on engine No. 6104, on first 55, found axle sprug in such a condition that he had to change engines at North LaCrosse.

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## Electricity in the Railroad Man's Home

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### Housework by Motor Power.

A horsepower of electricity is equal to 746 watts which, at a rate of 10 cents a kilowatt (or 1,000 watts) is about 7½ cents an hour. Many a woman is "working like a horse" around a large home supplied with electricity for lighting purposes without the knowledge that she could hire an "electrical horse" to do it for about 75 cents a day of ten hours. But only a fraction of a horse power is necessary for household tasks. A one-sixth horse-power electric motor, equal to about "one man power," is amply large enough. This motor can be used for a wide variety of work at a cost of a little over a cent an hour. No woman can afford to beat carpets and rugs, sweep, dust, turn the washing machine and wringer or pedal the sewing machine for one cent an hour.

Electricity is particularly suitable to the operation of the mechanical helps which have constantly tended to make housekeeping an easy occupation. The electric motor, a safe, simple, compact, powerful bit of mechanism, has proved the cleanest, most economical and reliable servant that has ever found employment in the household. By way of illustrating this point a little further it may be said that it is possible to obtain from an electric motor occupying the space of an eighth-inch cube the power of one horse. Much less power than that, of course, is required to drive any of the different machines which are used in the home. A sixth, or an eighth, of that energy is sufficient. The woman who "works like a horse," as the phrase has it, in washing and cleaning in the old way, will welcome the little motor as a clean, quick, and handy substitute for her own muscular "horse-power."

Some of the favorite uses of the electric motor in the home are for washing and wringing clothes, freezing ice cream, running the sewing machine, operating vacuum cleaners, chopping food, sharpening knives, grinding coffee, polishing silverware, beating eggs, whipping cream and the like. It is a little motor, by the way, that whirls the blades of an electric fan to cool and refresh us. On wash-day the electric motor is at its best, perhaps, as a labor-saver. Whether the mistress of the home does the washing herself or hires someone else to do it, the household is more or less upset while it is in progress. By the electric way, however, the clothes are put to soak in soapy water over night. In the morning they are thrown into the electric washer, some soap added, and the motor started by the turn of a switch. After ten or fifteen minutes' work, without attention, the motor is stopped by an-

other turn of the switch, and the clothes are transferred by passing them through the wringer (driven by the same motor) into the rinsing water. If the washer be emptied, refilled with fresh water, the clothes replaced in it and the motor again set running for five minutes longer, this rinsing need not be done by hand. A final wringing by the power-wringer and the clothes are ready to hang on the lines. The motor, it will be seen, has done all the hard work.

There is no cleaning so thorough as vacuum cleaning. Every woman who has this "dirt consumer" will testify to that. It gathers all the dust from floors, walls, pictures and hangings, and obviates the dust-cloth and broom. There is no need of dusting after using a vacuum cleaner. Unlike the broom, the vacuum cleaner seizes and imprisons the dust in a receptacle from which it cannot escape until it is ready to be cast into the furnace or the ashpit. With the dust go also the germs. Sweeping with a broom is largely a process of transferring dirt from one spot to another. Cleaning with a vacuum apparatus means the elimination of the dust from the house. Cleaning floors and walls is not the only task that a vacuum cleaner will perform. It will take the dust from mattresses, upholstery, and clothing. At least one woman has found it useful in cleaning her pet dog and its use in grooming horses is common.

Sewing on a machine which has to be run by treading adds a very trying physical labor to the strain on the eyes. An electric motor relieves the seamstress of this wearisome part of the work and gives her a chance to take a more comfortable position at the machine. With this opportunity to give her whole attention to "feeding," she can sew at least twice as fast as when she must also do the treading. The pressure of the foot is all that is needed to start or stop the motor.

Without ever having taken the trouble to inquire, many women believe that the cost of current necessary to the operation of these different appliances put this "electric assistance" beyond their means. Two cents will pay for an hour's use of either an electric washer or an electric vacuum cleaner. A cent's worth of current will make twenty thousand stitches on a motor-driven sewing machine.

No more experience is necessary to operate one of these little motors than is requisite for starting and stopping an electric fan. A switch is always handy, so that the motor may be set going or brought to a stop at will. With this little worker at her command any woman can greatly diminish the period of her daily labor and correspondingly increase her time for social and intellectual pleasures.

K. C. Division Brakeman Frank Milburn has received special commendation for observing brake beam down under StP 501854 while taking water at Sewall, February 3d.

Samuel Long, brakeman, Ottumwa Junction, is in receipt of a letter from Superintendent J. M. Oxley, expressing the appreciation of the company, as well as his own, for the interest displayed by Brakeman Long in assisting engine-men in charge of engine 2416 on extra east, January 15th, in overcoming difficulties experienced from leaky engine tank and frozen coal.

A commendatory entry has been placed to the credit of Brakeman J. G. Myers, Ottumwa Junction, for discovering a broken sand board under CM&StP 81664 in extra east at Sigourney, Iowa, January 25th.

Brakeman Milton Wallen, Ottumwa Junction, has received credit in service roster for discovering brake beam down under UP 81703 at Mystic, Iowa, January 22.

Operator R. L. Kirch, Bensenville; Switchmen H. W. Ferguson, Godfrey; Yard Watchman A. Drowgenmueller, Itasca, and Clerk A. A. Fredericks of the accounting department, Chicago, have received letters from Superintendent P. L. Rupp of Chicago Terminals thanking them for their prompt and efficient action in stopping engine 7049 runaway on eastbound track between Godfrey Yard and Itasca. Their quick work prevented a serious accident, as a fast stock train was due at Godfrey Yard within a few minutes of the time that the engine was caught at Itasca.

Roy Brown, who carries the U. S. mail between the depot and post office at Mauston, discovered a vegetable car, which was standing in back of the depot, on fire. Assisted by Operator E. C. Bergeron, he carried water and put the fire out in time to save much damage.

On January 9th Brakeman Wm. Smith, while pulling out of Tomah on train 62, discovered a broken draw bar on R. I. 92761, which was the idler car on a triple load of 125-foot timbers. Assisted by Conductor H. B. Stowers, he chained car, making it safe to handle to terminal without accident.

#### Thanks to Our Service.

Chicago, Feb. 12, 1917. File: 2C.

Mr. J. H. Hiland,  
Vice-President.

Please note the attached complimentary letter signed by twenty-nine passengers, dated at Moberidge, February 8th, most of whom left Chicago on train No. 17, February 3d, which reads as follows:

"We, the undersigned passengers on board the C., M. & St. P. Ry., who have been snow-bound at Minneapolis, then Glencoe, then Roscoe, and now at Moberidge, S. D., desire to acknowledge the courteous and efficient services and considerations extended to us individually and collectively by Mr. B. W. Bell, S. C. C.; Mr. W. J. Stainbrenner, D. C. C., and by Train Conductors McCall and Foster (whose accident at Roscoe we very much regret), and by all of the assistants of these gentlemen. Everything possible has been done by all of them to supply comfort, attention and even entertainment to us to render the delay as much of a pleasure and as little of an inconvenience as possible.

We take pleasure in certifying to these courtesies and considerations, and beg leave to call them to your attention.

The pleasure and special attention extended to us at Glencoe, S. D., by Mr. Jay E. Gould, manager of the moving picture theatre and the roller skating and dancing facilities in that prosperous and hospitable town, will not be forgotten. We shall always remember Mr. Gould and Glencoe. This entertainment at Glencoe was arranged for by Mr. Bell, and at Moberidge moving picture theatre entertainment was arranged for by both Mr. Bell and Mr. Stainbrenner.

"Most of us left Chicago Saturday evening, many destined as far West as Seattle, and it is now Thursday (in South Dakota), still we do not regret having chosen the C., M. & St. P. as our means of transportation.

"Thanks to the service."

#### Obituary.

J. M. Clifford, superintendent of the Superior Division, died at his home in Green Bay, Wis., February 1st, after a lingering illness. Mr. Clifford was 55 years old and had been in railroad work since he was 14 years old, serving as train brakeman, agent, auditor, dispatcher and superintendent. He had held the agency at every station on the Milwaukee between Cedarburg and Iron Mountain before his appointment as superintendent of the Escanaba Docks. He was promoted to the Superior Division in 1913. The funeral was held in St. John's Church, and burial took place at Chilton. Mr. Clifford is survived by his widow, two sons and one daughter. He was a hard worker, efficient and loyal in his service to the company, which held him in high esteem; and greatly beloved by his employes, all of whom join in extending deep sympathy to the bereaved relatives.

Francis Marion Adams, general claim agent of the Chicago, Milwaukee & St. Paul Railway Company, died at his home, 573 Harvard avenue, North, on February 8th, after a long illness. Death resulted from hardening of the arteries. Mr. Adams was 54 years of age, born at Farmersburg, Clayton County, Iowa. Two brothers are living, James T., at the old home town, and E. W. of Milwaukee, secretary of the Chicago, Milwaukee & St. Paul Railway.

Mr. Adams came to the Milwaukee at the time of building the Western extension, and has been the Western representative and general claim agent of the company here until the time of his death, having jurisdiction over the Puget Sound Lines.

He leaves a wife and daughter, Edna, and a host of friends to mourn his untimely death.

E. J. Searls, agent at Akron, Iowa, since 1881, and the senior agent of the S. C. & D. Division, died at his home in Akron on January 19th, in his 67th year. Mr. Searls' health had been failing since early in the winter, and he had been confined to his home for three weeks before his death. A sketch of Mr. Searls' life and service as operator and agent was given in the January Magazine, among others of the senior agents of the road. Throughout his thirty-five years with the company, Mr. Searls was rarely absent from his duties; he was popular with his associates, a highly respected citizen of Akron, and always enjoyed the confidence of his employers. He is survived by his widow, four sons, one of whom is B. O. Searls, traveling freight and passenger agent of this company, and three daughters, to whom the sympathy of friends and employes is extended.

Edwin A. Wright, senior conductor of the C. & M. Division, died at his home in Milwaukee on February 14th, aged 80 years. "Ed" Wright, as he was familiarly and widely known, was one of the most popular men in the employ of this company, and he enjoyed the unusual experience of being both a veteran engineer and a veteran passenger conductor. He commenced service with the company as engineer on the Prairie du Chien Division. When the Minnesota Central Railway, now the I. & M. Division, was built into Minneapolis in 1865, Ed Wright pulled the first passenger train over the line from Minneapolis to Faribault, and later entered the train service on that division, where his has been a familiar and beloved face for twenty-nine years.

Always loyal to his company and faithful to his duties, Ed Wright enjoyed the proud distinction of never having had a mark against his record.

James G. Gregory, one of the veteran engineers of the line, died at his home in Janesville, January 19th, at the age of sixty-six. Mr. Gregory had been in poor health for some time and his death was not unexpected. He had been in the service of the company since 1878 and at the time of his death was in the passenger service on the Rockford-Janesville line. He leaves to mourn his loss, his wife and seven children, one of whom, James G., Jr., is a conductor on this division. His funeral was held at Janesville, January 22nd, and was largely attended by railroad friends. To the family we extend the sympathies of the division, where Mr. Gregory's loss is mourned by all who knew him.

**North LaCrosse News.**  
H. J. Bullock.

Mr. E. A. Gothompson of "Go" office was here recently trying to determine which wire the sparrows roost on.

Traveling Passenger Agents J. A. Chandler and P. M. Garvey transacted business here January 26th, in connection with the Balte Russ Opera Co.

Special Operator K. D. Smith of Minneapolis spent Sunday, January 28th, visiting friends here.

Special Representative Purchasing and Supply Agent James Garrett was a LaCrosse business visitor recently.

Electrician Arthur Siedel of Milwaukee, who has been making necessary repairs to the round-house dynamo, has returned home.

Fireman George Edwards was instantly killed here February 7th, being crushed between two cars.

Special Weight Inspector H. McRobert of the freight auditor's office conferred with General Yardmaster C. A. Bush here February 14 to 16 on matters covering the movement of freights in the terminals.

Assistant Freight Claim Agent C. H. Dietrick and General Agent C. L. V. Craft called at North LaCrosse February 15th in the interest of loss and damage to freight. Mr. Dietrick was also accompanied by Mr. M. J. Larson and Superintendent A. E. Halderman of the Western Weighing Association.

The Larkin re-railing frog was given a severe test here February 14th, when used to re-rail an 80-ton car, proving the article all that is claimed for it. This frog is the invention of Matthew Larkin, now general yardmaster on the Northern Pacific Railway at Spokane, Wash. Matt is an old LaCrosse boy and received his early yard training under former General Yardmaster J. A. Emerson.

Mr. N. P. Thurber, the newly appointed superintendent of the S. M. Division, called here February 16th.

**W. V. Division Notes.**  
W. M. Wilcox.

Engineer E. J. Tierney and wife attended the funeral of John Kiley, a nephew of Mr. Tierney, at Byron, Ill., January 27th. He was the son of Tim Kiley, a C. & G. W. railway passenger conductor, but formerly an old Wisconsin Valley division conductor. Mr. Tierney was relieved by T. Christensen.

W. J. Plunkett off a couple of nights in January, relieved by Bert Nelson, account of sickness.

The Wisconsin Valley Division experienced the worst trouble with snow and storms the latter part of January that they have had in years. Train Number 6 arrived six hours late January 31st and train Number 5 was abandoned at New Lisbon on account of the heavy snow. Train Number 25 was also abandoned at New Lisbon February 4th, account of storm.

Fred Schiefelbein off about a week in February account of sickness.

Fireman William Elert on 5 and 6 has been off the past month account of sickness, relieved by Charles Miller.

Station Baggage man Verne Willard, New Lisbon, has resumed work after an absence of three weeks account of being injured by a heavy piece of freight falling on his leg.

Ten days at home, most of the time spent in bed tussling with the grippe and pleurisy, somewhat handicapped us with getting news this trip, and nobody came across with a single item—the only excuse for the brevity this issue.

R. P. Rawson on way freight in February in place of M. P. Finerty on the Tomah run.

We acknowledge a brief but pleasant call from Correspondent Beamish of the R. & S. W. Division one day this month, while passing through the town. Was unable to get any information as to where he had been or where he was going, but he seemed to be on his way.

We understand that Conductor Bert Rasmussen is the proud "daddy" of a girl born the first part of February. Haven't seen any cigars yet, but it's never too late for them, Bert.

## Solid Construction and Comfort

give to Honorbilt Shoes their well earned reputation for quality. For comfort and wear they have no equal no matter what you pay.

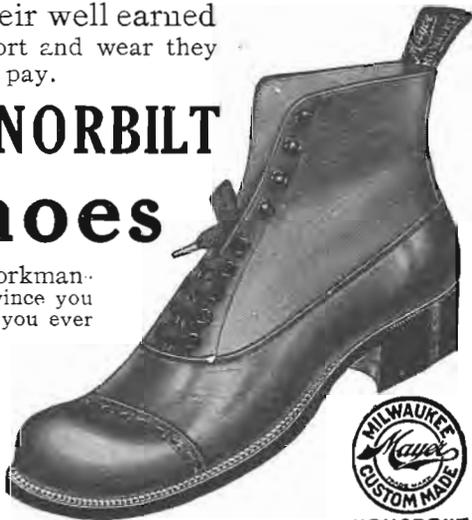
*Mayer*

# HONORBILT Shoes

All leathers are the choicest; workmanship is high grade. A trial will convince you that they are the best money's worth you ever secured in footwear.

