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*May* 1921

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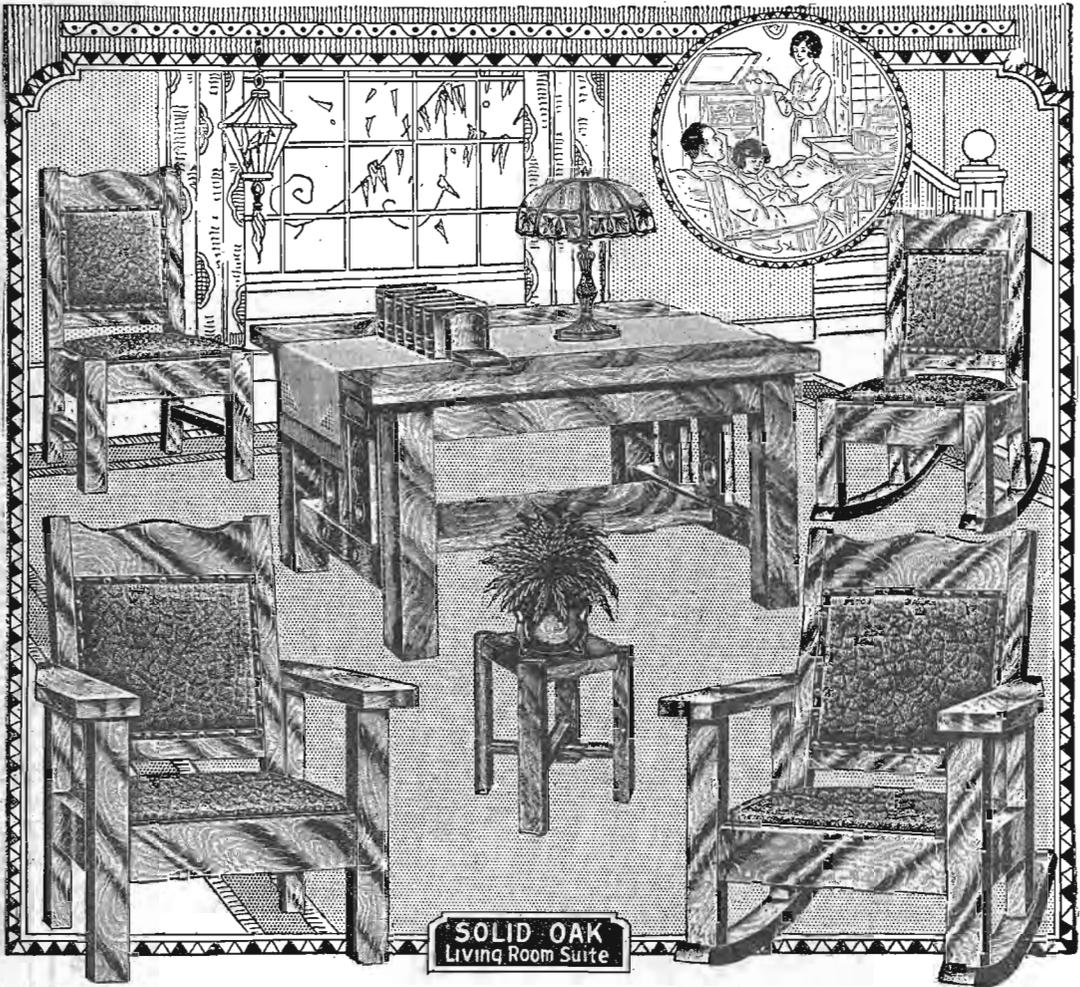
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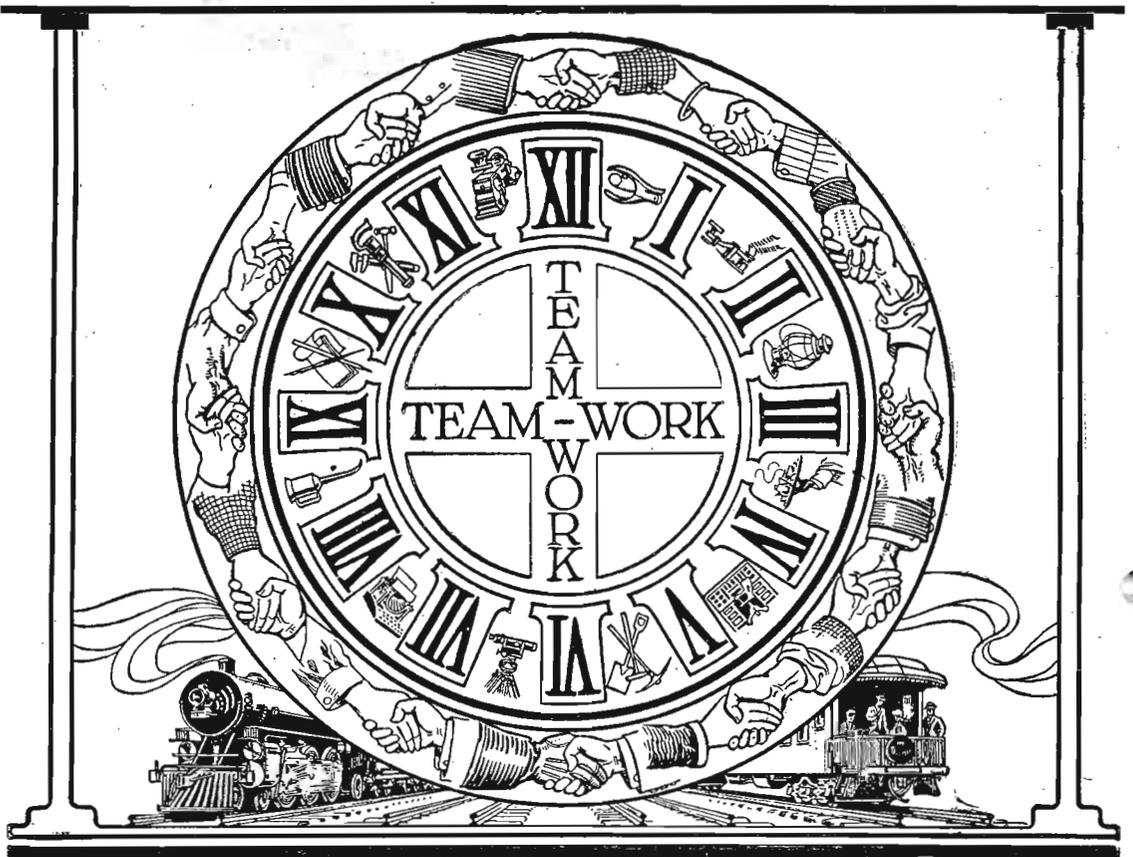


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## An Accounting Department— What Is It For?

*W. W. K. Sparrow, Assistant to the President*

The duty and purpose of an accounting department is to see that all revenues due the company are collected; that no improper or unauthorized expenditures are made, and that both revenues and expenditures are properly accounted for.

In the case of this company, the by-laws provide that the accounting department shall have charge of the accounting and the books of the company and see that they are kept in conformity with lawful requirements. To do this it is necessary for it to supervise and control the manner in which the details supporting the accounts are prepared and reported.

The accounting department may be likened to a barometer, which tells whether it is a warm day or a cold day, and warns of fair or foul weather to come. A properly functioning and efficient accounting department will tell whether the company is making or losing money, and indicate whether prosperity or adversity is ahead. A barometer registers changes every minute—you might say every second—and a thoroughly ideal accounting department would do the same, but because of the limitations surrounding the reporting and recording of the many transactions of a large railroad, this ideal is impossible of attainment.

The accounting department of a modern, up-to-date business must not only provide the means of measuring the operations of a business as a whole, but also the operations of the various parts which go to make up the whole. Without this, those responsible cannot determine which part is operating efficiently and which is not. The more complex the business the greater the subdivision necessary. No business concern can be conducted successfully unless those directing it know what it is taking in, and what it is paying out. The closer the accounting department of any business can be made to register the affairs of the company, as the barometer registers the weather, the more successfully will those responsible for the success of the business be able to direct its affairs.

Mr. Edward N. Hurley, in a recent article, stated: "Many business men would make more money matching coins, largely because of the ignorant way in which they keep on operating without knowing whether they are losing or making money. One-half of all the people in business in this country do not know from day to day whether they are making money or losing money. They may think they know. They may tell you they are making money, or they may tell you they are falling behind. But in either case they

will be only guessing. They cannot know accurately, for they have no cost books and thus no way of determining costs. They frankly work by rule of thumb.

"Forty per cent of business men go a little farther than the benighted one-half and have some rough way of estimating costs; they, too, are just as apt to be wrong as right, and are really worse off than the first group; because a bad system is worse than none at all."

Mr. Hurley was chairman of the Federal Trade Commission and during his chairmanship the affairs of 250,000 business corporations were reported to the commission.

A daily system of accounting is possible, and some large concerns have such a system, and know from day to day what they take in and what they pay out. On the other hand, others report to monthly systems, and because of the volume of work and the time necessary to compile returns for a month's business, the figures are not obtainable for from three weeks to a month after the close of the month for which they are made. Even such figures in many cases may not reflect the transactions of the month in question, but on account of slovenly and careless methods transactions of previous months may be included. Such statements, while of some guide, are more of assistance in the manner that a post-mortem is to the medical profession.

All, or nearly all departments of a large company are in the performance of their duties either spending or taking in the company's money. It does not necessarily follow that to do one or the other, or both, actual cash of the company is handled. The money of the company is represented not only by cash but also by labor and material. The man who is wasteful and careless in the use of labor and material—whether it be in the use of new material or the recovery of the old, is careless with the company's money.

All accounting organizations have a central department at headquarters, but in all large companies whose field of operations is not confined to one place, but, as in a railroad, extend over a considerable territory, division or branch departments are usually estab-

lished in which the accounting records of the division or branch are kept and reported daily, weekly or monthly, as the system provides, to the central department at headquarters. Such an organization—which is the one we have—has the advantage of enabling the division or branch officers to measure the operations of their divisions or branches in the same manner that the president measures the operations of the company as a whole.