**Warning** Always look for the Mayer name and trademark on the sole. If your dealer cannot supply you write to us.

We make Mayer Honorbilt Shoes in all styles for men, women, children; Dry-Sox wet weather shoes, Honorbilt Cushion Shoes, Martha Washington Comfort Shoes.



**F. MAYER BOOT & SHOE CO. MILWAUKEE, WIS.**

# FOX RAILROAD

**REBUILT LIKE NEW IN OUR OWN FACTORY**



A Rebuilt Fox Typewriter is a used typewriter that has been sent back to our factory, taken completely to pieces, the frame re-enameled and newly decorated, the metal parts renickelled, and in the reassembling every worn part thrown away and a new one substituted. The new engravers, decorators, nickel platers, assemblers, inspectors, packers, and shippers who are building new Fox Typewriters are doing this rebuilding work **and are doing it just as good.**

A few years ago the horse trader could without fear of legal prosecution take a half-dead horse and by means of sponges, dope and other methods known to his profession, give him a sufficiently lively look to sell him near above his real value.

To-day, second hand, practically worn-out, typewriters are being "jockeyed" in much the same manner and advertised by such evasive and misleading terms as "perfect machines," etc., instead of giving an honest description of the goods.

*Even the word "Rebuilt" has been misused and abused until it has become a meaningless trade term.*

## Send \$1.00 Or More Cash and Order Today

For 1917 we will offer three kinds of Rebuilt Fox Typewriters, *all Model No. 24*, with choice of any kind of type, Telegraphers' Keyboards, two-color ribbons, tabulators, back spacers, complete with rubber covers, cleaning outfits, and instruction books.

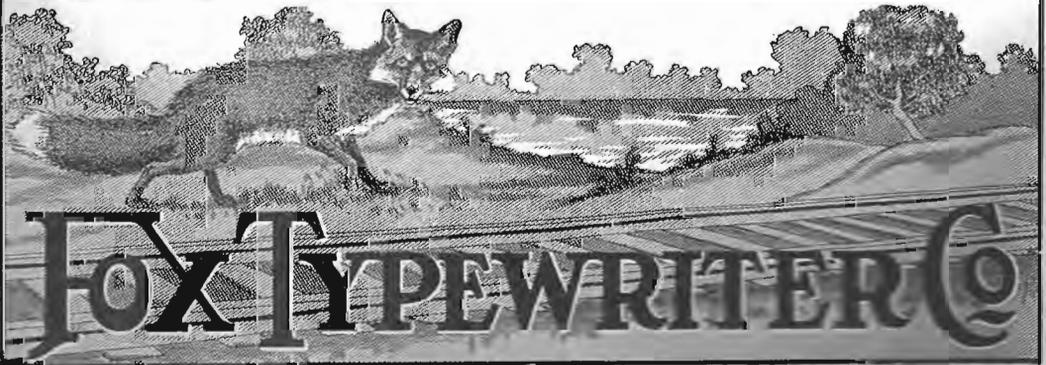
(1) Rebuilt exactly like latest catalog specifications except with carriages taking paper 9½ inches wide. These typewriters are guaranteed to contain not less than 25% of new parts. **Price, \$42.00.**

(2) Rebuilt exactly like latest catalog specifications with carriages taking paper 10½ inches wide, but with double back carriage release. These typewriters are guaranteed to contain not less than 40% of new parts. **Price, \$52.50.**

(3) Rebuilt exactly like latest catalog specifications up-to-the-minute in every detail with new double forward release carriages taking paper 10½ inches wide guaranteed to contain not less than 50% of new parts. **Price, \$65.00.**

Send any amount you can spare, **from \$1.00 up**, as a first payment and pay the balance \$5.00 monthly. 5% discount for all cash. Purchaser must pay transportation. If \$10.00 or more is sent with order we will include **FREE** a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

*Please order direct from this offer, mentioning The Milwaukee Employee's Magazine for January. State price you wish to pay and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.*



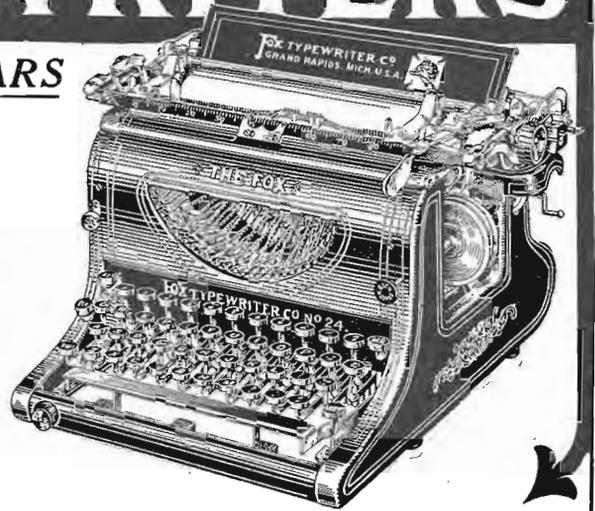
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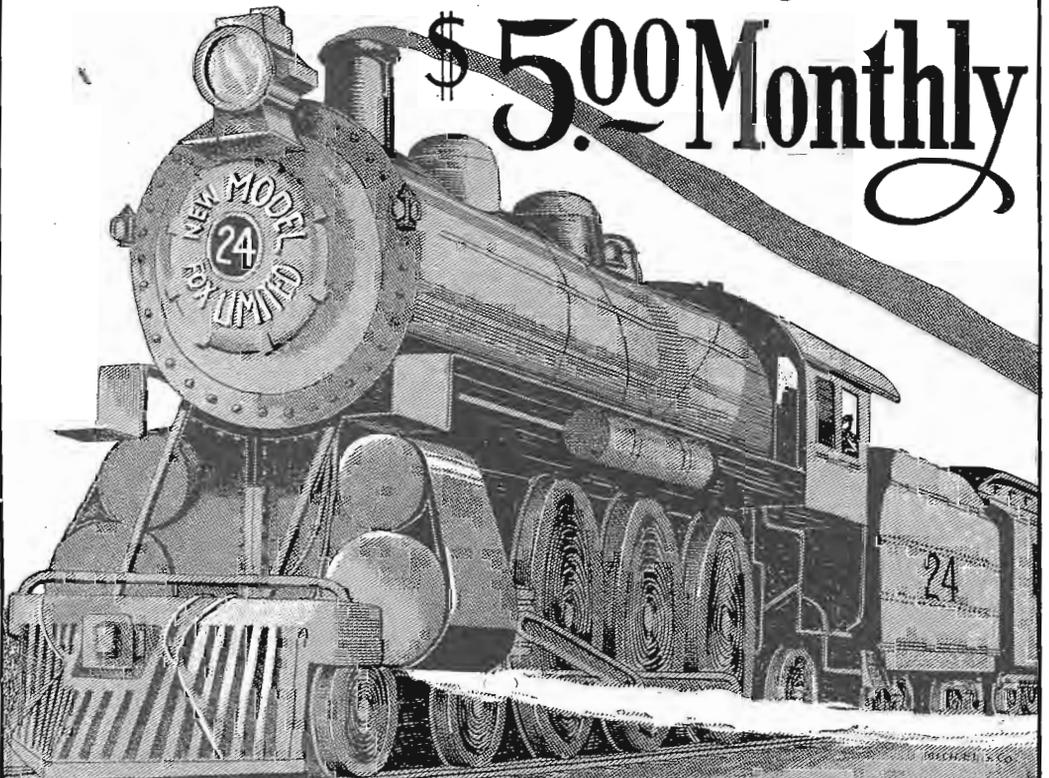
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# GRAND RAPIDS, MICH.

## On The Steel Trail

### CONSTRUCTION NOTES.

"Gyline."

#### Leather Leggin's.

Whin you want to build a railroad through the jungle or the veldt,

Where there's niver annybody bin before;

Why, you call on Leather Leggin's, an' he hitches up his belt,

An' he takes it as his ordinary chore,

To go slashin' through the forests where the monkeys chatter shrill,

An' the lazy snakes are hiss'n down below,

Or to drag a chain an' transit over gulch an' grassy hill,

As he marks the route the right av way will go!

He's a nervy, wiry divil with his notebook an' his livil,

An' he doesn't seem to know the name av Fear;

He's a sort av scout av Progress, on the pay roll as a Civil—

Though he ain't so awful civil, if you say it on the livil—

On the pay roll as a Civil Engineer!

Whin you need to dam a river, or to turn it upside down,

Or to tunnel underneath it in the mud,

Or to bore an' blast a subway through the innards av a town,

Or to blow aside a mountain with a thud;

Whin you want to bridge a canyon where there ain't no place to cling,

An' the cliffs is steep an' smoother than a wall,

Why, you call on Leather Leggin's, an' he does that little thing,

An' then comes 'round an' asks you: "Is that all?"

Oh, he always has a fire in his old and blackened hriar,

An' he tackles anny job that may appear;

An' he does it on the livil, this here divil of a Civil—

Though he ain't so very civil, if you put it on the livil—

This here divil av a Civil Engineer!

Now the bankers down in Wall Street gits the profits whin it's done,

While us heavy-futted diggers git the can;

But we lifts our hats respectful to the Ingineer, my son,

For that feller, Leather Leggin's, is a Man!

Yes, he takes a heap of chances, an' he works like Billy Hell,

An' his job is neither peacable nor tame,

But you bet he knows his business an' he does it mighty well,

An' I want to give him credit fer the same!

He is plucky—on the livil—and you'll never hear him snivel,

Though Fate does her best to put him in the clear,

He's the Grit that niver finches—on the pay roll as a Civil—

For he's sometimes pretty civil an' he's always on the livil—

On the pay roll as a Civil Engineer!

—*Berton Braley in the All-Story Magazine.*

It has always seemed to us that there was something lacking in the *Employees' Magazine*; some vital part that was missing. We read the special articles with interest, rattle through the "Musselshell Pebbles," take note of Sigh's Sayings" and keep in close touch with all the Safety First movements, but nowhere do we see more than a passing mention of the boys who make and have made all these things possible—the boys in the construction department.

When the Milwaukee extended its line west of Moberidge a vast army of men went out as fore-runners of the steel rail and the coming of the "Yellow Cars." When the line was built to put Spokane on the Milwaukee map, another

smaller army went out ahead of the steel. The Grass Range-Great Falls work and the branch lines in Dakota and Montana brought out many of the old timers who were on the Puget Sound extension to battle with the difficulties of climate and country and to forge another link in the great transportation chain of the C. M. & St. P.

What has become of this army of men? Some of them have gone into the operating department; some have gone into private enterprises; and some have driven their last stake and have answered the final call of the Chief Engineer. But there are many of the boys who are still ready to lead the way on new construction, and each piece of new work brings together a group of old friends who have worked together in the past, and a few new ones who have yet to taste the pleasures and disappointments, the ease and hardships, and the various interests and excitements of construction.

How many of you, who are now following different lines of work under the Milwaukee trademark, can recall the cold, stormy days on Location, and the pleasant times after supper, when you loafed around the Sibley stove in the bunk tent and built and rebuilt railroads from the Gulf to Canada and from the Atlantic to the Pacific in the hazy smoke from a dozen fragrant pipes? How many of you can recollect the glorious long summer evenings in the northwest, when the day's work was done and supper was eaten and you sat around in front of the bunk house and swapped yarns with the boys? Or perhaps you took your rod and flies and went out after a few fresh trout for breakfast; or borrowed some old horseshoes from the skimmers' camp and started an exciting game of horseshoes, involving the camp championship.

Those of you who have never lived and worked in a construction camp would marvel at some of the incidents and happenings which are everyday occurrences in such places, such as shooting a deer from the steps of a bunk car, or catching enough trout in three hours within two hundred feet of the camp to furnish a meal for sixty hungry men. But those of you who have lived and worked in construction camps will match such tales with yarns equally as true and just as marvelous.

Now that spring is here and the usual construction work is almost ready to start, we believe that a department of the *Employees' Magazine* devoted to Construction Notes would be most fitting. It will help the boys who were formerly in this department to recall the days gone by; it will keep those who are still on construction more in touch with each other, and it will help to bind the operating department and the construction department into one large family, "The Milwaukee."

J. C. Farnsworth, our handsome and popular brick mason foreman, is looking for someone to hibernate with him for the balance of the winter on his ranch at St. Regis. He says almost anyone will do, but he would prefer someone who can cook an appetizing meal of pine needles. All those who wish to apply for the position should send their applications in at the earliest possible moment.

A. Bulwinkle says that they date everything in Ireland from the year of the Big Wind. That's nothing; they date everything in Avery, Idaho, from the year the substation was built.

T. B. Williamson, Assistant Material Checker, started recently on an extensive trip east. He plans to visit his home in Arkansas and from there will go to New Orleans to take in the Mardi Gras. Current rumor says that he will return with a better half, so we would advise his friends to start saving their loose change in anticipation of the wedding announcements.

"Don Juan" Miles, of the Butte passenger station construction forces, is also planning a trip back east. Needless to say, his absence from Butte will be very much noticed, especially among the fairer sex. I wonder if there is really something in the old saying: "In spring a young man's fancy lightly turns to thoughts of love?"

F. E. Phillips, who has been inspector on the Wilbur Storage building in Great Falls, has completed his work and has left for a visit to his home in the east. Phil dropped into the Butte office long enough to say "Hello," but we couldn't offer him enough inducements to make him want to stay in town longer than just between-trains.

H. W. Rusch has returned from a visit to Wisconsin and is now located at Deer Lodge. We regret very much his having transferred his allegiance to the operating department.

All substations from Harlowton, Mont., to Avery, Ida., are now in operation and the work of the electrification forces in this section is practically completed. The "juice" was turned into the distribution system on the Idaho section on January 12th in the presence of Mr. M. E. Buck, of the Montana Power Co., and Mr. R. E. Wade of the electrification department.

L. W. Maguire, who has been with the substation installation forces since the beginning of the work, is now at Two Dot on power limiting apparatus installation.

Bill Barker, the popular and well-known foreman on trolley work, has completed his labors and disbanded his crew.

W. D. Spear, accountant in the Butte offices of the electrification department, has left the service of the Milwaukee to go into bank work in Nebraska. His going means quite a loss to the construction department, as Mr. Spear has earned an enviable reputation in his work. If the good wishes of our friends make for success, his future in his new line of work should be a brilliant one.

**Our Monthly Idea.**

If it weren't for the periodical Chinooks, some of the boys in Butte wouldn't get their hair cut between October 1st and June 1st.

**Wooden Shoe Doings.  
Superior Division.**

Log runs have been put on between Channing and Menominee; Conductors Haskins and Howlett in charge.

Passenger trains 21 and 24 have been discontinued between Elkhart Lake and Milwaukee—this gives Bill Sharkey his old job back again.

The annual grippe epidemic has hit this section of the country and the recruits to the sick list have increased by leaps and bounds.

Roundhouse Foreman A. Woodruff was a member of the above mentioned army for a few days, but now feels so well he can greet the government inspectors with a smile.

New water tanks have been erected by the B. & B. department crew at Oconto Junction and Coleman.

On account of poor health, Lloyd Marlament has taken a leave of absence. W. Boutoff is now in his place.

Conductor Harry Colver is taking a winter vacation. Conductor H. Schroeder is in his place on Nos. 9 and 10.

No more will the wintry blast of this year's winter disturb the peaceful slumbers of Conductor Dan Caine. California and its climate are too much for Conductor Caine to resist and he is now, no doubt, picking flowers in the backyard of his Los Angeles bungalow. Conductor "West" Hume is taking Caine's place.

While trying to adjust some disconnected gates in the 2451, Engineer Mike Dwyer had the misfortune to smash his thumb. The injury was very painful and will keep Mike out of the game for a few weeks.

Brakeman Otto Beck is rejoicing over the birth of a baby girl.

Conductor F. Beach is laying off for a few weeks, Arnett substituting.

Conductor J. Graham on 9 and 10 and Elkhart run, due to Hume relieving Conductor Caine.

On December 28th occurred the death of Switchman Frank Landry, at Marinette. Mr. Landry was one of the oldest switchmen on the Division, coming here from the D. S. S. & A. while the Superior Division was still a part of the old Milwaukee & Northern, and for the past thirteen years had worked in the Marinette Yard. He leaves a wife and nine children to whom his many friends and fellow employes extend sympathy.



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Send me your name and address right NOW and I will send you INVESTING FOR PROFIT magazine absolutely free for six months. It tells how to get the utmost earnings from your money—how to tell good investments—how to pick the most profitable of sound investments. It reveals how bankers and capitalists make \$1,000 grow to \$22,000—in fact, gives you the vital investing information that should enable you to make your money grow proportionately. I have decided this month to give 500 six-month subscriptions to INVESTING FOR PROFIT free. Every copy is

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Please send me information in regard to your Health and Accident Insurance.

Name ..... Age.....

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C., M. & ST. P.

**La Crosse Division Doin's.**

*Guy E. Sampson.*

The snow on the Viroqua branch got too deep for our heavyweight conductor, Dan Smith, so he laid off and gave the run to the tall slim conductor of our division, Nathan Morehouse, who proved to be the man of the hour, as the drifts of snow were piled up in places as deep as 12 to 14 feet.

During the two weeks of the hardest railroad-ing of years on the branch, Conductor "Deacon" Shutter and his span of colts did some very hard work bucking snow. After getting the line opened up in good shape he came out on the main line and made a trip with his "air operated" snow blowing machine, while the main line boys took their thirty and fifty hours' lay-over and watched him "blow."

Yes, we read the writeup on the Milwaukee Terminals in the February issue and sure "Boy Waugh," who was good, will have to go some to put out a better. Always someone to take our place, isn't there?

We noticed Brakeman McDermott, of the Madison and Portage freight, was absent from his regular place a part of the month. Tod Varney filled the place.

A bowling team composed of C. M. & St. P. boys bowled a game with the International Harvester team of Madison at that place January 27th and the following is the official score, as sent us by the Milwaukee team, for our magazine. When one stops to consider that the chief exercise of the Milwaukee team is hustling way freight and petting a B-4 engine on both right and left sides, they must acknowledge that they did exceptionally well in beating the International team by over 300 pins for grand total.

**C., M. & ST. P.**

	1st.	2d.	3d.
Conlin, Captain	124	204	155
Springer	156	140	178
R. Pedder	178	192	155
E. Pedder	181	126	113
Saddy	192	202	185
<b>Totals</b>	<b>831</b>	<b>864</b>	<b>786</b>

**INTERNATIONAL HARVESTER CO.**

	1st.	2d.	3d.
Packman, Captain	137	135	127
Ploetz	111	145	146
Eilert	171	153	136
Moery	131	146	128
Schreiber	140	195	185
<b>Totals</b>	<b>690</b>	<b>774</b>	<b>717</b>

Passenger Conductor Porckenbridge has been off duty all this month on account of illness. After contracting a severe cold he thought it best to lay off and try and break it up, but it developed into a case of pneumonia and for several days Porkey was in a critical condition, but at this time is fast improving, and while it will be some time before we see him back on the job, all employes rejoice to see him on the gain.

We recently saw a letter from one of the old La Crosse division brakemen, Ruben Sprague, in which he informed the friend that he had lately joined the married class and was at this time living at Wankesha, Wisconsin, but expected to go back to Milwaukee and again take up the railroad game, after a few years' absence.

E. C. Wachter has been appointed agent at Tunnel City, which place seems to be in the same class as T. P.'s Houston job, as we depend on that place to furnish us at least one item per month.

E. E. Brenner has been appointed to position as 3rd trick man at B. K.

Engineer Ed Zinns and wife, of Milwaukee, enjoyed a very pleasant visit with Mrs. Zinn's sister, Miss Rose Sroka of Portage. By the way, Rose enjoys the distinction of being the only dining room girl at our eating house in Portage who has not (as yet) married into our railroad family. And, furthermore, she claims that she feels about as the maiden lady did, who replied when asked why she did not marry, that "those I wanted did not want me and those that wanted me the devil would not have."

The temporary depot, built at Hartland after the fire last month, met the fate of the other building one cold night this month, and now another temporary building has been put up to meet the

needs of patrons until warmer weather, when a suitable building will be erected.

This is the only fire we know of on our division this month, but see that Brother Wilcox will have one to report on the W. V. Division, that of the Wausau coal shed. If they are in the same position as we have been most of the winter the empty shed was all that burned, as our coal has been a "hand to mouth" proposition.

Operator Art Bernie, of Tomah, still may be seen taking the fast mail to La Crosse and returning in time to relieve Operator Haker several times a week. We all wonder why, not why he returns so quickly, but why these numerous visits.

Billy Wilcox, first trick man at New Lisbon and also correspondent of the W. V. Division, was absent from his place at the brass pounders' desk a few days this month. First on account of the illness of Mrs. Wilcox and later on account of being on the sick list himself. We don't blame him for being sick, and will venture a bet that if the new depot had been completed Billy would have been on the job again as soon as Mrs. Wilcox was able to get along without his assistance at home.

Engineer John Little of Portage, has been appointed traveling engineer for the La Crosse Division and all employes are glad to see efficiency rewarded in this manner and congratulate the officers making the appointment, as the two words Jack Little mean "nuff said."

We all sure enjoyed William Shaffer's second section of "A trip over the fastest division in the United States." Come again, Bill, and run an extra or two and we will promise to give you a clear track, with no meeting points or change of time card during the trip.

One of our old timers, Jack Percill of Kilbourn, informed us that he was unable to secure an application card for joining the Vets Club, so we personally carried him one from the La Crosse Division representative, Mr. Hancock of Tomah, and we will hope to see his photo in the next picture taken of the Vets.

Conductor L. D. Daniels of the La Crosse lay over way freight has been doing passenger work all the month, while your correspondent has been hustling on the package run in his place.

Babe Hays has been working third trick at Portage while Sam Hunter has been working in the dispatcher's office at Milwaukee.

Those of our readers who do not see the items in this issue that they expected please remember that an item or two from you will help to keep our column up with the rest.

Ah, Ah, here is an idea worth a million, but we will tell it to "The Lady at Loweth" free of charge. Did you —, but, to be sure, you saw it in J. T. R.'s C. B. Iowa items last month. Why not get that "sure thing" well drilling outfit to set up at Loweth and then the cry for water from the "Fair Lady" would cease and we could read a column of praise to the well drillers in the next issue of the Magazine.

And, Nora, if you do draw that thirty days, just take a trip over that streak of rust to the good old east and if the correspondents and their families don't make you so happy that you go right back and get thirty days more I will miss my guess.

E. H. Buske has been appointed to second trick at Oconomowoc. Not so bad an appointment, since most of our best dispatchers had to master that job first. And, by the way, we are informed that there is to be some temporary changes in our Milwaukee offices, but we are unable to get the official dope, as we have not time to visit Milwaukee each month, and don't seem to be very successful in getting some of the employes in that neck of the woods to assist.

Agent Sam Jamieson, of Arlington, his wife and daughter, left the latter part of January for a trip to Miami, Florida, going via Nashville, Chattanooga, Atlanta and Jacksonville. They expect to be gone about three months and before returning will visit Havana, Cuba. Mr. Jamieson, who has not been enjoying very good health, hopes to find an improvement in the south.

Mr. E. F. Kohlhaas, from Columbus, is taking Mr. Jamieson's place during his absence.

Agent Con Donovan, of Winnetonka, is taking a winter's vacation and Mike Lader is acting agent at that place.

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January 21st a regular old time blizzard struck our division, and but for the foresightedness of our division officials, who ordered all freight service abandoned, many of our boys would have suffered from exposure. All passenger trains were handled with two engines, and managed to get over the division in fairly good time. All passing tracks and yards were in an impassable condition. All available men were pressed into service to assist section men and car repairers in shoveling the snow into cars while work train crews hauled it to high trestles, where other men unloaded it.

Fireman George Brisbow, of Portage, spent a week at the La Crosse Sanatorium taking baths for rheumatism. On his return trip he visited with his half brother, St. Clair Poquette, who is yardmaster at Tomah.

Conductor Wm. Colgan says that the sick jumpers have nothing on him only that they jump from a prepared hill to a carefully prepared lighting place, instead of from an L2 engine into a five-foot snow bank. Billie says that in accord with SAFETY FIRST one should ask the engineer how fast they are moving and then measure the snow before jumping.

Conductor C. K. Wright spent a part of the month in Chicago on committee work.

Yardman Wm. Clemmons, of Portage, was on the sick list this month and unable to attend to his duties.

Operator Chas. Peters, on first trick at Portage, was on the sick list again this month. Cecil Upham, from third trick at Kilbourn, took his place, while Operator Beck from Milwaukee took care of the Kilbourn job.

Mrs. Shutter, wife of Conductor "Deacon" Shutter of Sparta, visited friends in La Crosse the fore part of February.

#### Pebbles From the Musselshell.

*Grace Hardman.*

Engineer D. J. Drake and wife are spending the winter in the South.

Mrs. Robert High, wife of Yardmaster High, has returned from the Miles City hospital, where she has been for an operation.

Robert Goggins, son of R. H. F. Goggins, of Milestone, is ill with typhoid fever.

Mrs. W. F. Maughan, mother of C. W. Maughan, car inspector of Melstone, has gone to Spokane, Wash., to spend the remainder of the winter.

The correspondent spent a few days in Miles City the first of February.

The children of B. E. Knight are ill with typhoid fever.

H. J. Thomas and family of Miles City have moved to Melstone to make their home. Mr. Thomas is night boilermaker in the R. H. We hope this family will stay with us.

Cleon, little daughter of Agent Hayling, has been quite ill with typhoid fever, but is some better at this writing.

Mrs. William Walker, wife of Car Repairer Walker, has gone to Portland, Ore., to spend the winter.

Mrs. Frank Parsneau, wife of Brakeman Parsneau, of Miles City, was in Melstone visiting friends the fore part of February.

Quite a few of the boys are in the hospital at Miles City with typhoid fever. Here's hoping that they will soon be back on the job again, none the worse for their illness.

Rollo, day machinist, on trip to K. C., got lost among skyscrapers of Chicago, but is now back on the job.

Reggie, out with the "tin Lizzie," and stuck in the mud, four miles out of Karibo.

The day boilermaker figures he will be able to buy out Rockefeller's interest in Standard Oil when the hens begin to lay.

O'Brien, day machinist, says "the boiled water forever."

Anyone having news for the Magazine and don't get to see the correspondent can mail it to Melstone. All news sent in will be much appreciated.

#### East Musselshell Division.

Although January, 1917, did not try to keep pace with January, 1916, the weather at various times was quite severe, this with the unusually heavy business, causing a severe congestion, especially noticeable in the first two weeks of the month. The Musselshell is not alone in this

respect, however, as our genial neighbor, the Trans-Missouri Division, invariably shares our fortune, or misfortune, in these respects as the case may be. It is quite soothing to hear Mrs. N. B. S. tell all about "motoring up and down the R. M.," while we are trying to haul the usual tonnage with the "mallets" discarded by the R. M. for the more modern equipment. And while we bear no malice toward said mallets and wish them no misfortune (such as having to return to the R. M. Division) we certainly wish they were elsewhere than on the Musselshell.

General Superintendent Foster and General Master Mechanic Rusch spent a week on our Division during the first part of January watching the movement of trains during the congestion. Assistant Superintendent Barrett did likewise in the Trans-Missouri Division, while Trainmaster Dow, formerly of this Division, now of Missoula Division, anchored at Mar-mar and kept the business going through that terminal.

Tralmaster Ross put in some strenuous times at Melstone keeping things moving through that terminal. In fact, everybody was right on the job all the time, and no one was more active than our esteemed superintendent, who was right under the gun all the while.

Conductor Nimbar is relieving Newman Fuller on 31 and 32, popularly called the "Jitneys," while Newman tells stories in the cloak room at Helena, his alibi being that he is representing Custer County.

M. G. Pence, train dispatcher at Miles City, is temporary night chief during the present heavy business. Dispatcher A. B. Emmons, formerly of the Missoula Division, relieving Pence.

Passenger Conductor Jack Riley has been laying off several trips. Jack said he was sick, anyway—he didn't look it. The H. C. of L. don't bother Jack very much.

Roadmaster P. J. Burns was called upon to mourn the loss of his brother, E. J., who passed away at the Miles City hospital on January 20th, after a short illness. Ed was employed on the Trans-Mo. Division as extra gang foreman, and had on several occasions acted as roadmaster on that Division in the temporary absence of his father, P. Burns.

J. D. Skinner, for several years past materiel clerk in superintendent's office, Miles City, has resigned and embarked in the garage business. Mr. E. F. Heckman succeeds Mr. Skinner.

C. F. Negley, chief clerk in superintendent's office, was observed to be carrying a small hammer in his vest pocket a few days ago. As it was rather early for house-cleaning, and Charley is not a knocker, he must have carried it to crack his little jokes.

Freight and Passenger Agent Foley has been wearing an unusually broad smile lately. Jack says she only weighs eight pounds, but she's the finest specimen of feminine beauty he ever saw. All the boys have been smoking the best brand in the market and hoping that all Jack's troubles will be "little" ones.

F. E. Dravel, the West End local conductor, has been laying off for some time. It is rumored that Frank intends to take up a claim this spring, but at this writing he could not be located and this rumor must go unconfirmed.

Conductor E. C. Lyman has taken a sixty-day leave of absence. Ed says he is going to do his switching in the hot stove league for the balance of the winter.

#### River Division Items.

*H. D. Witte.*

It's a hustling and a bustling on

These zero winter days,

When snow comes down in torrents

And its mischief it displays.

Our roundhouse foreman, Mr. Fleming,

In his jovial leisure time,

Has work (and all he wants) to

Keep the engines on the line.

It's John, did you do this? and

John, did you do that?