Because of the fact, already referred to, that all, or nearly all, departments are in some form or another spending or taking in the company's money, and because the duty and function of the accounting department is to record and make proper accounting of these operations, it of necessity has dealings directly or indirectly with those departments and the employes in them. The section man who takes some of the company cross ties or rail out of the company's stock and uses them in the track has not only to perform for the operating department the task of placing them in the track, but he has also for the use of the accounting department to report the quantities of the material used, and for what purpose, as well as the quantity of material recovered, and how disposed of. The local store-keeper must also report the quantity of material issued and the price at which it is to be charged out, also the quantity of material recovered, and at what price it is to be taken into stock. In a similar manner, the use of all labor and material must be reported and upon the accuracy with which these reports are made will depend the final statistics, produced by the accounting department, reflecting the operations of the company.

It is natural and human for the individual to be interested chiefly in performing satisfactorily and efficiently the task he is directly concerned in, and to regard the rendering of reports of the distribution of his time and the use of material as a rather useless incident thereto—something akin to making a plan for a house after it is built.

Unless the accounting department, whose task is to record and interpret these instructions, so that those direct-

ing the affairs of the company may measure the operations in terms of dollars and cents, has the authority and means at its disposal to see that these records and reports are properly made in the manner it prescribes, and unless all employes who render these various reports recognize this responsibility to the accounting department, it cannot produce a true and accurate yardstick. Those who use it are misled, and are in a position similar to an engineer who is charged with making an important measurement, upon the accuracy of which the whole structure depends, and is furnished with a measuring stick having more than twelve or less than twelve inches to the foot.

It is a fundamental principle, too often overlooked by many, that in manufacturing any article the quality of the finished product is dependent upon the raw material which enters into its construction. The accuracy and reliability of statistics and statements which form the measuring stick of a modern and complex business, such as a railroad, are dependent upon the accuracy and truthfulness of the facts entering into their construction.

There are also different kinds of facts. G. K. Chesterton says: "The fact without the truth is futile; indeed, the fact without the truth is false." There is no machine—human or mechanical—which can produce woolen goods with cotton thread.

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**"Hit the ball" and nine chances out of ten you will be permitted to run the bases.**

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### The "Best Railroad in the World"

The railroad with the most perfect physical equipment is not necessarily the "best railroad in the world." Unless it is officered and manned by men of character, ability, experience and vision, working together as one man, co-operating and playing the game with perfect team work, moved by a common purpose—the desire to render the maximum of service at the minimum of cost—the physical properties will be as magnificent statue into which has never been breathed the vitalizing energy of life. In its last analysis, it is the organization, from the president to the

humblest call boy or section laborer or porter—the army of men under capable leadership, filled with energy, good cheer and optimism, with a clear vision of their goal toward which they are with confidence constantly moving—that is the chief and controlling factor entering into the production of the "best railroad in the world."—Edwin B. Parker in *Santa Fe Magazine*.

### Little Things

*Charles William Gross*

In these days of strict economy almost everyone, I presume, is trying to cut out unnecessary costs, and many big savings have been effected, but did you ever stop to think of the cumulative size of many small savings?

As an example of apparently trivial things, consider the open ink well on your desk. It does not contain very much ink when full and you obly fill it every now and then, but when the cover is off there is, on the average, about one square inch of surface exposed to the air.

That one ink well does not lose much ink by being left uncovered, but there are thousand of ink wells just like that on the system. Take 1,000 ink wells, for example, each one exposing one square inch of ink to the air, that would be 1,000 square inches or a little less than seven square feet. The average rate of evaporation under ordinary conditions is between 20 and 25 per cent, and that would mean a loss of a little over one gallon of ink for every twenty-four hours that those 1,000 ink wells were left uncovered, or 365 gallons of ink per year. Nearly six hogsheads of ink.

I am merely using the above as an example of the size a lot of little losses grow into when repeated many times.

Take the section foreman who spills one cup of gasoline every time he fills his motor car and say he puts gas in his tank every other working day, or an average of thirteen days per month.. That would be thirteen cups of gas, or about six and one-half pints per month for each foreman. At that rate 100 foremen would waste over eighty gallons of gasoline per month.

You have all heard the stories of the man who took home one brick each day and of the bird that carried one grain of sand, and that same idea applies to every big company. We can all make many small savings in many ways if we will keep in mind what that little saving would mean if multiplied by the hundred or thousand other people who are doing the same thing. One printed form, one pencil or a few sheets of paper wasted in one office don't amount to much, but this same little waste multiplied by all the offices, shops, sections or depots on the system makes a cumulative amount that looks pretty big to the man who pays the bill for the total. Let's save a few thousands of hard round dollars for "our railroad" by keeping this idea in mind. What say?

# Log of a Continuous 440-Mile Locomotive Run

By Alexander McIvor

(Reprinted from RAILWAY ENGINEER, January, 1921)

It seemed that I had scarcely fallen asleep in my room at the Hotel Idaho at Avery, when the sharp knock of the call-boy aroused me at 1:30 a. m. I was told that No. 16 was on time. After hurrying down to the railway restaurant, I swallowed enough coffee to get me thoroughly awakened, meanwhile being entertained by the conversation of a brakeman who had just come in from a run over the Bitter Root Mountains. I then started down the track toward the roundhouse, about one-half mile away. The town of Avery, the western terminus of the Rocky Mountain electrified section of the Chicago, Milwaukee & St. Paul, lies in a narrow canyon of the St. Joe River at the foot of the Bitter Root Mountain. Closely hemmed in by timbered peaks and ridges, there is just room enough for the town, the railroad and the river.

I arrived at the roundhouse about forty minutes before No. 15 was due, just a little behind the engineer and the fireman. The locomotive to be taken out was No. 10301, which had come in with No. 17, only six hours before. A light inspection had been made by the night roundhouse force of two men assigned to this duty. The oil and water tanks for the train heating boiler had been filled. Within twenty minutes from the time we arrived the locomotive had been energized and made ready, and the engineer at the controller then proceeded to the station siding about fifteen minutes before our train was due.

Very soon the red lights of the signal, followed by the glare of the headlight, told of the approach of the Olympian. As the train rounded the curve, about half a mile distant, the sharply punctuated crack of the exhaust echoing through the canyon, was ample proof that the powerful F4 Pacific type passenger engine was doing her best to bring the train in on time. It had brought the train the 104 miles from the last division point at Othello. The puffing continued to the last or until the train had come to a stop.

No. 16, the east bound Olympian, our train, had left Seattle at 9:45 the day before on its scheduled trip to Chicago, about 2,200 miles distant. It was now nearly sixteen hours on its way, having come 415 miles. The train, which is one of the best equipped in the country, consists of ten all-steel cars, including mail and baggage cars, two day coaches, two tourist sleepers, a diner, two standard sleepers and an observation club car. The weight of this train is about 725 tons.

The steam engine having been uncoupled and taken away, the electric engine was backed down and coupled up by the carmen, who made the connections for the air-brake, steam line and signal and also for the train lighting. The train lighting was then trans-

ferred from the turbine-driven generator on the baggage car to the motor generator on the electric locomotive, and the resistances on the lighting panel were adjusted to give the proper voltage for train lights and for charging the car batteries.

Everything was now in readiness for the electric locomotive to start with the Olympian on its journey of 440 miles to Harlowton, across three mountain ranges, including the Continental Divide. The fireman, who had been leaning out of the cab window to watch for the conductor's signal, called "High-ball," and almost immediately the train began to move, quietly, smoothly, almost imperceptibly. Just as the train started the ammeter indicated 325 amperes, which corresponds to a tractive effort of 51,900 pounds. Within ten seconds from the start the lever had been moved out to the seventeenth notch, the current not having exceeded 350 amperes.

After changing over to the second motor combination and moving the control lever to the fourteenth notch, Engineer Sam Winn made the running air test, then changed over to the third motor combination and again pulled the lever out to the fourteenth notch. The transitions between motor combinations were made without perceptible jar to the train. From the time the train was started until the lever was on the fourteenth notch, third combination, just two and one-half minutes had elapsed, the air test having consumed a part of the time. The current indicated by the ammeter had not exceeded 350 amperes per motor group.

Having left the St. Joe River and turned up into a canyon on the left, we were now on the 1.7 per cent grade which extends to Roland at the west portal of the Taft tunnel, a distance of twenty-one miles. Between Avery and Haugan, a distance of thirty-eight miles, there are ninety-one 10-deg. curves and seventy lesser curves, all of which are compensated to the 1.7 per cent grade: there are eighteen tunnels, and also several trestles for crossing the various narrow canyons. The trestles are heavy, all steel structures, with concrete buttresses. The roadway between Avery and Haugan is a marvel of engineering skill, of which the railway company is justly proud.

With the wide range of operating speeds available with this type of locomotive, the schedule running time was easily made, and with perfect control on curves; not once did the engineer resort to running on resistance points. The second and third motor combinations were both used and all three running speeds of each, the control lever being placed on the fourteenth, fifteenth or seventeenth notches, respectively, to give full speed, first shunt speed or second shunt speed, as required in each combination.

We passed Roland, the summit of the 1.7 per cent grade, on the boundary line between Idaho and Montana, and entered the Taft tunnel. This tunnel is almost 10,000 feet in length and perfectly straight. Only the short curved snowsheds at the ends prevent a clear view through from one end to the other. It is a spacious, concrete-lined tunnel and the air is perfectly clear. During steam operation this tunnel presented a considerable problem with gas and steam from the locomotives.

We stopped at East Portal in order to make the air-brake test before starting down the 1.7 per cent grade to Haugan. The wattmeter at this point indicated that 1,980 kw.hr. had been consumed in climbing the grade.

The control lever was now pulled out to the fourth notch and then thrown off as soon as the train began to move freely down the grade. When the speed had reached 20 m.p.h., the regenerative lever having been thrown and the second motor combination having been established, the control lever was moved to the first notch and then promptly pulled out to the sixteenth. The speed gradually increased to 22 m.p.h., where it remained constant. At intervals, however, the speed was decreased at curves by moving the control lever to the fifteenth notch and increased on tangents by moving to the seventeenth. At 22 m.p.h., which speed was maintained for some distance, the field current was 280 amperes and the line current 290 amperes. At a speed of 30 m.p.h. the line current was 390 amperes and the field current 167 amperes. During regeneration the volt-meter indicated 3,200 volts on the line.