And if the old iron horses spoke

They'd surely have a spat.

For if they don't stop hustling

Engines in that busy place,

Poor, old good-natured Fleming  
Will have wrinkles in his face.

The high cost of living does not appeal to Mr. Harvey Reed, engineer, for he readily dealt out \$2.50 for a taxi to take him to the depot. He was called to go out on No. 6 and on account of the heavy storm which blockaded traffic, Harvey enjoyed such a luxury.

It takes H. C. K. or Hank Kassabaum to shovel the snow away. Did you see his double-header piling away over the Wabasha and C. V. Divisions during our last snow storms at about 50 miles per?

I was sitting and a-thinking,  
One cold and stormy day,  
How Mr. and Mrs. Jackaberry  
Were winding on their way.  
Back there in Minnesota we  
Were nearly petrified,  
And he could bask north  
Southern skies, where it is  
So hot you nearly dried.

Just think of 50 below zero,  
And get into the shade—  
Of some snow bank 60 feet in height;  
And then of tropical everglade.  
Of snow balls on the frozen ground,  
And snow balls on the trees,  
Of North winds blowing briskly—  
Then think of a Southern breeze.  
Well, here's to Minnesota,  
No matter what the breeze,  
It's the best old state at any time  
If you freeze—(Why, you'll have to freeze).

The painters are busy painting and varnishing the inside of the Wabasha depot, which, with the cream-color ceiling and pea-green walls, is a welcomed change over the gloomy appearance it had before. We now feel confident that it is the best appearing and best equipped depot on the River Division.

**Kansas City Division Notes.**

*Billie.*

Bill Firman, carpenter at Ottumwa Junction, was at the roundhouse Thursday, and says his broken wrist is mending slowly, but he will resume work in about two weeks.

G. A. Martin has been appointed second telegrapher at North English, Iowa.

Conductor H. A. Russell, who has been ill for several weeks, reported for duty January 10th. During his absence James Tomlinson was in passenger service.

Operator C. A. Beistle and wife, Sigourney, Iowa, spent several days in Kansas City, where Mr. Beistle was called as a witness in a law suit. He was relieved by Operator Bruce McKay.

Conductor Sodie Blake, who has been in Cedar Rapids for the past six or eight months on construction train, has resumed work at Ottumwa Junction.

Engineer Wm. Holsclaw has been transferred from the West Division to Marion Line.

Mr. C. D. Busick, agent Powersville, Mo., has been granted a leave of absence for a few months, and will leave immediately for his claim in Wyoming.

Brakeman R. H. Washburn is spending the week-end with his parents in Marceline, Mo.

"Colonel" Mann relieved Conductor Farley in way freight service last week.

Harry Collins, roundhouse foreman, fractured a rib last week but he keeps on turning out engines just the same. As long as one of the boilers don't "bust" I guess we will keep moving.

Operator J. R. Endicott and Mrs. Endicott, Mystic, Iowa, are planning an extensive trip through the south.

The work of filling in has been completed at the East Cedar Rapids Yards. When the contemplated improvements are finished it will make a fine industrial yard to care for the rapidly growing business at Cedar Rapids.

Curtis Adcock, former boilermaker helper, has been promoted to fireman.

Pat Leeny, switch foreman, who was injured a short time ago, is doing nicely and will soon report for duty. His injuries, while serious, do not prevent his running for Mayor again this spring.

# Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

## Merchants National Bank

Capital - - - \$2,000,000  
Surplus and Profits \$2,000,000

Fifth and Robert Streets  
SAINT PAUL, MINN.

The Bank of Personal Service

**BANKING BY MAIL**

**"SAFETY FIRST"**

has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

Ⓒ This strong bank invites you to avail yourself of its broad banking service—to become one of its army of more than 17,000 depositors

CALL OR WRITE FOR BOOKLET  
OLD NATIONAL SERVICE

**OLD NATIONAL BANK**  
OF SPOKANE

Resources . . . . \$12,000,000

Thomas LaFollette, clerk in the car department, Ottumwa Junction, will leave the first of April to move on his land in Dakota and prove up on same.

C. F. Cochran, agent Gladwin, has been granted leave of absence on account of sickness and is now with relatives in Cleveland, Ohio.

The following made service dates as locomotive firemen during the latter part of January and first of February: Robert C. Braden, Cleo Bishop, Frank C. Barger, Thomas C. Pumroy, Wm. H. Mears and Wm. J. Goff.

Conductor and Mrs. Patrick Savage are the proud parents of a daughter, born February 10th.

A little note from the roundhouse: There has been many a tank hose frozen up this winter, but none of the vocal organs of the engineers and firemen have been frost bitten, if you can judge by the arguments in the rest room as to who is first out.

Brakeman Ralph Wolfe has been quarantined for two weeks with scarlet fever, but will soon resume work. Conductor Bill Birkett was also quarantined, but escaped from custody.

Engineer Bill Rawlings has returned to work after a long illness.

Yardmaster H. E. Cross has purchased a farm in South Ottumwa, adjacent to Car Foreman Doyle's farm, and expects to move about the first of March. Mr. Cross and Operator J. L. Wright are very much interested at present in seed potatoes, and are gathering up all the farm journals to be found.

J. C. Souders, passenger brakeman at Kansas City, has been visiting his brother, Chief Clerk J. W. Souders at Ottumwa.

On February 12th, at St. Joseph's Hospital, occurred the death of the nine year old son of Brakeman H. L. Henderson. Our sympathies are extended to him.

Oscar Root, clerk in superintendent's office, Preston Farley and Halstead Shick, sons of Conductor Farley and Dispatcher Shick, attended a basket ball game in Muscatine February 7th.

Look out for our matrimonial bug. It's loose again. Switchman Emmett Keen and Miss Blanch Will of Muscatine were married February 7th in Muscatine. AND we think we know where that bug is going to land next, because someone whispered that one of the clerks in the superintendent's office is interested in the price of groceries.

They do tell us the Fireman's Ball at Ottumwa on the 13th was a huge success. A large attendance of Knights of the Shovel and Throttle Pullers, helped out by a good number of the fair sex, made the ball a joyous event.

#### The Missoula Division.

##### Peggy.

Here's a fine, cracking big piece of news to begin with: Chief Clerk Harry R. Nelson has a dandy baby boy at his house; name, Robert Youre Nelson; arrived, February 16th. All concerned are doing nicely, and Mr. Nelson himself bears up wonderfully under the strain, although the Missoulian, in an interview given to the regular scribe, says that Mr. Nelson has given the newcomer only a very few years in which to become superintendent.

Through misunderstanding the name of Mr. Phelan's young son was given as John Peter Phelan, Jr. We understand now that Phelan, Jr., is to be called Bernhardt Wahle Phelan.

Former Chief Clerk Herbert E. Foster is enjoying a trip east to Chicago and Detroit, then to California points before entering upon his new duties at Port Angeles.

Mr. E. F. Heckman of Miles City has taken the situation as timekeeper at Missoula.

First Trick Dispatcher O. E. Hanssen will shortly leave for New York to lay in his summer's stock of peanuts. He will also be in a position to show samples of the latest spring styles in life insurance policies upon his return.

It is with regret that we are brought to realize that notes of Missoula Division Doin's are not sufficiently spectacular to meet the approval of our neighbors. Unfortunately the Missoula Division Correspondent was reared with a deep regard for veracity, and teacher taught us that exaggeration is bad literary style. Now, I wonder will Norba B. S(t)ill.

It begins to look as if there might be something in Jim Bolton's "case" after all, as he comes down from Butte on No. 15 to bring his laundry weekly, and goes back on No. 16 and then repeats the process in coming after it.

Mr. Chester Reeves is the new ticket clerk at Missoula, and hails from Cordova, Ill. Welcome to our city, Mr. Reeves.

The Japanese porter, "George," is just back from Deer Lodge, where he went with Business Car 5002 to have it renovated, and reports that there are "three-four new girls in Mr. Keely's office at Deer Lodge, all very nice, very pretty."

We have nothing to report from Alberton this month due to the fact that as a terminal, Alberton has simply ceased to be. Electric motors on all trains, Avery to Deer Lodge, cabooses taken through excepting on way freights, which lay over there one night.

The population of Avery has been decreasing quite a little the past month owing to the reduction in forces in the roundhouse and on the road, caused largely by the fact that electricity is being used on the Missoula Division instead of steam power.

Machinist D. Grabam, who has been working in Avery for the past four years, has resigned and gone down in Texas.

Car Foreman J. J. Greetan is being confined to his home on account of an injury to his hand, received while shifting load of timbers on a flat car.

Car Inspector J. M. Thompson took his usual semi-monthly trip to St. Maries last week. We are sure there must be some strong attraction down there for Jim, for he never fails to go, usually twice a month.

The switchmen at Avery are all tickled and also very appreciative of the annual passes issued to them for 1917.

Boomer "Shorty" Woods is back on the job at Avery after spending the winter in Texas and other Southern states.

Engineers J. T. Farmer and Hardy Pearr left February 16th for Seattle, where they contemplate signing up with the construction company going to China on the new railroad project.

We have a half notion of going, too. The reason it is a half notion is because the misses does not want to go. I am afraid to go by myself.

Mrs. G. A. Widener, wife of Engine Dispatcher G. A. Widener, is confined to her bed with pneumonia.

#### Prairie Breezes From the H. & D.

##### O. R. Craft.

W. H. Krebs, claim adjuster from Sioux City, was a recent visitor in Aberdeen, attending to business matters connected with his department.

Paul St. John, night expense clerk at the local office, leaves this week for New Orleans.

F. J. Kolb, rate clerk, made another trip to Minneapolis over Sunday. Would just like to see what the attraction is that causes Fritz to make such frequent trips to that burg.

W. H. Berg, assistant cashier at the freight office, is getting to be some stepper. He even admits it himself. All the latest dances are manipulated with the greatest of ease and skill.

F. H. Cavanaugh acting as relief agent at Alpena in place of C. E. Smith.

R. L. Briggs now agent at Westport, S. D.

C. O. Brown, formerly with the Midland Continental at Jamestown, N. D., is relieving Operator Ayers in dispatcher's office at Aberdeen. Ayers laid off to attend his sister's wedding.

Miss Lucille Combs has resigned her position as stenographer at the local freight office. The boys are all sorry.

Ray Larson and Joe Carpenter, clerks in the superintendent's office, were recent hosts at two very delightful stag parties.

"Jimmy" Kennan and "Clint" Craft are some nulla players. If you don't believe it just ask the rest of the "bunch."

R. O. Sabin has again resumed his duties as agent at Java.

Oliver Fosness, third trick operator, Summit, has returned to work after a six months leave of absence.

R. F. Walker, agent at Ortonville, has resumed work after an absence of two months, spent in the interests of the O. R. T. He was relieved by First Trick Operator W. E. Fraser.

W. E. Dunlap, engineer on the Harlem Line, is in Minneapolis receiving medical attention.

R. D. Rogers has resumed work on the second trick at Ortonville, after a vacation of two months.

Frank Falkingham, clerk in superintendent's office, attended the Shriners' convention at Pierre. Frank is a member of the Shrine Band.

M. Fisk, a brakeman on train No. 61, February 15th, had the misfortune to get a hand crushed while on duty in the Moberge yards.

Cliff Simmons, a former timekeeper in dispatcher's office at Aberdeen, has returned from a very pleasant vacation spent in Florida.

B. F. Iverson, second trick, Ortonville, has gone to Rochester, Minn., for treatment with the Mayos.

We are indebted to Agent Zobach of Milbank for a number of interesting items furnished last month. Hope he will keep the good work up. Wish others would become sufficiently interested and follow suit.

The various office forces had an easy time of it during the snow blockades—but with the trainmen it's a different story.

R. C. Liedtke, switchman in Aberdeen yards, has resumed work after about a month's absence on account of illness.

R. J. Schmutzler, day caller at the yards, is taking an enforced vacation on account of sickness.

It's rumored there's a new benedict in the ranks of the switchmen at Aberdeen. However, as we have been unable to verify this, no names will be mentioned this time. Hope to be able to give some definite information on this next month.

Our popular passenger conductor, "Billy" Foster, met with a very unfortunate accident recently at Roscoe. Mr. Foster was on No. 15, and on account of snow blockades was being held at Roscoe and was instructed to spot a car of coal at the docks. In some manner he was caught between a huge snow drift and the car and was unable to get away, a large bolt on one end of the car tearing his flesh quite badly. At this time he is getting along quite nicely and we hope for a speedy and complete recovery.

**R. & S. W. Notes.**  
*H. J. Beamish.*

This has been a month of disappointments. First, one of the very best of our young conductors—real big-league timber—showed up at Bardwell one Sunday night and asked for a meet with 45 at Elkhorn. Then they sent "the man who taught Wobig how to railroad" out to pilot a hand car.

Baggage man Barrett, Bardwell, has a record to be proud of. He found three broken rails in one week between Bardwell and Darien.

A bad derailment was averted recently by the watchfulness of Conductor W. H. Smith, when he discovered a broken wheel in his train. There isn't much gets by Bill.

Conductor D. McCarthy has resumed his 'old run on the way freight.

Born to Mr. and Mrs. R. T. Dille, Milwaukee, February 1st, a boy.

We are pleased to chronicle the fact that J. W. Hayes, the veteran agent of the line, is very much better. His serious illness, the first of the month, cause great anxiety to his many friends.

It seems that the H. & D. Division has finally found some live correspondents. "Welcome among our well-known midst!"

News of the appointment of Engineers Bjorkholm to the position of traveling engineer, on the C. & M. Division, was received with surprise and pleasure. There is nothing lacking in the "Big 'Un" and we predict that he will make a record to be proud of.

A derailment east of Bardwell caused the detouring of two of the "J" line passenger trains our way, January 21st. Our old friend Ed McCann pulled one of them and came in to shake.

## UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000  
Total Assets over - - \$5,100,000

JAMES D. HOGE N. B. SOLNER  
President Vice President and Trust Officer

We solicit your Northwest business  
We pay interest on saving accounts

## Larabie Bros.

**BANKERS**

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to our customers

Safety Deposit Boxes For Rent  
Depository for C. M. & St. P. Ry. Co.

## First National Bank OF LEWISTOWN, MONTANA

**RESOURCES**

**\$2,000,000.00**

*The Big Bank of the Judith Basin Territory*

## Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

**\$125,000.00**

Special Attention Given to Savings Depositors

Returning members of the Monroe and Beloit companies of the First Wisconsin went over the line January 19th on train 23.

Both Morrissey and Ferguson, at Corliss, were off on account of sickness the past month, Stubbs relieving.

Operator Anderson, Elkhorn, spent a few days with his mother (?) at Freeport this month.

All the ice houses on the division are practically filled. This has been a model winter for that business, at least.

The storm of January 21st, which caused so much delay to traffic on other divisions, affected us but little. No serious delays were caused and the trains were in very fair shape—unless delayed by connections. We are like a Ford—not much for show, but ramble right along.

Conductor Buege relieved Grissinger and Matson in passenger service for several days this month.

Assistant Yardmaster Hauser, Racine Junction, went to California the last of January for a few weeks vacation.

Word from Jake Myers, who is spending the winter (and his money) in Florida, shows that they have cold weather, even there. Heavy frost damaged the fruit crop seriously. Jake was to have sent us a box of oranges, and used this as an excuse to renig.

Dispatcher M. H. Klugh was called to his old home in Indiana, the last of the month by the serious illness of his mother. Mr. Ende took the third trick and Mr. Vontz the second.

By request, we mention the handsome and appropriate valentine received by Division Operator Fields. That fellow just cannot help winning hearts. (He worked here last fall.)

Just to show that we don't play favorites, the following is copied from the "Elkhorn Independent" of January 25th: "Harrington J. Beamish, of the local station force, is absent from the city. His co-workers at the depot have no authentic information as to where he is, and are about as much disturbed as are his table mates at the Nickel Plate Hotel. 'Pat' O'Brien and 'Bob' Lean both declare there is a woman in the case, while Frank Schmidt says: 'H. J. has been endeavoring to break into the matrimonial ranks for ten years, and hasn't made it. So forget it. Sounds to me more like a 30-day layoff for neglect of duty.'" (And the editor still lives.)

I hate to pull the tail out of this, but it's too good to keep. An article about a meteor falling near Lake Geneva attracted the attention of a certain way-freight crew and they are now lugging around about four pounds of quartz that Frank Mosher picked up out in Idaho—and thinking it's part of said meteor. Frank says if the demand keeps up he will have to import a carload.

Mrs. Michael Giniene died at her home in Dover February 10th, aged 78 years. The Giniene family has been connected with the Milwaukee road for many years; Mr. Giniene was at one time section foreman at Kansasville, while four of their children are still in railroad service. J. L. is in Mr. Elliott's office, in Chicago; Edward is operator at Elkhorn; Susie is agent at Dover and Wm. G. is operator for the C. & N. W. at Kenosha. The sympathy of their friends on the division is extended to the family.

#### Notes From the Trans-Missouri Division.

*Edward J. McAvoy.*

Fred Bedner has been appointed agent at Firesteel, vice Mrs. Graham, who has resigned.

Agent C. K. Sims has been transferred from Wakpala to same position at Reeder.

J. C. Cleveland, traveling engineer of the Missoula Division, is running the Missoula Division rotary on our Cannon Ball Line.

Lew Ryerson, blacksmith in car department at Moberidge, has left for Aberdeen to spend a few days.

Fred Louert, acting district master mechanic during R. W. Anderson's illness, was a business visitor in Moberidge during the past month.

Charles Bootz has returned from Wabasha, Minn., where he had been visiting with his relatives during the past two weeks.

Mrs. C. A. Moulding, wife of Chief Clerk Moulding, has returned from an extended visit in Chicago and Milwaukee.

Car Repairer F. Klein left for Kansas City,

where he intends to spend a few weeks with friends and relatives.

The engineers' dance at Moberidge during the past month was one of the most enjoyable events in the town for some time, and a large crowd was there to enjoy every minute of the evening. The engineers are sure some royal entertainers.

General Master Mechanic Rusch was a business visitor in Moberidge during the past month.

Mrs. M. L. Carmichael, wife of Air Brake Carmichael, returned from the coast, where she had been visiting friends.

Charles Brooks, traveling engineer, is running the rotary on the Moreau and Cheyenne River branches.

Cashier F. C. Williams of Moberidge returned rather unexpectedly owing to the serious illness of their child. Frank had contemplated of going to Florida for 30 days, but only got as far as Minneapolis, where he stopped off to visit his mother, when the child was taken sick.

Mrs. C. G. Ritter returned from Marmarth and Miles City, where she had attended the funeral of her granddaughter, Thelma.

Isadore Schell, night engine hostler at Moberidge roundhouse, has been laid up with the gripe during the past month.

The following men of the Moberidge roundhouse have been on the sick list during the past month: H. Hefferman, Tom Sargent and Tom Brainerd.

We had the pleasure of a visit with Herb Foster, formerly chief clerk in the superintendent's office at Missoula. Herb was on his way to Chicago, and was stalled at Moberidge for forty-eight hours on account of the trains not being able to get through on the west end of the H. & D. Division.

On account of the rotaries on the Trans-Missouri Division being snowed under, Superintendent Hill found it necessary to call on the business men and citizens of Moberidge to help out. The men of the town, ranging from bank president to office boy, responded to the call, and on February 7th all business places with the exception of the restaurants were closed and a crew of 183 men were organized and armed with shovels, started on their snow-cleaning crusade. After shoveling out several cuts the crew arrived at McLaughlin, where supper had been ordered served.

In attempting to buck a snow drift just west of Cadillac the head engine was derailed and its pilot torn off while the train and engine crew were re-railing and making some slight repairs to same, the men shoveling the snow from the track for a distance of about four miles. Here the train overtook them, and upon orders from Superintendent Hill the train was brought back to Moberidge.

The good work of the men was appreciated by the railroad officials, as indication of the following telegram received by Superintendent Hill from Vice-President H. B. Earling:

"F. G. Hill,

"Moberidge.

"On behalf of the Company, please thank the business men of Moberidge who volunteered in helping to open the line last week. It was a nice thing for them to do, and we appreciate the spirit of helpfulness they manifested.

(Signed) "H. B. Earling."

#### Notes of the Milwaukee Terminals.

*O'Malley.*

It makes no difference what you do or say, but how you do or say it: What would an egg amount to, pray, if a hen got on the roost to lay it?

Coal is very scarce in Milwaukee, but we have lots of ice.

Yard Foreman J. J. Kolley met with a very painful but not serious accident, which laid him up for a week. He fell over a draw bar lying between the tracks. He is again doing business at the Burnham Bridge.

When we meet Yard Foreman A. J. Hammerer we must not salute him with "Hello, Tony." We must "How are you, Grandpa."

Yardmaster G. F. Cull has been transferred from Clinton street to West Milwaukee to look after coal movements there. Judging from news-

paper reports, George will not have very much to do.

Yard Foreman Chris Brockel is now in charge of the Bay View transfer. Rather cold job for you, Chris.

Yardman Joe Hardina has been working as yard clerk at the Burnham Bridge for about a week. Good job, Joe, when it is 15 below. Yard Foreman Theo. Rogerts and Grandpa Hammerer are contemplating a fishing trip to the Polegan marsh. Hope that you boys do not try and measure the depth of the marsh as I did when I went duck hunting.

The boys on the "Hump" all join hands in thanking Superintendent Hinrichs and Trainmaster Rossiter for the new shanty and extra locker space recently provided there.

Yardman R. R. Lewis the other day fell on the ice and sustained a broken wrist. Hope that it comes out O. K., Roy.

Yardmen (or, as they are sometimes called, "rough-necks," "switchers," or some other elevating title) are usually credited with being a hard lot, but in order to know them you must (as it were) become one of them. In order to appreciate the real man that as a rule is found under the rough clothing of the yardman, you must (so to say) get in under the hide, or get through the shell, the same as when you want the meat from an egg or the kernel from a nut. The writer has now been laid up for several weeks, and it is a great consolation to know that he has so many friends in the yard; to know that he is not forgotten; to have the boys call and spend an hour or two. That may seem a small item to some, but when one is laid up week after week, it is a great deal, and it is more appreciated when we consider that these same men are the so-called "rough-necks," and that they have worked either all day or night in zero weather, perhaps in rain or snow, and, in order to come and cheer up a fellow workman they are sacrificing some of their rest that is so much needed. That is where I figure that we are getting at the meat in the egg; where we find the real man.

I cannot find words to express my appreciation to the members of the Milwaukee yard force, who have been kind enough to visit me and help to pass a few hours of (what otherwise would be tedious) time, railroading at home, as I cannot do any in the yard. In this way those same dear old rough-necks have spread good cheer over what might have been long dreary days.

#### Malden Roundhouse Notes.

H. R. Gates.

Another month gone by and winter is still with us.

We have at last got the Mallet engines from the Missoula Division and they are now running between Malden and Avery.

Fireman W. J. Kraus of Othello and Miss Nora Estep, daughter of Mr. and Mrs. D. P. Estep, of Othello, were married January 24th in Seattle. Congratulations.

A large party of the younger set of Malden attended a masquerade ball at Ewan on February 10th. Brakeman J. V. Harrison received first prize for the best mask, being a village constable. Understand that Call Boys Huser and Steidle fell for the young ladies with the bobbed hair.

To "Doc" Applegate: If you love the girl why don't you marry her? If you don't know how to propose to her, why just ask C. H. Thompson.

Fireman E. W. Foreman took his wife to Spokane for an operation during the past month. She is getting along very nicely.

Fireman Charles Annes was off a few days during the past month on account of sickness.

The seventh annual ball was given by Chatcolet Lodge No. 781, B. of L. F. & E. was given February 16th at Malden. There was a large attendance and everybody had a good time.

Boilermaker Helper Harry Huser made a trip to Tacoma during the past month to buy some clothes. We think that this was just a bluff, but he thinks that the girls in Tacoma are nicer than those in Malden.

At the Western Terminal

## The Seattle National Bank

Seattle, Washington

Resources \$17,000,000

Seattle's Largest Bank

Savings Department

Trust Department

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A POLICY IN  
The Standard Accident  
Insurance Co.  
of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

This Company is Authorized  
by The C. M. & St. P. Ry.

to write this insurance on its employees.

Ask Our Agent or  
Write the Company

Over \$20,000,000 Paid in Claims  
Railroad Department . . . H. C. CONLEY, Supt.

Engineer Charles Hankins now working in the ring between Malden and Othello.

Engineers G. W. Nelson and W. E. Reinking now on time-freight runs Nos. 64 and 63 between Malden and Avery.

Fireman Lester Levine is now a U. S. mail man. As he was going past Roxboro on an extra he was warned to lookout for the mail sack, so it would not hit him. Instead of looking out for the mail sack he grabbed it, thinking he was on a fast mail train.

Engine Dispatcher A. M. Foreman spent a few days in Seattle during the past month.

Engineer A. A. Lentz was laying off during the past month account of the illness of his wife.

Engineer Peter Mickleson is relieving Engineer George Tierney on passenger between Othello and Avery, Engineer Tierney having been operated on for appendicitis.

A small boy in the east end of town asked his mother one night what made the wind blow so hard. She told him that it wasn't the wind, but it was Bert Lentz blowing his saxophone.

#### Notes From the West H. & D. Division.

*H. Murphy.*

Who said blizzard? Well, some of you folks from the land of balmy weather should have been in South Dakota this winter. Wow! For example, look at the view of the rotary at work. This picture was taken by one of our ama-



teur photographers, Mr. William Schroeder, who was firing the rotary considerable this winter. Rotary snow plow No. 17 left Aberdeen on February 1st, went east to Bristol, up the Madison and Bristol line to Bradley, S. D., back to Andover, and tied up there when the storm broke out afresh, on the third of February. They stayed there until the fourth, when they went east to Minneapolis, coming out of there Wednesday afternoon, the seventh, and proceeded as far as Minnesota Falls. It was at Minnesota Falls where Mr. Schroeder took the picture of the rotary in action. They worked two days between Minnesota Falls and Granite Falls, and then came west to Aberdeen. From Aberdeen they went west to Moberg, then back to Roscoe, where they opened up the Orient and Linton Line branches. Mr. Edward Champlin, the pilot on Rotary No. 17, advises the biggest drifts encountered on this trip, were at Minnesota Falls, where it was 17 feet deep and some ten car lengths long. Many other views were taken on the trip and other trips, but now that the H. & D. Division is taking its place in the Magazine, we do not wish to overdo it. However, should any of the employees from the aforesaid "Land of Balmy Weather" still have any doubts, they might call at this office if their travels lead in this direction, and we will be pleased to show you some views of South Dakota blizzards. The boys on the rotary and also at the terminal worked hard and faithfully to keep things moving and they are all worthy of special commendation.

Mr. H. T. Porter, pump repairer for the B. & B. department, went to Sioux City February 17th, to meet his wife, who is en route to Aberdeen, after spending a few days at Sioux City.

Has anybody seen H. J. Hein of the B. & B. department in Woonsocket? What is the attraction, Herman?

Former Yard Clerk Mr. Eagleson has resigned to accept a position as day policeman at Aberdeen.

The new pump station that was put in one mile south of town to help out in furnishing water for the Aberdeen terminal was put in operation the 17th of this month.

We recently discovered the reason for the frequent trips to Minneapolis of Rate Clerk Fred Kolb of the freight department. "Some reason," believe me.

Blacksmith R. G. Young recently returned from an extended trip through California. Mr. Young advises that he had a very enjoyable trip and far above his greatest expectations. The West looks good to "Bob."

Our assistant district master mechanic, Mr. John Turney, was right on the job during the last blizzard. Mr. Turney was so interested in keeping things moving that he even forgot when it was meal and bed time, and I think he should be called upon to make reports for exceeding the 16 hours.

The B. of L. E. held their annual ball at Aberdeen Wednesday, the 14th. A large number attended and all had a good time. Mr. A. W. Stewart, who plays the drums in the orchestra, could not refrain from laying aside the drum sticks and dancing also. Roundhouse Clerk W. L. Kelley was quite popular with the ladies, also his assistant, Frank Kelley, was by no means a "wall flower." Of course, there were many others that I could mention, as I was right on hand myself, but I will defer for this time. Mr. Fred Burlock sold pop, and Messrs. Earl Clark and Oscar Mettitt ran the check room, and the service was good, while W. Deitz and Lyle Sweeney sold tickets at the door.

West H. & D. Division Fireman Henry L. Bredehoist just returned from a short business trip to Miles City.

Mr. Joe Bodenberger has been appointed traveling engineer on the H. & D. Division west of Milbank, and Mr. Frank Hemsey has been appointed traveling engineer east of Milbank. We all extend to them both a hearty welcome.

N. B. S. says it does not take much to make "US" happy. Well, I will add, "Last but not least." Now have I made amends? Thanks for the good wishes.

Have you folks noticed the word "Peggy" under the head of Missoula Division notes? I do not admit that I am inquisitive, but that word has me guessing.

Traveling Engineer J. B. Johnson was a recent visitor at Aberdeen.

"Doc," stenographer in the superintendent's office, is talking about "fishing" already. I believe spring is coming. Let us know the particulars on this fishing trip, "Doc," as we, too, are getting anxious.

#### Facts and Fancies From the S. M. West.

*J. M. Malone.*

On February 15th, at Madison, occurred the annual trainmen's ball of the S. M. West, and to say that it was a success would be stating it but mildly. For a first class good time, with all the virtues attendant, the boys of the S. M. West have no peer in producing.

Effective February 15th, Mr. N. P. Thurber was appointed superintendent of the Southern Minnesota Division, vice Mr. E. G. Atkins, transferred. We welcome Mr. Thurber to the division and assure him of our constant support. We wish Mr. Atkins the best of success in his new position, which he has certainly earned while with us.

During the latter days of January and the first week in February the S. M. West experienced one of the worst blizzards in the history of the country. And every employe from the section man up is to be complimented upon the way they used their efforts to prevent a complete tieup. The team work displayed was in itself admirable.