Haugan, at the bottom of the 1.7 per cent grade, is the helper station for freight trains between this point and Avery. The watt meter here indicated that 350 kw.hr. had been returned to the line by regeneration since leaving East Portal. Between Haugan and St. Regis, a distance of 19.2 miles, there is a drop of 470 feet; the maximum descending grade being 1 per cent. After accelerating to a speed of 35 m.p.h., regeneration in the third combination was used, the manipulation of the control being the same as described above. A speed of 45 to 50 m.p.h. was maintained for some distance, being reduced slightly for curves by the regenerative control.

At Thompson's Falls, a few miles below, there is the 40,000 hp. hydro-electric development of the Montana Power Company, which is connected up with the general system supplying power for operating the electric locomotives. St. Regis is the lowest point on the electrified system excepting Avery. The elevation above sea level here is 2,600 feet. We had dropped down 1,483 feet since leaving East Portal. From St. Regis the road follows the river for about 190 miles to the headwaters near Butte and Anaconda. The name of the river changes several times, being later called the Missoula, Hell Gate, the Deer Lodge and then Silver Bow. For several miles above St. Regis the river winds through a deep gorge.

The distance between St. Regis and Butte is 195 miles. The rise in elevation is 2,858 feet. The grade ranges from 2 per cent to

4 per cent to within a few miles of Butte, where it becomes .6 per cent. The curves are all easy, a speed of 50 m.p.h. being allowable except for a short stretch in Silver Bow Canyon near Butte.

We stopped at Superior on flag signal. Our next stop was Alberton, 100.5 miles from Avery. This was the old division point in steam days. The roundhouse is now completely torn down, nothing much being left to mark the spot except the abandoned coal dock and the old turntable pit now used for a swimming hole. There is a railway restaurant in the station, and a five-minute stop is made for luncheon.

At the junction of the Bitter Root and Missoula valleys lies Missoula, the metropolis of the section, a beautiful and prosperous city with a population of 15,000.

Between Missoula and Deer Lodge, a distance of 80 miles, there are no scheduled stops. The climb to Deer Lodge is 1,330 feet. The running time is two hours and six minutes. The roadway follows the river up the narrow Hell Gate Canyon. At Gold Creek we were reminded by a monument that in the creek which bears the name gold was first discovered in Montana about sixty years ago. A little further on we passed the point, marked by a sign, where the last spike was driven in 1909, completing the road between the East and the West. After passing through Garrison tunnel we entered the Deer Lodge Valley, which expands to a width of ten miles for a distance of thirty-five miles.

A few miles further on we came to Deer Lodge, the end of the Missoula Division, where crews are changed. When necessary for inspection, the locomotive is also changed, as the shops of the electrified district are located at this point. Regular inspections are made on a 5,000-mile basis. Our locomotive was not due for inspection, and Engineer Winn had reported from Alberton, that it was "O.K." to go through. All that was necessary was to replenish the water storage tanks for the train heating boiler. The oil storage capacity of 750 gallons is more than ample for the through trip, but the water capacity of 3,500 gallons is not sufficient in cold weather. The water tanks are readily filled during the ten minutes' stop, by means of hose and pipe lines at points where locomotives make the station stops. Wattmeter readings at this point indicated that 6,690 kw.hr. had been consumed between Avery and Deer Lodge, and that 360 kw.hr. had been returned to the line by regeneration.

The Olympian, with Engineer Barnes now at the controller, left Deer Lodge on time. The running air test, which is required on all trains leaving Deer Lodge, was made after the train was up to a fair speed in the third combination. About one-half mile out we passed the railroad shops and freight yards on the right.

Our next scheduled stop was Butte, 40.5 miles south of Deer Lodge. Butte is 1,118 feet higher in elevation than Deer Lodge; the scheduled running time from Deer Lodge is one hour and twenty minutes. We suddenly left the valley and wound through the picturesque Silver Bow Canyon, four or five

miles in length. We went beyond the "y" at Butte and backed into the station, a handsome building recently erected. The schedule stop here is ten minutes. Leaving Butte on schedule at 10:55 a. m., we headed out over the "Y," stopped to close the switch and passed through the Butte yards, where there is a grade crossing with the city street car line, both lines having long overhead dead sections. The locomotive spanned this section by raising both pantographs. At Newcomb, seven miles from Butte, we stopped five minutes for an air-brake test and inspection. We then started up the 1.65 per cent grade of the Continental Divide, the summit of which is ten miles away. On starting here the controller was brought up to the 17th notch, third combination, within one and one-half minutes with a maximum accelerating current of 375 amperes. This was as difficult a place to start as any on our trip, and it is noteworthy that the starting and accelerating current was only 60 per cent of the maximum current which can be used before wheel slipping will occur, when sand is applied.

At Janney we took siding to meet train No. 17, west bound Columbian. At Penfield we were delayed seven minutes, having to stop while a freight train of 100 cars handled by two electric locomotives "sawed by" through the passing track. We then entered Pipestone Pass Tunnel, just above which the Yellowstone Trail crosses the divide. At the east end of the tunnel a sign marks the Continental Divide, at an elevation of 6,322 feet. At Donald, one-half mile farther on, we stopped five minutes to make air-brake test. Wattmeter readings here indicated a total of 2,610 kw.hr. consumed since leaving Deer Lodge.

The brakes having been released, just enough power was applied to get the train promptly under way. The regenerative lever having been thrown and the second motor combination established, the speed was allowed to increase to 20 m.p.h., then the control lever was moved to first notch and then promptly out to sixteenth. Two movements of the lever to the fifteenth notch and back to the sixteenth gave the desired speed, which was maintained all the way down the 20 miles of the 2 per cent grade without further manipulation, except at the two slight "dips" near the bottom, where the field was slightly weakened to maintain the speed.

Beyond Cedric we passed around the horse-shoe curve. From Vendome the road is perfectly straight to Piedmont, 5.5 miles away. The ruling grade is 2 per cent with two intermediate flat stretches. As we passed the substation about one mile beyond Piedmont the watt meter indicated that 1,110 kw.hr. had been returned to the line by regeneration between Donald and this point. From Piedmont to Lombard, a distance of 53 miles, the de-

scending grade is .3 per cent maximum. Three Forks was an old division point where steam locomotives were changed. There is a railway restaurant and a five-minute stop is made for luncheon.

Soon after leaving Three Forks, Engineer Barnes called our attention to the source of the Missouri River, from which the town gets its name. Here we could see the junction of the three rivers, Jefferson, Madison and Galatin.

From its source we follow the river, which flows through gorge after gorge, further down furnishing the power for the operation of the Milwaukee trains, for mining operations and for lighting and various industrial purposes throughout the western half of Montana. The capacity of the various hydroelectric developments in this state aggregates 219,000 hp., with a possible development of nearly 3,000,000 hp.

We crossed the Missouri at Lombard, sixteen miles from its source and just below the outlet of Sixteen-Mile Creek. We stopped at Lombard station, where there is some exchange of traffic with the Northern Pacific, which follows the river, passing under the Milwaukee bridge.

From Lombard to Loveth, the summit of the Belt Range Mountains, 49.5 miles distant, there is a steady climb, the difference in elevation being 1,800 feet. Between Lombard and Ringling, 36.2 miles distant, the maximum grade is 1 per cent, the average grade .7 per cent. Between Ringling and Loveth the grade is 1 per cent.

The track at Lombard station is curved and the starting of a heavy train is not easy. After a four-minute stop, we were under way and up to the seventeenth notch, third combination, in less than two minutes with a maximum accelerating current of 375 amperes. From here to Harlowton the roadway follows the general course of the old Montana or "Jawbone" railroad. As soon as we left Lombard we entered the first section of the narrow canyon of Sixteen Mile Creek and winding through its narrow gorge for four or five miles we emerged into a wide valley and then, eight or ten miles further on, we entered the second gorge.

At Maudlow and at Sixteen we made stops which were not on our schedule, thereby losing four minutes; proceeding to Ringling, we made a four-minute stop there. The watt meter there indicated that 4,800 kw.hr. had been consumed since leaving Deer Lodge.

From Ringling to Loveth, a distance of 13.3 miles, the grade is 1 per cent. On starting, the control lever was brought to the seventeenth notch, third combination, within sixty-five seconds from the start, the maximum accelerating current being 375 amperes. On the way up the grade the average speed was 35 m.p.h., current per motor circuit 245 amperes, the line voltage being 2800.

**"Loyalty is that quality which prompts a person to be true to the thing he undertakes."**

At Loweth we crossed the Belt Range Mountains at an altitude of 5788 feet. Here we made a five-minute stop for inspection and test of the air-brakes before starting down the steep grade to Bruno. The wattmeter here indicated that 590 kw.hr. had been consumed between Ringling and Loweth.

From Loweth to Bruno, 4.2 miles, the descending grade is 2 per cent; from Bruno to Lennep, 5.6 miles, 1.35 per cent; from Lennep to Two Dot, 23.5, 1 per cent, and from Two Dot to Harlowton, 12 miles, it ranges from .8 per cent to .6 per cent.

After the air-brake test, power was used long enough to start the train, and when the speed had increased to 23 m.p.h. the motors being in the second combination, the regenerative lever was thrown and the control lever brought up to the sixteenth notch. Then, with one movement of the lever to the seventeenth notch, the speed was brought to 27 m.p.h., remaining constant down the steepest part of the grade to Bruno, where the field was weakened another notch, allowing the same speed to be maintained on the lesser grade to Lennep. Beyond Lennep, the controller was thrown off and after the speed had increased to 30 m.p.h. regeneration in the No. 3 combination was used, the control lever being moved up to the sixteenth notch and the motor fields adjusted by two or three movements of the lever to bring the speed to 55 m.h.p. Later the speed was increased to 60 m.h.p. by two short movements of the lever. At the 55-mile speed, I noticed that the line current was 100 amperes and the field current 120 amperes, the line voltage being 3 200.