On January 31st occurred the death of Conductor Wm. J. Blaikie in a rear end collision five miles north of Garden City. In the loss of Mr. Blaikie the S. M. West has lost not only a faithful employe but a man that has been a friend to all, and during his long association with us, of whom no unkind word has never been



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The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

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spoken. The sympathy of the entire division is extended to the bereaved relatives.

Conductor H. F. Putney and wife are visiting relatives in Wisconsin for the present.

Conductor W. J. Tyler is laying off with a lame shoulder for a few days; relieved by Conductor F. J. Wagner.

A lively nine pound baby boy arrived at the home of Agent E. N. Bucklin, Madison, on January 24th. The congratulations of the division are extended.

A baby boy arrived at the home of Mr. and Mrs. Richard Hubbard, Madison, during the latter part of January. The congratulations of the division are extended.

Mr. and Mrs. Chas. Bonnelle, Madison, are visiting relatives in North Dakota this month.

Conductor Dennis O'Marro, Austin, was a Madison visitor February 15th, taking in the Trainmen's Ball. Come again, Denny.

Relief Agent E. A. Bailey of Flandreau was a Madison visitor on February 15th, but failed to show up at the ball. Mr. Bailey will have to explain, as we know he is some dancer.

Mrs. F. J. Malone of Jackson is visiting relatives at Madison this week.

Adolph Moe was a Flandreau visitor the latter part of the week.

Arthur Anderson and family are now nicely settled at Wentworth and Art is again wearing his usual smile.

Cashier R. J. Hopkins, Madison, was a Roswell visitor Sunday.

Engineer Meinickie, who has been quite ill recently, is again back on the job in his usual good spirits. We hope that he has completely recovered.

### Doings on the I. & D.

*C. J. Gillette.*

Auditing Clerk Herman Frazee resigned February 1st, to accept a position in the local freight office at Mason City.

Passenger Conductor G. W. Bryan left January 29th for California, where he expects to spend the balance of the winter. His run is being covered by J. W. McGuire.

D. F. & P. A., W. F. Cody, has been confined to his home the past three weeks with the grippe.

The worst storm of the season struck the I. & D. Division at 9 p. m., February 3d, and continued to snow and blow until about 5 a. m. February 5th. The snow drifted to a depth of from two to fifteen feet, for a total distance of about 30 miles. Passenger service was resumed February 7th and freight service February 8th. Train Baggage man J. P. Hurley and wife left January 20th for San Francisco, Cal., to spend the winter.

Mr. and Mrs. H. W. Frazee entertained the clerks in the general offices at a seven-course dinner January 31st. All reported a good time, an abundance of eats and expressed a desire to accept all future invitations.

Conductor J. J. Hurley is running passenger this week, relieving C. H. Cotant. Conductor H. F. Everts has Mr. Hurley's run on the Middle Division way freight.

Conductor E. A. Winter has been confined to his home the past week with the grippe.

Trainmaster and Mrs. R. H. Janes departed for Arlington, Cal., February 8th, account the serious illness of Mr. Janes' mother.

Keith Allen has accepted a position in the auditing department at Mason City.

Switchman R. H. McCormick has taken a 30-day lay-off and with his family are visiting at Burlington and Des Moines.

General Yardmaster H. L. Biggs visited his old haunts on the west I. & D. the first two weeks in January.

Harry Preston, clerk in freight office, visited friends in Pierre, S. D. On the way home he was snow-bound at Wolsey two days. He says home is good enough for him, at least until warm weather.

Train Dispatcher R. C. Raines was off duty about a week attending the annual poultry show at Mitchell, of which he is the secretary. Mr. Raines claims they had the best show this year they ever had, and that there were 1,500 birds entered.

The Mitchell transfer force was out bucking snow for two days.

When Ticket Agent Evans came to work a few days ago, he looked as if he had been in an auto accident or something worse. When asked what was the matter, he said, "Oh, nothing. I just joined the Elks last night."

Yard Clerk Joe Miller complains that it makes him tired to check the yard. I should think it would make anyone tired to carry all of those clothes around all day.

A. J. Rozum was out with the snow plow trying to get the I. & D. clear. He succeeded in getting the main line open from Mitchell to Canton.

G. P. Hodge, general foreman, had his face quite badly froze while out with the snow-plow bucking the drifts. Another busy man on the Division of late has been Roadmaster McMahon, who has had plenty on hand trying to keep the road open during the heavy storms.

Foreman Ralph Dunn has been on the sick list, but is now able to be out again.

A. J. Ward, demurrage inspector, was in Mitchell a few days last month.

R. J. Tremain, special officer, was sick for about a week, but is now back on the job.

**Items From the I. & M.**  
*Katherine McShane.*

Superintendent Thiele of Minneapolis made a business trip over the I. & M. Division last week. Roadmasters Carlson and McShane accompanied him over their territory.

Harry Murphy of the chief carpenter's office at Minneapolis spent Sunday with his folks at Austin, Minn.

George Wilson has accepted the position of yard call boy, succeeding "Boomer" Cambern, who has gone switching in the Austin Yard.

During the last month occurred the death of Mrs. Mary Sprague of Austin, mother of Augusta Sprague, of the general foreman's office. The deepest sympathy of all is extended to Gussie in her sorrow.

Mr. and Mrs. A. M. Laurence have returned to Austin from Waucoma, where they attended the funeral of Mrs. Laurence's mother.

Engineer Sam Jones is enjoying the winter in Florida, having gone there the first of the month.

Engineer and Mrs. Spence Barr have returned from McGregor, where they went to attend the funeral of Mr. Barr's mother, which occurred at that place.

Word has been received from Robert Talmadge, formerly of Austin, and now of the Puget Sound Lines, that he has accepted a position as freight brakeman and likes the country very much. Good luck to you, Bob. Hope you will have much success.

Chief Carpenter A. A. Kurzejka made a trip of inspection over the Division last week and incidentally made us a call.

Switchman Jim Marvelette is able to be back at work after a vacation on account of illness.

Switchman J. W. Skinnion is reported as getting along nicely and will soon be able to resume his work.

Brakeman George Damm and Chrif of Co. G. have returned from Lano Grande and resumed work.

Brakeman Claude Dickens is on the sick list. Conductor H. Pushman is on Nos. 3 and 8, on Mr. Gilmartin's run, while Mr. Gilmartin has a short vacation.

Matt Darr of Austin has begun work as passenger brakeman on the I. & M.

Brakeman Charles Freeman is back to work after a short lay-off.

Engineer Coe has gone back to Mason City to work on the I. & D. West.

Engineer Bill Murphy is back to work, after having had a few days off duty.

Section Foreman B. Jim Deneen of Austin spent Sunday with his sister, Mrs. Schmitz, at Owatonna, Minn.

Born, to Machinist and Mrs. Jake Herzog, a son. Jake is wearing the smile that doesn't come off.

Robert Purcell of Kimball, S. D., pleasantly surprised his uncle, Roadmaster M. McShane, by spending a few days with him and family.

Brakeman Dixon was injured while working at West Yard some few days ago. The report comes that he is not seriously hurt.

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## Illinois Division News Items.

W. C. Head.

Conductor J. Deil is back with us again, he having been laid up for a while recuperating from bruises sustained in an accident.

Conductor John Ryan has been very sick for some time, relieved by H. E. Wheat and M. C. Simmons. Mrs. Ryan had the misfortune of breaking her wrist during his sickness. John says his house resembled a miniature hospital for a while.

Mr. C. H. Kuntz, first trick, Elgin, absent one day attending a funeral at Freeport.

Account of the very severe cold weather and heavy traffic, an extra pusher engine was put on nights at Elgin, Engineer C. W. Brown taking this, leaving an opening for Ed Holden on Nos. 38 and 39.

Engineer Salisbury under the weather for some time, Engineer Paul Born doing the necessary on the switch engine at Elgin in his place.

Mrs. Dugan, wife of Conductor Dugan, was an Elgin visitor February 9th and 10th, with her eight months old boy, who is the pride of the Dugan family.

Engineer F. Anderson on Nos. 34 and 37 during Ed Wall's absence. Rather than take a chance with a green brakeman, he backed No. 37 into the depot himself. Look out, Tige, or Casey will get you, for he sure is a goat getter.

Conductor Vosburg on a work train up and down the Division unloading ties, releasing equipment and getting ready for the big spring improvements.

Time Table No. 116, a revision of the Illinois Division time table, was issued and in effect February 4th.

J. J. Duhigg, formerly first trick operator at Davis Junction, was appointed yardmaster at Davis Junction.

This Division, which was known as the Chicago and Council Bluffs Division in Illinois, has been changed to Illinois Division.

Brakeman G. H. Jennings and Flagman Mersch

have taken a sixty days leave of absence, their runs being bulletined for that period.

M. F. Coyle on Ryan's run during the holidays. Brakeman H. F. Perry announces the arrival of a six-pound baby girl, January 8th.

R. H. Foreman George Miller was called to Galewood to take his turn firing.

Bert Wickler was assigned to second trick operator's position at Kirkland.

G. Keeney, foreman of the B. & B. department, left for California for his health, Mr. Slager, his understudy, relieving him.

Operator Lane assigned to second trick operator's position at Davis Junction.

It is reported Jimmy Scanlon is making Elgin his lay-over terminal. Jimmy, being our oldest bachelor, it is generally supposed that Cupid would have no effect upon him. Still from their general appearance they appear to be pretty well mated up.

Mr. C. S. Christoffer was an Elgin visitor this month. Mr. W. M. Thurber was a Chicago visitor February 14th.

Operator H. L. Miller relieved J. D. Voltz on side wire at Savanna, Mr. Voltz relieving Dispatcher M. H. Klug on R. & S. W. Division.

C. F. Wickler working third at Kirkland in place of H. L. Miller, who for the present is working the first trick at Davis Junction, in Duhigg's place.

Owing to heavy business coming in on the C. M. & G. at Kirkland, both way freight crews have been working Sundays to keep the place cleaned up, No. 92's crew doing switching and No. 91's crew taking a train or two to Davis Junction.

Mr. E. O. Buffmire appointed roadmaster of the Illinois Division February 13th, relieving August Frederick, who was appointed acting roadmaster when Mr. W. H. Kofmehl resigned.

Conductor Jerry Dougherty, who relieved J. Dell on the Southwest Limited, is again on the milk train No. 36 and 35.

Lee Seigel firing the second night pusher at Elgin.

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**C. & M. Notes.**

*B. J. Simen.*

W. C. Geissner has been appointed third trick operator at Tower A 68.

On Sunday, February 4th, train 140, while backing out of the depot in Chicago, during a heavy snow storm, crashed into an engine, quite seriously injuring brakeman Bert Hawkins, who was taken to the hospital. According to latest reports he is getting along first rate.

The dining room girl at Elkhorn wept bitterly while George Dyer read the following from a Chicago paper: "Casey died in Tampa following an operation for appendicitis. His brain will be dissected in the interest of science." Just then Ralph came walking in and the tears were changed to smiles, while she then looked at George in mute reproach, who explained, you did not allow me to finish my story. "Casey was a gorilla." She then sighed and said, "Oh, izzy."

On February 6th there was a wedding at Libertyville. Engineer Elmer Lawrence and Mrs. William Gannon were married. They afterwards took a little trip to the bride's home at Green Bay, Wis., where they spent a few days. The smokes were fine, Stormy, and we congratulate you.

Section Foreman John McEvoy of Spring Grove was absent for a few days on account of the sickness and death of his father at Davis Junction.

Operator Geo. L. Smith, first trick man at Tower A 68, has been laying off for a few days account of being called for jury service.

Conductor Henry R. Bond, who is on one of the Libertyville runs, has a case of scarlet fever at his home. His son has been ill with the fever for some time.

Operator C. H. Behler from the Nickel Plate, is working in the place of G. S. Moss, second trick at Soo Tower. Mr. Moss is sick.

Conductor Al Jackson was hurt at Rondout on February 9th. He was in charge of the Libertyville switch run. He was taken to the hospital at Chicago.

Section Foreman William Monahan of Avalon was off for a few days on account of the death of his mother at Milton Junction.

Operator N. W. Nobinsky, second trick man at Rock River Tower, is troubled with blood poisoning in his arm. He has not been able to work for several days.

Operator L. A. Williams of Soo Tower left for Roanoke, Va., to visit his father. He will then go on to Jacksonville, Fla., where he will spend a few days. He is relieved by Stanly E. Bak.

L. N. Oskins, agent at Russell, and his brother, L. M. Oskins, third trick operator at Ranney, were called to their old home in Indiana on account of the death of their mother.

Mr. F. Lumber and family of Ingleside left on February 16th for Mobile, Ala., where they will spend a few weeks. Frank was relieved by Operator Bak.

Engineer R. H. Pritchard and family of Milwaukee spent a couple of days at Libertyville visiting friends.

Conductor J. D. Plumb had an attack of typhoid pneumonia and was confined to the hospital for some time, but at the present time is much improved. Jack Cahill is on his run.

Engineer Robert N. Scott and wife have departed for California. They will be absent for the remainder of the winter. The greater part of their time will be spent in the vicinity of Los Angeles.

**Tomahawk News.**

*Steve.*

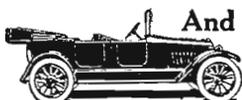
It seems that the weather man has some kind of a grudge against this Division, as during the last month we have had two bad snow storms wished upon us. We have Mr. Ober's word for it that they were bad, as all passenger trains were double-headed for some time.

Engineer Williams, on the Merrill switch engine, was off a few days account of sickness.

Engineer Pond, double-heading No. 25, January 21st, had the misfortune to smash his thumb at Wausau.

Following is a list of some of the enginemen

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Watch Inspector, C. M. & St. P. Ry.

who laid off sick during the last month: R. Randow, H. Green, C. Granholm, E. Tierney, E. Reinhold, J. C. Rodehaver, H. Gilbam, E. Zellmer, A. Zellmer, F. Bunker, C. Lattimer, R. Hintze, F. Brown, R. Akey, G. Granholm, Leo Paradise, L. Schultz and A. Dunham. This is what makes railroading a joy and a snap for the clerk.

On January 26th, Engineer Conant was seriously injured by falling off of the Rice Creek bridge to the ice, about twenty feet below. Herb says he is now about three inches shorter than before he fell.

George Gahan, boilermaker helper, is still making mysterious trips out in the country every Sunday and Wednesday nights. Why don't you marry her, George, and save sole leather?

Among the lucky ones to receive valentines were (Nut) Inspector Duvie, Boilermaker Paul Stoff, Machinist A. H. Johnson, Laundryman Max Reidl and our Swede blacksmith, Pat.

We hereby wish to apologize to Paul McClernon for not mentioning him in the Magazine when he had his finger smashed and also to sympathize with him, as he was one of the unfortunates who did not receive a valentine. Perhaps you won't be forgotten next time, Paul.

Here is a story which has just leaked out about some of our railroad family. Thomas ("Peanuts") Murphy, our popular call boy, on January 20th, started out fishing with a few choice companions. It seems that "Peanuts" had been after our Swede blacksmith for two weeks to make him an ice chisel for this special occasion. They made the journey to Heafford Junction via freight train. "Peanuts" proceeded to the river and started to cut a hole in the ice with himself in the center. After getting wet up to his neck he went to the bank to build a fire and used 110 matches (by actual count) by Paul Stoff, who furnished him the matches) and was unable to start a fire without the assistance of outsiders. After fishing all day and missing the last freight they were compelled to walk home with a single fish.