We then rode down the beautiful rolling Musselshell Valley, famed for its big ranches of early days. A stop was made at Martinsdale. From there, after accelerating to a speed of 50 m.h.p., regeneration in the third combination was again used. Four miles below Martinsdale, at Groveland, we met No. 15, the west-bound Olympian, already in the siding. On nearing Two Dot, the speed was brought down to 40 m.h.p. by means of the regenerative control at which speed the air-brakes were applied, the controller thrown off, and the train brought to a stop. This place is named after one of the big ranches

nearby. The last of the fourteen substations is located at this point.

We arrived at Harlowton on time at 5:25 p. m. The Olympian was here turned over to the steam engine whose run was to be 104.5 miles to the next division point east at Miles City. The electric locomotive was taken to the roundhouse to be inspected before starting on the return trip with No. 17 at 5:05 a. m. the following day. According to the report of Engineer Barnes, there had been a total of 49 minutes' delay, the three five-minute stops for brake test being included, the balance of the time having been consumed by slow orders, train meets and non-scheduled station stops. Deducting the 49 minutes' delay from the schedule time of eight hours between Deer Lodge and Harlowton, the actual running time was 7 hours and 11 minutes. There are twenty-two stops between Avery and Harlowton, including four stops for testing air-brakes and two stops at the Butte Wye. The wattmeter indicated that 300 kw.hr. had been returned to the line by regeneration from Loweth to Harlowton. The total kw. hr. consumed between Deer Lodge and Harlowton was 5,540. The total kw. hr. generated between Deer Lodge and Harlowton was 1,410 (net 4,130).

The trip had been a long one and although I had been standing for a good part of the way, I was not very tired.

Our locomotive, No. 10301, went through on No. 17 to Avery next day and returned to Harlowton with No. 16 the day after, and the following day went back to Avery with No. 17. It has made seven through trips in seven successive days and will probably make three or four more trips before it is taken off for inspection at Deer Lodge. It is common practice for these locomotives to make ten and twelve through trips of 440 miles each in as many consecutive days. For several days running, these electric locomotives have passed through Deer Lodge on their runs between Harlowton and Avery without any of them having to be taken off for any reason.

The following is a summary of the power consumed and regenerated on our trip with No. 10301:

				Watt Hour Meter Readings			
Location	Miles	Elev.	Time	Ruling Grade	Train Lighting K.W.H.	Motoring K.W.H.	Regeneration K.W.H.
Avery	.....	2,495	2:40 a.m.	.....	7,429	606,200	279,700
East Portal	.....	23.7 4,163	3:51	+1.7%	7,433	608,180	279,700
Haugan	.....	37.8 3,150	4:34	-1.7%	7,435	608,290	280,060
St. Regis	.....	57.1 2,680	5:15	- .8%	7,438	608,430	280,060
Alberton	.....	100.5 3,040	6:20	+ .4%	7,441	609,730	280,060
Deer Lodge	.....	211.2 4,520	9:25	+ .4%	7,452	612,890	280,060
Butte	.....	251.8 5,538	10:55	+1.08%	7,455	614,430	280,060
Newcomb	.....	258.8 5,617	11:15	+ .9%	.....	614,690	280,060
Donald	.....	269.1 6,322	11:47	+1.66%	.....	615,500	280,070
Piedmont	.....	289.8 4,357	12:35 p.m.	-2%	.....	615,500	281,170
Three Forks	.....	324.3 4,066	1:35	- .3%	.....	615,750	281,170
Lombard	.....	343.7 3,987	2:05	- .3%	.....	616,030	281,170
Loweth	.....	393.2 5,788	3:58	+1%	.....	618,370	281,170
Harlowton	.....	438.6 4,163	5:25	-2%	7,481	618,430	281,470
<b>Totals</b>	<b>438.6</b>	<b>.....</b>	<b>14 hrs. 45 in.</b>	<b>.....</b>	<b>52 K.W.H.</b>	<b>12,230 K.W.H.</b>	<b>1,770 K.W.H.</b>
From Avery to Deer Lodge	.....	.....	.....	.....	6,690 K.W.H. consumed	.....	.....
	.....	.....	.....	.....	360 K.W.H. regenerated	.....	.....
	.....	.....	.....	.....	6,330 K.W.H. net	.....	.....
From Deer Lodge to Harlowton	.....	.....	.....	.....	5,540 K.W.H. consumed	.....	.....
	.....	.....	.....	.....	1,410 K.W.H. regenerated	.....	.....
	.....	.....	.....	.....	4,130 K.W.H. net	.....	.....
From Avery to Harlowton	.....	.....	.....	.....	12,230 K.W.H. consumed	.....	.....
	.....	.....	.....	.....	1,770 K.W.H. regenerated	.....	.....
	.....	.....	.....	.....	10,460 K.W.H. net	.....	.....

LOCOMOTIVE OPERATION ON C. M. & ST. P. RY., BETWEEN HARLOWTON AND AVERY

	Train No. 16, Avery- Harlowton	Train No. 17, Harlowton- Avery	Train No. 18, Harlowton	Train No. 15, Harlowton- Avery
July 18.....	10303-10308	10302	10304	10307-10303
July 19.....	10303	10308	10302	10304
July 20.....	10308	10303	10304	10302
July 21.....	10303	10308	10303-10304	10304-10301
July 22.....	10308	10303-10304	10301	10307
July 23.....	10304	10308	10307	10301
July 24.....	10308	10304	10301	10307
July 25.....	10304	10308	10307	10301
July 26.....	10308	10304	10301	10307
July 27.....	10304-10303	10308	10308	10301
July 28.....	10307	10303	10301	10308
July 29.....	10303	10307	10308-10302	10301
July 30.....	10307	10303-10305	10301	10302-10308
July 31.....	10305-10303	10307	10308	10301

SUMMARY OF PERFORMANCE

Locomotive No.:	Number Through Trips	Number Half Trips	Total Mileage
10301.....	10	1	4,620
10302.....	3	3	1,980
10303.....	5	6	3,520
10304.....	7	3	3,740
10305.....	..	2	440
10307.....	9	2	4,400
10308.....	12	3	5,940

SUMMARY OF LOCOMOTIVE PERFORMANCE FROM MAY 1ST TO NOVEMBER 30TH, 1920

Locomotive No.:	Number Through Trips	Number Half Trips	Mileage	Total Mileage to Date
10301.....	66	39	37,540	52,232
10302.....	73	56	43,552	63,032
10303.....	55	56	36,946	52,617
10304.....	58	52	37,654	52,357
*10305.....	64	36	32,540	44,979
10306.....	90	40	48,295	63,013
10307.....	86	37	46,786	46,786
10308.....	84	43	46,826	58,595
10309.....	66	50	40,334	40,334

\*No. 10305 was out of service during May, June and July, 1920.

**H. E. B. Pays a Visit to Veteran John C. Fox**

Everyone who has had the pleasure of meeting the President of this railroad knows he is the best "mixer" in the world; and they are also coming to know, the longer he stays with us, that his heart is as big as his smile is genial, and of each he finds time to contribute generously as he steps briskly along the great highway.

On March 22nd, being in Janesville, Wis., and the honored guest of a very busy program, he notwithstanding turned aside from public duties to pay a friendly call to the oldest veteran of the Milwaukee service, John C. Fox. In noticing the courteous act of President Byram the Janesville Gazette has this to say: "It was a tribute from a great heart to a faithful worker, and it touched the aged man. Tears of joy dimmed for a moment the sparkle of his blue eyes. The formality of an introduction being over, an immediate friendship was cemented, and as friends of old, the chief of one of the biggest railroad systems of the country and the man who holds the distinction of having run the first St. Paul engine into Janesville chatted about "their" railroad. From railroad topics the conversation drifted to the questions of the day, for Engineer Fox is a constant reader of newspapers, magazines and books. The President and his staff—for they were present also—marveled at his alertness and his grasp on the troublous problems of the railroads.

"What we need today," said Mr. Fox, "is more love of our Saviour, more love of our

country and more loyalty for our boss and our work."

As he concluded there was a chorus of "Amens" from the distinguished visitors. Among those who accompanied President Byram were Vice-President R. M. Calkins; General Superintendent W. J. Thiele; D. F. & P. A., Grant Williams, who is an old acquaintance of Mr. Fox, and Local Agent Fred Zimmerman, who introduced the visitors.

**Jot It Down**  
*Contributed by J. J. R.*

If you're going to meet a man,  
Jot it down.  
If you've got a little plan,  
Jot it down.  
If you never can remember  
Your requirements for September  
'Till October or November,  
Jot it down.  
If you've got a note to pay,  
Jot it down.  
If it's due the first of May,  
Jot it down.  
If collections are slow  
That to meet the note you know  
You must dun old Richard Roe.  
Jot it down.  
If you have a happy thought,  
Jot it down.  
If there's something to be bought,  
Jot it down.  
Whether duty calls or pleasure,  
If you're busy or at leisure,  
It will help you beyond measure,  
Jot it down.  
If there's facts that you'd retain,  
Jot 'em down.  
If you got to meet a train,  
Jot it down.  
If at work or only play,  
If at home or far away,  
In the night or in the day,  
Jot it down.

## Reasonable Wages and Reasonable Employees

*(Speech made by F. S. Patterson, Traveling Accountant, at Monthly Meeting of Bureau Heads and Traveling Accountants of the Auditor of Expenditure's Office, which was held in Chicago on February 21, 1921.)*

Just a few weeks ago the presidents of all the railroads, through their representatives, went before the wage board to attempt to get some relief from high wages. Perhaps none of us thought at the time that they had in mind to reduce the wages of any of us in this club, yet who knows better than the book-keeper that something unpleasant is sure to happen when he sees that the money taken in month after month is less than the money paid out. We do not know what wages they wanted reduced. It is doubtful if they knew themselves down to the last detail, but I would rather think they were trying to reduce the unreasonable wages of unreasonable employees than the reasonable wages of reasonable employees.