Night Boilermaker Fred Aley was off for a week account of a severe cold which threatened pneumonia.

Thomas Nash has accepted a position as machinist in the roundhouse.

We understand that our Swede blacksmith now spends a great deal of his spare time around Fourth street. How about it, Pat?

We understand that Conductor J. H. Krueger and Brakemen Urban and Morin had a narrow escape from serious injury February 13th, when their caboose left the track and rolled down an embankment. They were all three bruised more or less.

**Cinders From the H. & D.**  
*BoWkee.*

Passenger Conductor William Crooker is back on his regular run, after being laid up about two months on account of sickness. We are all glad to see him back on the job.

Mrs. J. W. Schweiso visited old friends at Montevideo recently.

Conductor Ed. Phelan, who was operated on for appendicitis at the Montevideo hospital, is reported to be getting along in fine shape.

Engineer Dave Lankard and Conductor B. C. Bishop took in the St. Paul Sports Carnival. At least that is where they said they were going and they are qualified to attend any convention of sports anywhere.

Born, on February 10th, to Mr. and Mrs. Harry Lauderdale, a girl. It is reported that although she cannot yet say "mamma" and "papa," she can say EJ&E, C&EI, IC, etc., with great fluency.

Far be it from us to show partiality, so we announce the birth of a son to Mr. and Mrs. Norman Aanes and a daughter to Mr. and Mrs. Harry Kitchen.



**Chicago Terminals.**  
*Catherine M. Bartel.*

Assistant Superintendent Bush has been confined to his home for two weeks with a severe attack of tonsillitis. Our latest advice is that he is steadily improving and expects to be on the job soon. Superintendent Rupp is spending most of his time at Galewood during the rush and in Mr. Bush's absence.

Foreman Frank Howard, familiarly known as "Froggy," has been appointed temporary yardmaster in the Grain Alley, Galewood, vice J. C. Logan, who is overseeing the coaling of engines at the Clam Shell. When Mr. Logan gets through at night at the Clam Shell he looks as if he had been firing a C-2 about 200 miles.

Miss Anne Fisher, stenographer to Mr. W. H. Fesler, agent at Galewood, was seen crossing the viaduct one of the cold evenings recently without a hat. We cannot imagine why she pulled off this stunt unless she was figuring on the cold air making her hair curl.

Train Director C. E. Frazer at No. 80 office, Galewood, has been laying off for about a month. H. J. Meek has been doing relief work, and says he likes the job very much.

Trainmaster John Costello left for his farm in Florida, February 11th, and expects to be gone about thirty days. Mr. Costello has put in a very strenuous winter and needs a good rest badly. He expects to put in some of his crops while down there. F. A. Miller, night general yardmaster, is officiating in Mr. Costello's absence, and you can gamble things are working O. K. around the terminals.

Chief operator of G. T. office, Willie Murbach, is working very steady these days. Must be something going to happen about June. Bill, of course, denies everything, but we have a hunch.

The past winter has been a very hard one across the viaduct, especially for the lady employees. The high cold winds certainly made it very unpleasant, but cheer up, girls, the baseball season will soon be here.

It is rumored around Galewood that another

of our popular telephone operators is to be married shortly and will take a trip to Hawaii and Japan, and upon her return will make her home in California. Well, we wish her luck.

Miss Kathleen O'Neil, stenographer in Assistant Superintendent Bush's office, Galewood, was off sick a few days the week of January 31st, but is on duty again and looks as rosey as usual.

Assistant Chief Clerk H. Kern left the service of the company February 3d, and takes a position with the Washburne-Crosby Company, Minneapolis. Harley is there with the goods and we wish him success in his new position.

**Notes from Marion Roundhouse.**

*Edw. Griffiths.*

Marion roundhouse is still on the map, and we keep just about as warm when it is 10 below as we would if it was 50 above.

Machinist Kenneth Hillerage had the misfortune to fall on the ice on his way to work, breaking a leg, laying him up for at least six weeks or more.

Engineer Weineke has been tied up "under the law" for 30 days on account of having the smallpox. "Has had his rest," and is again on the job.

Machinist Rolland Brouard fell and struck on his knee, laying him up for a week.

Blacksmith Helper Jens Cook has also been on the lay-off list.

Engineer Oliver Thompson is back again on the job and called at Marion roundhouse the other day.

We have heard that "Davy" Gordon, who has been spending the winter in the South, is back again. If that is so, we can look for an early spring.

Machinist Helper Harold Barger has gone to Milwaukee to take the examination for fireman, going to the Kansas City Division.

Superintendent of Air Brakes Kempf spent a few days with us checking up the engines.

Engine Dispatcher Charles Long is again on the sick list.

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Chicago, Illinois

Machinist Joe Brown has resigned, on account of ill health.

Otto Beall, storekeeper, has been laid up for a few days, making things pretty busy around the store house for the boys.

Roundhouse Foreman Graff says that there is but one place which must be busier than Marion roundhouse.

Machinist Helper "Roundy" Liddle is thinking of giving up hard work and going into the doctoring business, so Machinist "Gloomy Gus" Fink says.

General Foreman Miller called at the roundhouse a few days ago, lining things up before he left, so no doubt we will travel the straight and narrow path for a few days to come.

**Iowa (West End) Division.**  
*Ruby Eckman.*

Brakeman Gaylord Courtney of the Western Division has been laying off for several weeks. He spent some time visiting with friends in Estherville.

Charles Johnson, committeeman for the machinists at Perry, spent several days the middle of February in Milwaukee in attendance at a committeemen's meeting.

On February 18th, James Cartwright, who for a number of years has been the chief caller at Perry, attained the distinction of grandpa. On that date a son arrived at the home of his son, Delbert, who is an employe of the roundhouse force.

Fireman Emmett Collins was off duty for a few days the latter part of February on account of an injury to his foot caused by a large chunk of coal falling on it.

The news of the death of Charles Long of Marion, which was received February 19th, caused sorrow among the older employes of this division. Mr. Long was for many years a fireman on the Eastern Division, later working on the Middle Division and of late years holding a position in Marion roundhouse.

Fireman Richard Russey left the latter part of February for Chattanooga, Tenn., to spend

some time with his father, who has been quite sick.

Engineer Henry Hausjosten returned the middle of February from a very pleasant trip to Palm Beach and other Florida points. Henry would like to have remained for the balance of the winter, but felt that his duties called him home.

Engineer Ben Stapleton, one of the oldest engineers on this division, has been quite seriously sick for a number of weeks. He has been suffering with an attack of heart trouble.

Machinist J. J. Murphy of the Perry shop force was compelled to spend some time during February in the hospital at Perry, on account of having had a foot mashed by a side rod dropping on it.

Agent A. E. Peterson of Manilla, with his wife, were called to Clinton the latter part of January by the illness of Mr. Peterson's mother.

An item which was overlooked a couple months ago was the advent of another boy into the family of Engineer John Conway at Perry. The boy is a fine one, even if we did forget about him at the time.

Engineer Wallace Shipton was out from Savannah to visit with his brother-in-law, John McCullough, while the latter was spending a few weeks with his mother in Perry. Mr. McCullough has been in the hotel business in Canada for nineteen years and Mr. Shipton had not seen him during that time.

Engineer George Donahue and wife, and Engineer James Donahue, left Perry the fore part of February for California, where they will spend a few weeks. From there they go to Arizona. They had a fine trip planned.

On January 30th, a fine baby girl arrived at the home of Conductor H. H. McElroy in Perry. This is the first child in the family and of course she was given a royal welcome.

D. Davis, the veteran oil house man at Perry, was quite sick the latter part of January, and was compelled to lay off.

Operator H. E. Merkle of the Perry yard force held all his conversations with his family through

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the windows during February on account of the family being quarantined with scarlet fever. Mr. Merkle's little daughter was sick.

Captain J. E. Banyard, one of the oldest employes of the Milwaukee at Perry has been quite sick in his home for a number of weeks. The latter part of February, his sons, Arthur and Bert, who are railroading in Utah, came home for a visit with their father. Mr. Banyard has led such an active life that it goes rather hard with him to be confined to his home all the time.

Joe Frundell and wife of Reader, N. D., spent a month visiting with relatives in and near Perry. On their return home they went to Lemmon, S. D., as Mr Frundell had bid in that station, when the agency was bulletined.

Agent E. W. Brady of Aspinwall was off duty the latter part of January on account of the death of his brother. J. W. Belles, relief agent, had charge of the station during his absence.

W. J. Swenning, who has been agent at Dedham for some time, bid in second trick at Manilla when that job was bulletined. The agency at Dedham went to Operator Campbell from Oxford Junction.

Engineer Charles Sinclair, who was off duty for some time on account of a sprained ankle, returned to work the fore part of February. He took a pool firing on passenger on the Middle Division, his work having previously been done on the Western Division.

Engineer E. Stoner, who is assigned to 95 and 96 on the West Division, laid off during February and visited in the western part of the state with relatives and old friends.

On February 4th, at the family home in Perry, occurred the death of R. H. Ingram, father of Mrs. M. I. Landson, clerk in the office of Trainmaster Anderson at Perry. Interment was at Marion.

James Nolan, who has charge of the acetylene welding outfit at Savanna, spent about a week in Perry the fore part of February. He had the machine at the shops doing some necessary work on engines.

Fireman John Coan, who has been on the switch engine in Council Bluffs yard, has transferred to the same service in Perry.

Engineer Joe Wanning, who has been working at Council Bluffs for some time, has been sick for a few weeks.

On February 5th, at the family home in Perry, occurred the death of Arthur Anton. The young man was the son of Mr. and Mrs. Fred Anton, and had just recently started his apprenticeship as a machinist. His father is one of the veteran employes of the company. Death was due to an attack of spinal meningitis, the young man being sick but a few days.

On February 18th, Engineer Lon Morgan, who has been on 19 and 6, slipped while oiling his engine at Council Bluffs and injured himself quite badly. Mr. Morgan seems to be having more than his share of misfortune, as his wife has been very sick for a number of weeks.

Vern Mills, handy man at the Perry roundhouse, was compelled to be off duty the fore part of February on account of sickness.

Mrs. E. Meek, wife of the coal shed foreman at Ferguson, visited in Perry in February.

Harry Hansen, handy man at the Perry roundhouse, was off duty for a few days in February on account of sickness.

Engineer D. Young has been unable to work for a few weeks on account of sickness.

On February 6th, at the home of the bride's parents in Perry, occurred the marriage of Homer Lyons and Vella Rainey. Mr. Lyons is the night yard clerk at Perry yard.

Brakeman J. Q. Hull, who is on train 34 and 35, between Perry and Manilla, was compelled to lay off for several weeks during January and February on account of the illness of his wife's mother, Mrs. A. H. Morris, who makes her home with Mr. Hull.

Engineer Thomas Wilcox had the misfortune to fall and tear the ligaments of his arm on February 8th. He slipped on an iron bar which was lying beside the engine.

On account of the bad weather conditions and heavy work on the engines, a number of machinists from Dubuque were sent to Perry the fore part of February to assist the regular force.

Conductor Charles Kreger, one of the old-timers on the Western Division, was thrown in his caboose February 8th in such a manner as to fracture a couple of ribs. He will be off duty for some time.

On February 12th, at the family home in Perry, occurred the death of I. J. Tolbert, father of Conductor Lee Tolbert. The senior Mr. Tolbert was well known to many of the older employes of the Milwaukee, as he has made his home in Perry for a number of years.

Agent M. B. Leonard and family at Atkins have been on the sick list for about a month. Relief Agent Belles was in charge of the station while Mr. Leonard was unable to work.

Engineer George Hardy was off a few trips in February on account of sickness.

Boilermaker William Barth's son, George, had a seige of the scarlet fever during February. The family was quarantined and Mr. Barth was compelled to remain away from home.

On January 21st, at Council Bluffs, Carl J. Brown, who until a few months ago was a conductor on the Western Division, met his death while switching for the C., B. & Q. Carl was well liked by all the employes, and it was with regret that they learned of his death.

Machinist Harry Sanford was in the hospital at Perry the latter part of January on account of broken ribs. At the same time his family were quarantined with the scarlet fever.

The latter part of January a fine baby girl made her appearance in the family circle of Fireman Harry Berry.

On February 1st, a bulletin was posted which notified all concerned that after that date the Divisions formerly known as C. & C. B. Iowa Divisions, would be called the Iowa Division.

Iowa Division East End  
J. T. Raymond.

Conductor Thomas Freeman and wife have gone to Florida for a couple of months visit. Conductor Briggles takes Mr. Freeman's run.

Conductor and Mrs. F. E. Pike are away on a six week's trip to Florida. Conductor C. L. Tucker is on the Monticello-Calmar run during Mr. Pike's absence.

Brakeman R. E. Brownlee has returned to work after a two months sojourn on his Montana claim.

Agent Joe Elsner of Hale was a pretty severe sufferer from grippe for several days, and then a wolf got the best of Joe's pet dog. Here's our sympathy Joe.

Conductor E. Templeton was off several days account illness. C. E. Millard relieving.

Conductor F. E. Johnson was also off several days account illness.

Baggageman L. C. Manning is in Pennsylvania, where his mother is seriously ill.

Brakeman W. R. Pollard is on a six weeks leave, visiting his son in Texas.

Baggageman E. M. Taylor was off several trips account death of relative.

Brakeman and Mrs. W. C. Dubbs and Melvin spent several weeks visiting relatives of Mr. Dubbs in Richmond, Va. They went via Washington D. C.

Baggageman A. L. Knodle was off several weeks account sickness.

Brakeman S. L. Withrow was called to Whitehall, Ill., account serious illness of his mother.

Conductor I. Morgan is away on an extended leave, to visit in New Orleans and California points.

Born to Brakeman and Mrs. K. T. Kendall of Cedar Rapids, a daughter. The Magazine extends hearty congratulations.

Conductor Charles Goite is off duty on account of illness.

Brakeman L. A. Franks, who answered "Uncle Sam's Call" and enlisted last summer in one of the Iowa regiments, has returned from the border and has been mustered out and resumed service with the company. He looks well and says he enjoyed the experience.

Dispatcher F. W. Ray has resumed work at Marton after a couple of months' sojourn at Mendota, where he dispatched trains on the R. & S. Line.

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Baggage man George Woodcox of Marion was absent from duty on account of illness and death of Mrs. Woodcox's mother.

Agent C. S. Morton of Hopkinton was ill for a short time, Operator William Magee relieving.