When we talk about reasonable wages, there are plenty of experts to testify. Each one of us knows just what would be a reasonable wage in our own case—anywhere from \$10 to \$20 more a month than we are now receiving, with the same duties to perform, but when we think about what constitutes a reasonable employe—well that is different.

When one man enters the employ of another, a partnership is formed between that man and his employer; one putting in a portion of his time and the product of his hands or brain against a portion of the gross income of the other. If that man who thus enters the employ of the other is interested in the work and the company for which he works, back in his head will always be a part of his brain working for that partnership. He may be just as anxious to get away from work in the evening as another, but he will always have with him the welfare of that partnership. On the other hand, if he is not of this type of man, he ever so skillful in his daily task, he will leave the welfare of the shop or office to take care of itself when he puts on his coat and never think of it again until the whistle blows in the morning.

I believe this organization is made up of honest partners. The condition of this office shows that you have been ready to grasp new ideas and have yourself produced ideas for the betterment of the office. Everyone of you is responsible for the efforts of others and know the ones in your department who are real partners and the ones who are not. No doubt all of you have moments when you are impatient, because it seems to you that not a single one of your helpers is able to get into the spirit of the game, when they all seem to be unreasonable partners. Yet you must answer for only a handful, and if you feel dissatisfied, think what must be the state of mind of a president of a great railroad system, such as this, who has on his payroll some sixty-five thousand employes, all of whom, at times, perhaps, seem to him to be working for the single purpose of receiving a pay check.

At times he must have the same feeling of exasperation as the country preacher who fed the calf. It's an old story of how in former days, many of the country churches had preachers who tilled the soil six days and preached on Sunday. One of this school had donned his shiny black suit and taken his place in the old "buffalo" buggy alongside his wife, with the children comfortably filling the back seat, and was just ready to drive out of the barnyard, when his wife reminded him that he had forgotten to feed the calf. It is never conducive to good temper to have your wife remind you at the last minute of a forgotten chore, but the preacher handed the reins to his wife, climbed down and proceeded to feed the calf. He filled a pail with bran and moistened it at the pump, then, with the pail between his feet, he held the calf by both ears and pushed its head into the pail. Now, for you of the city habit, let it be understood that a calf does but one thing at a time, and when it eats, it does it with a strange singleness of purpose. When it had its mouth and nose full of bran, it came up for air and coughed, spraying about two quarts of bran over the preacher's Sunday suit. Still grasping the calf by the ears, and shaking it the while, the preacher told the calf, "If it wasn't for the sublime love I have in my heart for the divine Jesus Christ, I'd shake your damned head off."

If President Byram never has a moment when he wants to get his sixty-five thousand employes by the ears and talk to them in just that spirit, he is a more even tempered man than I think he is.

But once in a while one of his employes will come out of the beautiful Rip Van Winkle sleep of Government Operation and produce an idea. Not often enough, you understand, to make him expect it, but just once in every few months. Last month another one woke up and produced the idea that brought forth this postal card we all received with our magazine. It does not look like anything to get excited over and as a business getter, it may never be worth a nickel. On the other hand, it may be a million-dollar idea; but whether it ever brings any business to the Company, it will serve a far more important purpose if it brings home to every employe the fact that we are working for an institution that has something to sell and if it doesn't sell it and collect the money, we will not get our money on pay day.

Divided into departments as we are, how many of us ever stop to think of a railroad as anything except a place to work. If we were working for a retail shoe dealer, we would understand that unless he sold shoes, there would be no need of our services, but how few of us look upon the railroad business in that way. If any man favors us with the information that rates are high, we cheerfully agree with him and even go so far as to admit that something should be done to have them reduced, never in the slightest degree associating the freight or passenger earnings with our pay check.

If one of our friends is thinking of traveling, do we do as the shoe clerk would do, and

tell him of the advantage of trading with us? Do we tell him something of our great railroad system and how we can take better care of him than any other? We do not! We not only do not try to sell our own wares, but sometimes unthinkingly do that unheard of thing of advising him to travel over another route. You don't believe that, but I can tell you that it is done every day on this road and every other big road, and it is the most natural thing in the world to do.

We secure passes over our own line more easily than over foreign lines, and while riding over our own line, either for pleasure or business, we become familiar with the scenery of our own line. Like all other human beings, we long for the unknown, and when a possible customer comes along, we voice our own desire to ride over an unfamiliar route and actually encourage him to take his money over to another road to help meet the payroll of a man we will never see or hear of.

We need to get out of this rut, and when we do get out of it the troubles of the Company and our own troubles will be over. Can you think of a road with sixty-five thousand live employes always on the look-out for a better way to do things, always looking for business, ever worrying about high wages?

To my mind, the employe who originated this idea of making commercial agents out of all the employes, did exactly what we started out to do when we organized this club. You all know that our whole aim was to benefit ourselves, our office and our railroad. That the man who did originate this particular idea is a member of this club, is a source of pride to us. We want to impress on the mind of every employe in the office the fact that one of us is at least awake.

You know, and I know, that any road with that kind of support would never in this world care what the payroll amounted to. They could let the man write out their own checks and the shipper fix his rates.

Don't get excited, it will never happen while any of us live or our grandchildren live, but we can at least take notice of the scattering employes who are doing what they can to bring about that condition.

### The Night Before Pay Day

'Twas the night before payday, and all through my jeans

I hunted in vain for the price of some beans;  
Not a quarter was stirring, not even a jit;  
The kale was off duty, drilled edges had quit.  
Forward, turn forward, O Time, in thy flight—

Make it tomorrow just for tonight.

—Fidelity Spirit.

Assistant General Baggage Agent R. J. Walker was the means of securing for our line a trainload of Buffalo, N. Y., Shriners going to the meeting at Des Moines, Ia., in June. The Shriners had arranged to take another line, when Mr. Walker learned of it, and used his powers of persuasion on the Grand Potentate, to the end that the plan was changed and the Milwaukee adopted as the official line.

## Combustion

*(Paper read by Engineer Henry Anderson at Coal Meeting in Coburg, Monday, February 28, 1921)*

I will give you a little transcript on combustion, as you requested. To begin with this, I want to say to you what I thought, and what I did do when I went firing, and what every man should do when he goes firing. I read up a little on combustion, picked up what I could get from the other men that I thought would help me out in this work. I didn't do that because I wanted to save any coal, no one said anything to me about saving coal. I wanted to make that job easy on myself. I wanted to get by without any unnecessary work. We had shallow ash pans and if we shook the grates very much we would have to clean the pan, and I did not like to do this on the road, so I thought, "what system could I use that would keep the fire down close to the grates?" I did not know, so I did the heavy and tried all kinds of firing and read a little more.

I learned something and I quit so much shaking of the grates and hoeing the pan on the road. And this is what I learned: Keep the center of your fire the lightest part of it all, and under no consideration let the engine pull cold air between the edge of your fire and the side sheets; carry your fire heavy next to the side sheets with a slope to the center; keep the center of your fire close to the grates by shaking the loose ashes out; keep your fire in such shape so that the lava forming matter of the coal will run into the ash pan, while it is hot it will go there as it is very heavy and runs like melted iron. By getting rid of this part of the waste matter of the coal the other part of the waste matter will not form a clinker. You cannot form a clinker, my dear boy, with slate, it won't stick together, and the hot iron will run through it into pan if you don't have pockeets in your fire to catch it.

Right here I want to tell you what an important thing it is to have every bit of that lava chipped off and out of the air passages of every one of those grates before the engines are fired up. It is more important than a few flues stopped up. When this lava is crazy with the heat it wants to get into the ash pan to cool off, and there should be nothing in its way, if it don't get there it will be the fireman's worst foe and a dead expense to the company. This will be more clear to you later on in this write-up.

That blacksmith is a very skilled man. He understands combustion. If he didn't he could never weld that iron, and you would get a man in his place that could. When he has a job of welding to do he cleans out everything in the center of that fire that will prevent a free flow of air which must be had to weld that iron.

Every fireman should be just as particular about the center of his fire as that blacksmith is. When he gets on an engine to go out and he finds that old familiar clinker in the center of the firebox he should raise it up and lay it up against the side sheet; it won't last long there when the engine is working hard. Leave it in the center and it will grow like apples on a tree. I want to call your

attention to a rule that works both ways. If you want to form a clinker, stop the flow of air in the center of the firebox and the clinker will start there and grow out to each side sheet. If you want to melt that clinker out, start a free flow of air in the center of the firebox and you will melt that clinker from the center out to each side sheet, and to make a quick job of it, put the clinker on edge.

I want to show you a mental picture of a firebox, with a clinker about two feet wide in the center of it; when the engine is working hard it pulls the fine unburned coal from each side and piles it on top of this clinker, and the smoke hovering over this, you have a big black center in that firebox about the shape of the ace of spades, a dark red fringe, then your white heat from the edge of that clinker to the side sheet, and the larger that black ace grows the more narrow that white heat, and when that clinker has spread almost to the side sheet you have only a white streak and the fireman on the deck wearing himself out shaking the grates. Why did he not look at that picture when he saw that little clinker forming in the center of that firebox? He was not thinking of such matters.

I want to show you another mental picture of a firebox, with a layer of red hot fixed carbon sloped from the center of the firebox up to and against the side sheet with a layer of coal above it under the process of being broken down, and the hydro-carbon gases being evolved, with a free flow of oxygen from the central part of the firebox, causing the hydro-carbon gases to burn, forming a white heat that fills the entire firebox above the coals, with a temperature so high that the hydro-carbons and gases cannot pass through without being burned, and thereby making more heat units, and the oxygen from that free flow of air, which they say has a natural affinity for the fixed carbon laying on the grates, and causing this coal to burn down to the grate, making room for the coke that is forming above it.

To maintain this proper combustion in the firebox there are two things you must keep in mind; keep a high temperature above the coals and your fire in such shape that the heavy lava forming matter in the coal can run into the pan while it is hot.

In order to hold a high temperature above the coals that will burn all the gases from the coal don't spread coal on both sides of the fire box at one firing and you will not lose any of those hydro-carbons and gases. A pound of hydrogen is worth more than four pounds of carbon for heating purposes.

The first process in breaking down coal requires an expenditure of heat. The first product of this breaking down process is coke and gas, the coke is made up of fixed carbon and those substances which help to make the ash.

The gases evolved are almost all composed

of hydrogen (the lightest known gas) and carbon, therefore called hydro-carbons. These hydro-carbons must also be broken down into their components, hydrogen and carbon. In general the hydro-carbons are in excess of the fixed carbon and the two together will usually average from 1,600 to 1,700 pounds per ton of coal.

The real process of burning in a locomotive firebox is the uniting of oxygen, a gas from the air, with the fuel to be burned. In this uniting process heat is evolved and used in generating steam. If a sufficient supply of oxygen be present a pound of carbon will burn to form a colorless gas, called carbon dioxide, and enough heat will be evolved to convert 12.05 pounds of water into steam, the water at tank temperature and the steam generated at a boiler pressure of 180 or 200 pounds.

If, however, the oxygen supply be restricted then another colorless gas will be formed called carbon monoxide, and four pounds of water will be evaporated under similar conditions of pressure, and, in other words, with the same carbon burned we may get its full value, or less than one-third, depending solely upon the supply of oxygen. A pound of hydrogen burned will evolve heat enough to evaporate 54.5 pounds of water under the above conditions.

The igniting temperature of carbon is a little more than 900 degrees, Fahrenheit; hydrogen about 1,200, and hydro-carbons from 940 to 1,230 degrees, and there are no reasons why these temperatures cannot be constantly maintained in a firebox.

In obtaining a fuel we must take what nature has provided for us, but in supplying the oxygen, which is just as necessary, man's skill is called into play.

This important gas (oxygen) is a part of the air, being about one-fifth of it by volume; since it may be had for the taking of it, the men's source of supply is the atmosphere and he should cause no restriction, as it is free. Not only is oxygen necessary for burning but it must touch whatever burns.

Of the two heat producing factors from coal the hydro-carbons usually weigh more than the fixed carbon, about one-fifth of the weight of the hydro-carbons is the weight of the hydrogen which they evolve, when broken down, and a pound of hydrogen is worth more than four pounds of carbon for heating purposes, so you see that more than half the fuel consumed in a locomotive is consumed as gases.

Remember when these gases are evolved they do not loiter about to be burned, they hasten out toward the stack, just a few seconds' delay in burning, and they are lost if they remain intact, they being colorless, escape unnoticed. This is the condition that generally prevails when a fire is badly clinkered and the fireman longs for black smoke, while the pointer continues to drop

**“Loyalty supplies power, poise, purpose, ballast, and works for health and success.”**

backwards. No wonder the pointer goes back.

Heat is expended in breaking down the coal and then the best part of the fuel is thrown away. When a fireman produces black smoke he does so because he is partially, but only partially, burning the hydro-carbon gases, and thereby is getting something in return for the heat used in evolving them and breaking them down. Such a smoky fire will generate more steam per pound of coal than the smokeless one, but that does not justify the belief among some engineers that a smoky fire is the best kind for making steam.

Black smoke is unburned carbon from the hydro-carbons. It is unburned usually because of the lack of sufficient oxygen. In this dearth of oxygen some of the carbon is partially burned to form carbon-monoxide. Therefore, the black smoke by no means represents the fuel lost from a smoky fire. It simply indicates a certain loss of fuel; in general a smoky fire is produced by putting the coal in the firebox in such a way and in such quantity that the hydro-carbons upon being evolved are not in contact with sufficient oxygen for the complete burning. There is always danger of fuel loss by heavy firing because of the large amount of hydro-carbons evolved in a given time.

Too much stress cannot be laid on the consideration of the hydro-carbon gases in locomotive combustion for they are either the fireman's friend or foe, just as he chooses to make them. If they are properly handled they are worth more to him than anything he can get from the coal; if not handled properly he may lose any portion of them and make smoke besides.

Here is what they tell us about the air we need for proper combustion in the firebox. The space of 13 cubic feet equals 1 pound of air, 12 pounds of air, the lowest rate of air consumption for one pound of coal burned, multiplied by 13 cubic feet, gives 156 cubic feet of air, allowing 20 pounds for a shovel of coal, gives 3,120 cubic feet of air consumed for each shovel of coal burned, and on that basis 71,200 cubic feet for each ton burned.

How are you going to get that amount of air through those grates with that clinker on them? I will say to you, my dear fireman, you are trying to do too much work. You are trying to make steam to pull that long train and burn ballast for the track: the firebox is too small and it's too much work for you. I say put 3,120 cubic feet of air in the firebox for every shovel of coal and let Mother Nature do the work. If you think she won't, just try her out by keeping that clinker out of the center of your fire.

A sailor had been showing an old lady over a large liner, and after thanking him, she suddenly remarked: "I see that according to the ship's orders, tips are forbidden."

The sailor then turned to the visitor and with a knowing look, answered: "Why, bless yer, ma'am, so were apples in the Garden of Eden."—Exchange.

## Claim Prevention

### Disposition of Unclaimed or Refused Freight

Just at this time, when the prompt collection of freight bills is perhaps more important than ever before, the question of securing disposition on freight that is refused or unclaimed at destination is a subject that our local agents should give their personal attention.

The forwarding of this freight to our storage warehouse at Prairie du Chien, Wisconsin, simply shifts the responsibility of securing disposition from the local office, at which it is on hand, to the clerk in charge of the storage warehouse, and it has been our experience that frequently a single letter to the shipper will bring disposition orders, and if this had been accomplished before the shipment was forwarded to Prairie du Chien, it would not only have resulted in our securing the revenue we are entitled to several weeks earlier, but would also have made unnecessary the haul into and out of the warehouse at Prairie du Chien.

Inasmuch as the Stationery Supply Department is now prepared to furnish all agents the new Form 66, postal notice card, it is possible by its use to take up direct with the shipper for disposition, thereby relieving your station of undelivered freight and securing for the company the revenue it has earned.

Another source of revenue we can secure for the company, if special efforts are made, is revenue billing, covering shipments that have been received on astray billing or that have checked over without any billing, and in discussing this latter proposition with one of our agents recently, he furnished us with a copy of a form letter he is using to splendid advantage in securing revenue billing, by addressing this letter to the shipper direct, calling on him to assist in furnishing revenue billing by going to the agent at the point of origin. The form letter reads as follows.

"Gentlemen:

"On.....we received on dead-head astray billing.....

.....  
marked from your company to.....

"Will you kindly transmit this to the agent of the railroad over which you made shipment, advising him date you made same, and request him to send me revenue billing to cover in order to enable me to make delivery.

Yours truly,

.....  
"Agent."

Having in mind that any freight on hand at destination either unclaimed or refused is likely to result in a claim, and that we need every dollar of revenue we earn turned in to the treasury at the earliest possible moment, all concerned are respectfully urged to give this matter their earnest attention.

C. H. DIETRICH,  
Freight Claim Agent.

### Return Empty Containers

The Freight Claim Department is constantly receiving claims covering the value of empty return containers, and in addition to the claims, continued protests from the owners of such on account of our negligent handling of their property.

One of the principal reasons why these claims are so numerous is the universal lack of interest taken in such shipments, especially by the forwarding agent. They are ordinarily billed as "Empties," and this description to the person handling them indicates little or no value, and by reason of this erroneous impression, the question of proper marks and proper handling is not sufficiently appreciated.

There are a great many different classes of empty containers, and included in the list are beverage bottles of all kinds, gas drums, oil drums and barrels, cracker cans and many others.

We believe that if our local agents appreciated better the value of these containers there would be fewer shipments accepted for transportation improperly marked, and there would be likewise an effort made in handling them to avoid so large a breakage in transit, and to indicate how valuable these empty containers are, I am quoting a few prices taken from our claim bills on empty cracker cans and oil barrels, viz.:

1—12-can crate and cans.....	\$ 9.00
1—18-can crate and cans.....	14.00
1—24-can crate and cans.....	17.00
1—60-can crate and cans.....	60.00
1— 2-can crate and cans.....	1.20
1 Steel oil barrel, 50 gallons.....	10.00

From these prices it is easily understood why every shipment of this nature should be accepted only when properly marked, and from a claim standpoint, it is just as necessary to handle these shipments with care and check them as closely as they are handled and checked on the out-bound movement.

#### Sioux City and Dakota Division

*H. B. Olson*

For some reason, all but two of the force of the superintendent's office at Sioux City held a conference on the corner of Fifth and Pierce streets. Passersby were unable to secure the desired information as to just what was being done.

Little Irene Torrey, the 5-year-old daughter of Engine Foreman Torrey, had the misfortune to break her arm recently while playing with her playmates. At present the injury is mending nicely.

Conductor Webber is on the sick list, but present reports inform us he will soon resume work.

Conductor Frazee has just returned from a two weeks' sojourn in Wisconsin.

The many friends of George Francis, coal heaver at Sioux Falls, are in sympathy with him in the loss of his little 3-year-old son Richie, who died from complications.

Conductor John Blackney, while on his way car at Manilla, recently, received injuries which displaced two ribs. It is learned the way car was in some manner struck by a switch engine.

Conductor Given and his wife, together with Engineer T. H. Thompson and wife, have just returned from a six weeks' stay at Hot Springs, Ark.

Much credit is due Conductor Archie Gamel for preventing what might have caused an accident, due to the fact an express wagon had evidently been shoved so close to the main line on Eighth street crossing at Sioux Falls it would not clear a man on the side of a car. When Conductor

Gamel arrived on No. 75 this was noticed and the wagon shoved into clear.

Conductor Alexander, who has just returned from Hot Springs, Ark., reports that he invested in some real estate while there, and that "John D." is drilling for oil two miles from his holdings.

Farmers in this vicinity are completing the sowing of small grain and it is said the acreage is about normal.

Engineer Fred Thomas, Sioux Falls, together with his family, have departed for the State of Washington, where they will remain for some time.

L. R. Hollinshead, car foreman, Sioux Falls, has been ill with pneumonia for the past five weeks. However, his many friends are pleased to learn that he is able to sit up and trust his recovery will speed up.

George Colombo, operator, Sioux Falls, displaced by H. B. Olsen on the 3rd, is visiting relatives near Minneapolis and will resume work at Scotland upon his return.