Operator at Farley notified Marion dispatcher one snowy, very cold February morning, "Jim Pringle is going to take his engine and knock the snow out of the way for a little distance before he starts out with his train." Thirty minutes later he says: "Jim is back, says his engine is stuck in the snow and is dead." Voice in dispatcher's office at Marion, "Don't worry, leave it to Jim, he will wiggle out of it." Long distance phone, Farley to Dubuque, "Give me the Illinois Central superintendent's office, Dubuque." "Hello! Is this Superintendent Atwell?" Answer, "Yes, this is Mr. Atwell." "This is James Pringle, Milwaukee conductor at Farley. My engine is stuck in the snow, and dead, just out of Farley, and I want to borrow the engine off of your freight train standing here to go out and bring it in." Superintendent Atwell replied: "Nothing doing, cannot spare it, we are in bad shape on the division, and at Dubuque." Jim: "See here, now, Mr. Atwell, several years ago the Illinois Central had a stock car at Farley on fire, where they could not get water to it, and you asked me to help you out. I switched the stock car where they could get water on it and put the fire out. Now I am up against it. Let me have this engine and I will have it back in thirty minutes." Superintendent Atwell: "Go ahead, Jim, and take that engine and be sure you do not get it off the track." Thirty minutes later, operator at Farley: "Hello, Marion dispatcher, Jim is back with his engine." Voice in Marion dispatcher's office: "What did I tell you? Leave it to that Pringle boy to wiggle out."

Engineer David Gordon is back at the throttle on the Farley passenger train after a prolonged vacation. Davy looks fine and the boys are all glad to see him on duty again.

W. H. Campbell, of Oxford Junction, has been appointed agent at Dedham. Mr. Campbell has been employed on the Eastern Division nearly seven years and has made a good record. Operator H. E. Ramsey, Jr., takes second trick at Oxford Junction.

Superintendent and Mrs. C. H. Marshall left Marion on No. 12 January 23rd, going via Chicago to Fall River, Wis., to be in attendance at the fiftieth wedding anniversary of Mr. and Mrs. Wyman Fisk, parents of Mrs. Marshall. They were accompanied from Chicago by Mr. F. C. Batchelder, vice-president B. & O. Ry., and Mrs. Batchelder. Mr. Batchelder is a brother of Mrs. Fisk.

Miss Anna Ornes of Cedar Rapids and Mr. Eric Gustavson, extra signal maintainer at Marion, were married February 9th. The congratulations and best wishes of the Employees' Magazine are most heartily extended.

Charley Long died at St. Luke's Hospital, Cedar Rapids, February 19th, after a long illness. Mr. Long has been in the Milwaukee Company's employ for more than thirty years as hostler in the roundhouse at Van Horn and Marion, and was a member of the Veteran Employees' Association. A daughter four years of age survives him. Mr. Long has many friends on the system who will deeply regret to hear of his death. The funeral was conducted at Marion by Lodge No. 6, A. F. & A. M.

Conductor W. D. Shank is laying off on account of illness.

Will J. W. H., at Wausau, please take notice, that the Montana and Minnesota Farmer's Delight Stuff is hereby declared contraband goods during the winter season, in this zone. When warmer weather arrives and windows can be kept open all day long a limited number of packages will be allowed to enter. No restrictions on chocolates or bonbons.

Mr. Wm. Zimmerman, section foreman of west section at Delmar Junction, has gone to Manila to take charge of a gang laying steel on the Western Division. Mr. Sheldon will boss the Delmar section gang of one man during Bill's absence.

Mr. B. W. Anderson, section foreman at Lyons, and daughter visited relatives for a few days in Indiana.

Section Foreman Joe Luckiesh, of Browns, was off duty several days during the latter part of

January, and spent his vacation visiting some of his brothers in various parts of the state. Mr. Wm. Certain, one of the real old-timers in the bridge and building department, was seriously ill with the grip for a couple of weeks. However, Bill says you can't keep a good man down, and we note with considerable satisfaction that he is up and around again. The boys in the superintendent's office are showing their patriotism by wearing small American flags. The ice houses on the division have now all been filled. However, we are still handling lots of ice—at station platforms and switches. A new Hayes derail is being installed on the Dahl's coal shed track one mile south of Lyons.

**Scraps from the West End.**

*C. E. Pike et al.*

We were glad to see "Notes from the West H. & D. Division" start off in such good shape in the January number, but fear H. M. kissed the blarney stone when he put the writer of this column in the "famous" (did you hear certain people in the engineering department snicker at that?) bunch of correspondents.

Chester Biggs of the freight claim department and one of the assistants on this column, accepted a splendid position in the city office of the Southern Pacific. Good wishes of everyone go with him. As a result the F. C. D. will not be represented in Scraps this month.

We do not know exactly who slammed us on the turkey question but have a sneaking idea it was a chap who wanted us to wait a month before he paid for his bird and when he had to cough up swore he would get back at us.

The next time the correspondent from Tacoma writes something about moving Seattle to Tacoma, he can expect a visit from the night riders, white caps or a similar organization.

A strong rivalry has sprung up between the stenographers of the North End and South End of the buildings. A short time ago one of the North Enders almost paralyzed us by wearing a glorious creation of shimmering purple silk. She declared there wasn't a purple thread in it and that it was Burgundy. Since the state went dry we haven't seen a bottle of Burgundy, so did not attempt to dispute her word. Well, she reigned queen for about two weeks, when one morning we heard a frightful scream in the hall and everyone rushed to the doors. The Burgundy silk was lying in a heap on the floor and its occupant in a dead faint, and a marvelous vision (we won't try to describe the color of that waist—it simply beggars description—even Miss Et Al could not tell what color it was) came sweeping down the hall with the remark that she guessed her waist would hold 'em for a while. Why, even Jim Hill's successor's striped suit pales into insignificance when the waist is around. Our description of women's gowns are almost as good as Joe Ginet's description of a Montana ranch—farm, for the benefit of eastern readers.

Gene Webster had to go to a rate meeting in St. Paul the last of January. Each letter and telegram we received from him was covered with frozen tear drops and filled with complaints about the weather. Chief Clerk McCarthy left the middle of February to attend a T. C. P. A. meeting in Chicago. For two days before he left he was seen down on Second avenue with two suit cases and a grip, buying flannels, ear muffs, caps, mittens, etc. And yet we always thought Chicago a warm city.

Another feather in the head dress of the West End operating, passenger and sleeping and dining car departments, was the handling of the "Empress of Russia" special. The train was given to us at Moberg twenty-nine hours late, and the way it was brought through showed the special party, who was aboard and anxiously wondering or not whether they could catch their steamer at Vancouver or wait thirty days for the next sailing, that whenever "our line" starts to do a thing they do it.

Genial Frank Adams, as we knew him around the general offices, has passed to the great beyond to the peace and rest that men of his type deserve. He was a splendid fellow and will be missed by all who knew him, for to know him was to like him and call him friend. A notice of his death will be found elsewhere in the

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"The name guarantees the quality"

Magazine. Through this column the sympathy of each and all of us is extended to his family.

A new brand of phophets has appeared on the horizon. By horizon we mean the general freight office. It is a sort of triumvirate consisting of "Cherub" Smith (once spelled Schmidt), "Chunky" Engel and "Solomon" Boetsch. They are willing to bet marbles, chalk or pennies only on a certain warring nation in Europe and have very little trouble in getting takers for every bet offered. The latest bet was something about only three steamers being able to reach New York harbor in a month. We want to remind them of a lady prophet named "Pilchuck Julia," who predicted "snow, two squaws deep." Well, Pil Jul struck it last year and made such a deep success that she tried it again last fall for this winter, but she couldn't deliver the goods, and while the "propheting" is good we will predict that the triumvirate will be in Jul's class before many days.

Leslie Newman decided that he wasn't cut out for a lawyer and would rather be a claim agent or "detective" and accepted a position in the claim department, where he is studying under Mr. Shong and J. H. Wernicke. The latter has hopes that he can make a real "detective" out of Les in about twenty or thirty years.

Mrs. Marion Randall Parsons, a well-known magazine writer, spent a Sunday in February at The Mountain, and very shortly an article from her pen on winter sports in our national parks will appear in one of the best known women's magazines. She was accompanied by Photographer Curtis and J. F. Bahl and a number of others, and most of the time was spent on snow shoes and skis. We might say that there isn't a Longmire nor a descendant of Indian Henry who has anything on Joe Bahl when it comes to telling snow stories now.

Please note that we call it "The Mountain." We understand that memorials are to be presented to the Geographic Board by the different state legislatures for the following changes: Grand Canyon to Arizona Canyon, Catskill Mountains to Rip's Mountains, Hudson River to Albany River, Mississippi River to Minpaul (to save controversy between St. Paul and Minneapolis) River, Columbia River to Beverly River, Mt. Hood to Mt. Portland, and horrors upon horrors, Pike's Peak to Mt. Denver. Perish this idea, because the writer claims that his ancestors helped discover that peak. There are other changes to be suggested but space will not permit us to name them.

At last we are delighted to see that Dalton Millward is expending some of his dynamic force in the organization of a tennis club to be called the "Milwaukee." With Val Spies, Frank Simpson, Harry Merrill and our other strong racket wielders, a club of this kind should give a mighty good account of itself, and we hope it will be a real success. The baseball fans are already looking for their gloves and other implements of battle, and Ginet's Babies may be a reality again this summer. We also understand that Percy Kellogg, the Myers boys, Jack Hubbel, A. J. Scott and R. E. Borgen contemplate organizing a "dude" shinney club to play on the municipal links, but at this writing have been unable to confirm the rumor.

"Hank" Williams, Mein Herr Harry Wurzbacher, "Blondie" Sampson, Frank Oliver and Geo. Johnson went to Lake Keechelus in January on a skating trip. After they got up there they found they had forgotten their skates, but managed to spend a delightful day in eight or ten feet of snow with a kodak and the makin's.

All Seattle was up and listening and saying, "The Milwaukee is surely some railroad. Just think, it was the last road to reach Seattle, yet it is the first in everything," which comment was caused by the notice in the daily papers that the west end was to be electrified.

It was very interesting to read Mrs. Hackstock's description of the moving of the old and new bridges over the Missouri between Omaha and Council Bluffs. The writer well remembers the opening of the old Union Pacific (it was known then as no other line reached Omaha over its rails) bridge as he was a small boy at the time and trudged down to the "dump" to see the ceremonies.

R. L. Hendrickson, of the City Ticket Office force spent two weeks in Chicago, and O. D. Richardson expects to make quite a trip in March, details of which will appear in a later number.

Dubuque News.  
S. A. Gobat.

NOTICE—Our B. & B. department clerk, Arthur Joseph Walsh, is in the market for a launch for the coming summer. Anybody that has one for sale or knows of any for sale will do Arthur a great favor by giving him the particulars.

Mr. G. P. Kempf, superintendent of air brakes at Milwaukee Shops, was a business caller at Dubuque Shops during the past month.

Machinist Charles Taylor and wife visited with friends and relatives in Glen Haven, Wis., for the past few days.

Our locomotive painter foreman, Peter Olinger, is reported on the sick list for the past week.

Sleigh-riding parties do not seem to agree with our roundhouse clerk, Harold D. Kurt. The last one he went to sure must have been a dandy, for no one saw Harold until a couple of days afterward.

Tinshop Foreman Louis Dempsey and wife enjoyed a visit with relatives in Galena, Illinois.

Storekeeper J. E. Dexter is reported on the sick list for the past two weeks, but from the latest reports, is improving rapidly.

Brakeman Kelsey has returned to work on the "Red Ball" run, after being laid up for the past two weeks with a sprained ankle.

Painter Joseph Theobald spent a few days visiting in Milwaukee. Ever since Joe went there last summer he has quite a liking for the place. We figure that Schlitz's must be the attraction.

John Beeves is back on the job as day clerk in the yard office. Jack is one of the Dubuque boys who has just returned from the border.

Conductor C. C. Welsh is reported on the sick list for the past week.

The machinist helpers entertained their friends at a dancing party at the Eagles Hall on February 14, 1917. This is the last of their series of dances before Lent, and a large number of both young and old friends of the boys were in attendance.

Machine Hand John Hohenadle has been laid up for the past week with a sprained back, due

to slipping and falling on an icy sidewalk while coming to work.

Carpenter Johnson Dilworth and family visited with friends and relatives in Moline, Illinois.

Our day roundhouse foreman, M. A. Rooney, is still on the absent list and Machinist Harry Hanson is performing his duties while Martin is away. We are proud to say that Harry is keeping things running in first-class shape.

Mrs. John LaTronch, wife of section foreman at New Albin, Iowa, spent a few days in Dubuque visiting with her daughter, Collette, who is employed as a stenographer in one of the leading offices in this city, and from reports we have received is quite an attraction for our M. C. B. billing clerk.

Carpenter Lawrence Munster and family enjoyed a few days visiting with their relatives at Gordon's Ferry, Iowa.

Wedding bells are again ringing in Dubuque.

What seems to be one of the happiest marriages of the season has taken place in the rectory of the Cathedral at Dubuque, on January 22d, at 6 o'clock a. m., Mr. Garth Bellows and Miss Mary Dolan, both from New Albin, Iowa, being the parties interested. Garth is one of our most promising brakemen on the Dubuque Division, and is one of the many who have helped to build up the business, due to his punctuality in complying with the demands of the call boy. Although business is booming at present, Garth is not taking advantage of it, and is spending his time enjoying his honeymoon at home. Congratulations, Garth, and may all your troubles in life be small ones.

Carpenter Albert Ferris is reported on the sick list for the past few days.

Carpenter Charles Kupferschmidt and wife are enjoying a week's visit with relatives and friends in Cassville, Wis.

Machine Hand John McEnvoy and wife spent a few days last week in Chicago on business.

Council Bluffs reports our editors, Mrs. Carpenter Kendall and Mrs. Scott, as visitors. We wonder who is next. Hope it is us.

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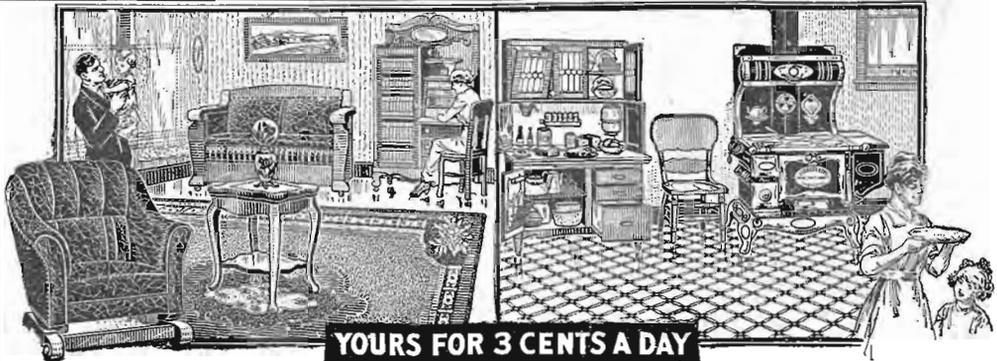
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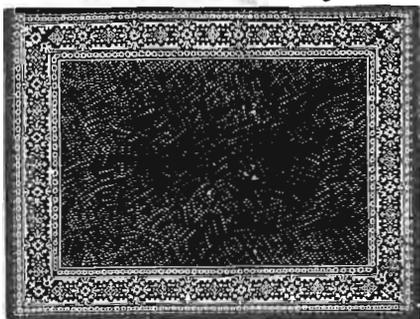
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