H. E. Hastings, car foreman from Tripp, is relieving Car Foreman L. R. Hollinshead at Sioux Falls.

Roadmaster C. E. Kemp, with headquarters at Sioux Falls, is covering his district from Hawarden north on foot, with the end in view of inspecting each and every cross tie, bridges and other materials.

Reductions in forces of all departments has been necessary on the division for the reason you all know, due to a depression in all business—but we can see the silver lining and hope the chimes of normalcy can be heard distinctly. It's for us to pull together. Let everyone be a solicitor, save coal and prevent claims. You will be rewarded.

H. B. Olsen, wife and daughter Evelyn, have returned from a five months' visit on the Pacific coast.

Having resumed work at 3rd, operator at Sioux Falls, we are very anxious to receive contributions for the magazine. Please let me have them before the 10th of each month, for which I will be very grateful.

#### I. & M. Division

*Parson Schultz*

Conductor George Campbell and wife; also Engineer John Ober and wife, have returned from Los Angeles.

Operator Frank Bloom of Ramsey is the proud father of a baby girl.

Conductor Thomas Keating is taking a month's leave of absence.

Machinist E. Lauffe has been visiting his daughter at St. Joseph, Missouri.

Engineer Joe Lauffe has been on the sick list, but will soon be on the job again.

Trainmaster W. Lieb, who has been on the sick list for some time, is reported as gaining, and we trust he will soon be back at work.

Operator L. H. Grau of Austin has started to smoke cigarettes. Lou says when the machinist gets his new set of teeth fixed he will use the old pipe.

Walter Grinnan and Ed Beck seem to be very busy these days looking at the sun, moon and sort of restless like. Must be going to get married.

Mary had long curly hair.

But now she hasn't any.

She dropped them in a barber shop,

And sold her hair pins—many.

Now that they have their hair bobbed, Mary and Mary must be going to be movie vamps.

The parson has just returned from a splendid vacation spent in a sanitarium at Milwaukee. (No, not the Schlitz.) Officers Grant and Shannon closed the Palm Garden as a result of the parson's sermons.

We came across George Hennessy at St. Paul. George is getting fat from over work. Wishes to be remembered to his family.

While at Milwaukee we were pleased to meet with several boys formerly of Austin, Officers Grant and Shannon and Safety Inspector D. Danford.

W. J. Thiele, our former superintendent, says hello, and sends his regards to the boys.

Mr. Thompson, Esq., our genial call boy, will bear watching. I just caught him buying a ticket for a fat, red headed girl.

Verne Cullen spent Sunday with the folks and Gussie.

The war is now on, who knows the most about raising potatoes, Dick Cullen or Shorty Bardouch.

## Savings for the Month

Saving money for the company is becoming "standardized" and it is one place, at least, where standardization is profitable and desirable. Reports coming in from all over the system of the efforts on the part of employes and officials alike indicate the most perfect co-operation and an intense interest in the matter of saving money by stopping waste and the small leaks which, taken in the aggregate, on ten thousand odd miles of railroad, amount to an enormous quantity and an appreciable amount of money. The observations of one of our master mechanics is only typical of the spirit manifested by all who have been called upon to exercise care and contribute in every possible manner toward economical and efficient operation of this railroad. He says: "I find growing interest amongst our foremen and employes generally toward conserving in every possible way, and we feel that much more is accomplished than we could undertake to cover in better form along this line." After what has been reported in previous numbers of the Magazine, showing how completely the field of saving in material; of using old material where practicable instead of ordering new; of performing certain duties and saving on man hire; of eliminating waste in coal and every other supply—these and the many other methods found to save outgo and conserve income—not many new ideas have been developed in the way of conservation; but all reports do indicate that the movement continues vigorously and that everyone is getting into the game with earnest intent to exercise an economy as rigid as if the property were his own and its financial condition his own personal worry. Volumes have been written on the subject of the personal equation in corporate business, but never has there been such a practical demonstration of its efficiency as in the present conservation campaign on this system. Here is just one list of material picked up and returned to the storekeeper in one week, at a terminal yard, and when it is remembered that this same savings campaign is going on at all points, an idea may be gotten of what is really being done along this line:

4 knuckles	6 chisels
38 lock blocks	2 paler plates
12 pedestals	2 brake beam loops
2 pair wheels	6 machine bolts
2 carrler straps	1 tail gate
1 lever guard	1 brake rod
1 wheel lifter core	6 flathead bolts
3 couplers	5 bottom rods
1 side strap	1 truck bottom plate
1 buffer	1 brake beam loop
12 grab irons	1 platform stamp
1 follower plate	4 lower casings for 440 vapor reg.
2 pull rod brakes	2 No. 122 vapor cut-out valves
1 broom scraper	1 packing hook
1 coupler	3 couplers
1 pin bar	5 knuckle pins
6 tail pins	3 ice picks
3 safety hooks	6 flathead bolts
2 safety links	2 safety links
3 couplers	1 pull rod
1 brake chain	2 pin bars
1 brake beam loop	2 2-inch \$45 elbows
1 coupler bottom lock	4 No. 520 combination fil-line valves
6 flathead bolts	1 caliper
1 side strap	
1 2-stem buffer	
23 tail pins	

11 knuckle pins	1 platform plate
4 brake feet	2 wheel pit shovels
2 brake rods	4 break beam loops
7 knuckle pins	1 pocket strap
1 platform railing	2 sliders for steam fit'r
4 hand punches	1 shop ladder for freight yard
4 paler spring chains	8 flathead bolts
1 bottom rod	1 brake handle hook
3 packing hooks	12 1 1/4 S.L. angle cocks
14 safety hooks	20 air hose
3 safety links	2 No. 510 hot water safety valves
1 pull rod hanger	2 brakebeam hangers
1 4-inch wrench for freight yard	

From the scrap pile were gathered a great quantity of materials which were put in order and used, saving the requisitioning of just that much new from the storekeeper. Quite a treasure house the little old scrap pile. One foreman built a shanty to be used for storing heaters, oil and waste, during spare moments with old material entirely at an estimated saving of \$62.00. A pump repairer picked up seven lineal feet of 3/8-inch pipe from the scrap pile and used it as a shut off rod on a repair track water line. Another that he picked up enough lumber out of the scrap pile to take the place of 100 feet B.M. of 1-inch by 8-inch used for foundation forms at a locomotive hoist; also material for all stakes, braces, etc., for two partitions 2 feet high by 23 feet long.

Another report contains the following: "We picked up a large number of lanterns, and by reassembling them, made one good lantern out of two bad ones, and by not drawing any lanterns out of the storeroom for two weeks, we have a very large supply of lanterns at this time, and are arranging to take the new lanterns now on the engines and turn same over to the store department."

From a car foreman: "During the month we picked up 680 pounds of scrap iron and timber bolts from foreign cars coming from the east for home. We reclaimed 73 5x9 jrl brass and 25 4 1/4x8 brass, by reboring and putting them in stock, at a cost of \$6.40. During the month we also reclaimed 482 feet of good coopering lumber on repair track, out of cars going to connecting lines. My blacksmith reclaimed three large switchstands that were broken, by welding broken parts that otherwise would have been scrapped—at a cost of \$7.85. Welded three Bettendorf track sides and put them back in service. Repaired three warehouse trucks and four run boards for freighthouse at a cost of \$10.65, which would not have paid the freight on the items if same had been sent to the shops.

A suggestion for a saving comes from a roundhouse foreman: "Our men, when they bring a locomotive in from off the road and have a blow in the engine they cannot detect, or rather do not look for it; but will make a report—examine cylinder packing and valve packing which means that a man paid 85 cents an hour must spend at least five hours of his time locating a blow which could be done by the engine crew spotting the engine and finding which side the blow is on. I have had this happen many times, and I believe our engine crews should be educated along the lines of detecting a blow and reporting the location of same.

Yardmasters are active in handling cars and making transfers in order to save per diem.

Agents are using every economy possible—doing station janitor work themselves, often on their own time, and making small repairs to save sending for a carpenter. One agent at a large station has gone into the matter of conserving in the small items. He writes: "Another item that we found considerable savings could be made on was pins and rubber bands, a great many of which are used on bills and papers going from the office to the warehouse. I have arranged with the foreman's clerk to recover all pins and rubber bands that come down with bills and papers, and return them to the office for further use. It is hard to estimate just what the amount saved would be, in dollars and cents, but out of three pounds of pins we used during one month we recovered for further use at least two pounds, and rubber bands recovered in the same time would equal one box. We also have not ordered any scratch paper in the past five months."

At another terminal, where a special campaign was made to clean up scrap track material, car material, old ties, company coal, etc., fifteen carloads of track material, three carloads of raw material, four carloads of pick-up coal were shipped to the store department and the rail mill at Savanna.

One painter reports that in renovating smoking rooms and toilets in Union Station, Milwaukee, he saved the company about twelve gallons of paint by the use of soap, water and "elbow grease" on the surface first, thus eliminating two extra coats of paint, which otherwise would have been necessary. The paint saved amounted to \$27.00; the labor saved would equal the cost of applying a third coat, or about \$20.00, this saving on that one job alone, about \$50.00, by using a little soap and water.

Special attention has been given to saving fuel, and coal along the right-of-way has been very generally cleaned up, fires are allowed to go out in stations at night; on locomotives flues are being cleaned very thoroughly, holes closed around decks of engines and tenders to avoid losing any coal, and coal men are cautioned not to overload tanks. Steam leaks are watched closely and being repaired without delay, and engine men and firemen are being impressed with the meaning of saving coal, with the price at \$5.40 a ton.

The foregoing, and many other statements and suggestions show clearly that the savings habit is getting under the skin, and it will not be surprising if after a while the old slogan, "H—, the company's rich," will have passed to the scrap pile, and the really "classy" railroad employe will be the one who saves the company's money as religiously as if it were his own.

**Suppose you were the boss. Would you hire yourself to help conduct your business? If not, why not?**

### "Dispatching Trains From Yards"

*F. H. Higbee, T. E.*

In order to come closer to an "On Time" movement of trains, the delays which occur in getting the trains out of the yard, will have to be overcome, as well as those that occur on the road.

We all realize that the proper dispatching of trains from yards and getting them out on time is a very important matter, also that there is considerable room for improvement at most of our terminals at this time.

There are quite a number of items that enter into this and each every one of them are important, and the failure of any one of them is liable to cause considerable delay to a train. These delays are not only annoying but are expensive. A few minutes' delay to any one train at some particular yard may not amount to so much, but if we take all the delays into consideration that are occurring in the different yards on the entire system for a period of thirty days or a year, I believe that most of us would be very much surprised if we knew what it does amount to. It would be rather difficult to figure just what these delays are costing in dollars and cents as they are paid for in quite a number of different ways. A delay of but a few minutes in getting a train ready to leave a terminal on time may be the cause of that train laying at the terminal an hour or more before it can leave on account of it not then having time enough to make a meeting point or clear the time of some other train. This delay to a train of stock or perishable freight might prove to be quite costly. These delays are also very annoying to shippers, and especially to emigrants and stock men, and they are going to ship over the line that gives them the most satisfactory service.

A railroad that has the reputation of delivering the goods the quickest and in the best condition is pretty sure to get the bulk of the business, and unless we give the shipper service that is equal to or better than our competitors, we are going to find that he will be shipping his goods over the other fellow's line.

Then there is the cost of overtime for engine and train crew. A little delay at the initial terminal may result in the payment of two or more hours in overtime before the trip is completed. If the train departs on time it may be possible to make better meeting points with other trains and avoid other delays enroute which will be the means of not only saving in the payment of overtime to the crew, but would also be the means of getting the engine to the final terminal sooner, where it can be put in condition for the return trip, and with the present shortage of power this is quite an important matter.

And then there is the coal cost. We can not have these delays without it costing coal, and coal is a mighty big item on a railroad. In some yards it is necessary to have yard engines shove trains out. If the yard engine is coupled onto the train, ready to shove it out when it is due to leave, and the road

crew are not ready to go until fifteen or twenty minutes after leaving time, it is costing the time that is being lost by the yard crew in waiting for them. I am not prepared to give figures on just what these delays are costing the company, but I think you will agree with me that they are too numerous and very expensive. We all know how they happen, but I will mention a few of the things that bring them about. When a train is ordered for a certain time, the roundhouse foreman may not always receive the order a sufficient length of time in advance so that he can get the engine ready and have it on the outgoing track by the time the crew gets around. He probably hurries things all he can but he may fall short a few minutes of getting the engine out of the house on time, which is apt to result in the train leaving the yard late. The train dispatcher sometimes calls up the roundhouse and tells the foreman that he wants to run an extra and asks him what time he can have an engine ready. The foreman is anxious to furnish the power as soon as he can and gives the train dispatcher a figure. The train is ordered; crew called, etc., but it takes a little longer to get the engine ready than the foreman expected it would and the result is another delay. I don't mean to say that it is always possible for the foreman to estimate the exact amount of time that it will take to get an engine ready, but believe he should try to keep on the safe side of having a delay. Sometimes when a train is ordered it may not always be marked up on the board promptly where the caller can see it, or the caller may be out on some errand and not know of the order in time to call the crew at the proper time, or the caller may be slack about watching the time as close as he should and give the crew sufficient time to get ready to go out. Engine dispatchers do not always get the engine on the outgoing track as early as they should so that the crew can have an opportunity to look them over and get them ready. It sometimes happens that when the crew gets on the engine they will find that they are short some supplies. This means hunt up the supply man, which sometimes takes considerable time. The engineer may find that the lubricating oil has been put out on the tank or some other place where it would freeze up and it is so stiff that it won't run, and he will proceed to thaw it out, which may be the means of causing some delay. When he comes to look around the engine to see what condition it is in he may find that an injector won't work lubricator is empty or the dump grate has not been properly put up. He is going to insist on these things being put in proper condition and goes on a hunt for someone to do it. He may find that the sand box has not been filled and will tell the foreman to look up the dispatcher and have him take the engine to the roundhouse. It may be some time before the dispatcher shows up, and when he does he may find it necessary to move three or four engines before he can get the engine to the sandhouse. These conditions are something that the dispatcher

should have noticed before he put the engine on the outgoing track, and have them taken care of, but there have been cases where it was not done and a delay was the result. When the engineer gets down to oil around, he may find something about the machinery that isn't right. He will start for the house to look up the foreman and he may spend considerable time in locating him. The foreman will send a machinist out to make the repairs and by the time the repairs have been made the engine may be past due to leave the engine track, which results in a delay to the train. Of course, if the engine had been properly inspected, and the work reported and done, the engineer would not have found any defects, but occasionally he does find them and it frequently results in the train being late in leaving the yard.

But engines being late in coupling onto trains is not the only cause of trains being late in leaving the yard. At places where it is necessary to move trains out of the yard, the road crew may be ready to go on time, but are delayed waiting for the yard crew to get their engine behind them and give them a shove. It may not always be possible for the yard crew to be on hand ready to shove a train out just when the train is ready to leave, but I am satisfied that there are times when a train is delayed longer than necessary on this account. It sometimes happens that after the road engine has coupled onto the train that some defect will be found on a car, a broken or cracked train pipe, draw bar in poor condition or some other defect that will have to be repaired, or it may be necessary to set the car out. The result usually is a delay which may be chargeable to poor inspection or the car may have been damaged in switching when making up the train.

Trains are sometimes delayed on account of misplaced way bill or in checking up by trainmen or yard checkers or in getting orders, etc., but whatever the cause is, the results are expensive in more ways than one, and the big question is the cure. We know what the disease is, someone has been careless or overlooked a bet, or there may be instances where it is a case of simply "don't care."

We probably won't see the day when all trains will leave the yards on time, but there is no question but what there is room for improvement at present, and anything that can be done at the different terminals that will make an improvement in the existing conditions and bring about a nearer "On Time" movement of trains from yards will save many a dollar for the railroad.

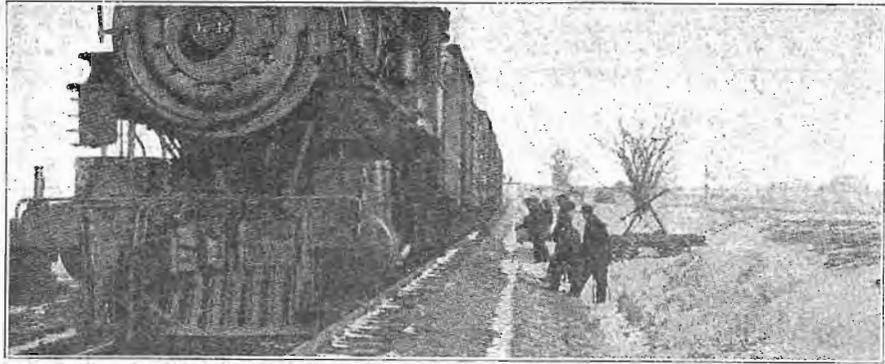
### **"Success hinges on loyalty."**

#### **Quitting Promptly**

"Bill's going to sue the company for damages."

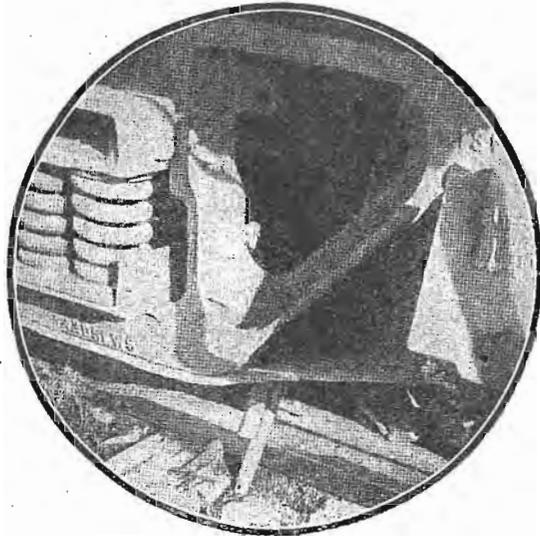
"Why, what did they do to him?"

"They blew the quittin' whistle when 'e was carryin' a 'eavy piece of iron, and 'e dropt it on 'is foot."—P. E. Magazine.



**Section Men  
Looking Over Passing Trains**

**What  
They  
Found**



**Good Safety Work**

## Safety First

*A. W. Smallen, General Safety Supervisor*

### More Regulation of Handling of Explosives Needed, Says Bureau of Mines

The United States Bureau of Mines in a bulletin reviewing the work of the wartime regulation of explosives, just issued, declares that reforms are needed in the manner of handling explosives that will safeguard life and property better than heretofore. The United States, says Dr. Charles E. Munroe of the bureau, is practically the only civilized government in the world that fails to exercise permanently a national supervision over the manufacture, storage and use of explosives, and under peace-time conditions it is easier to obtain explosives in this country than in any other. Some of the states have no laws of any kind relative to explosives, while in most other states any quantity of explosives may be freely obtained for any purpose.

Explosives are fundamental necessities of modern civilization, and their uses in industry are so varied and extensive that their safe disposition and employment is a matter of capital importance to every citizen. There are more than 100,000 concerns using such comparatively large quantities of explosives that special magazines for their storage are an absolute necessity. There are probably more than 500,000 individual consumers of explosives, the bureau of mines bulletin says.

### Our Old Friend Mass Psychology

A few weeks ago forty-two people were killed in a very unusual railroad collision at Porter, Ind., and for days the newspapers throughout the country carried pages and pages on this story, the customary list of dead and injured, the usual morning-after photographs of the wreck, the almost stereotyped eyewitness accounts, and column after column of discussion as to who was to blame.

That same day the same number of persons were killed in automobile accidents in the United States. In fact, every day in the year an average of forty-two people are killed in automobile accidents and as a rule each death gets a small item and is forgotten by the next day.

Just suppose forty-two people were killed in a railroad wreck every day in the year. What an awful howl the press and public would put up. The country is not unaware of the fact that an average of forty-two people a day are being killed in automobile accidents, or that a life is snuffed out by this one class of accidents every thirty-five minutes throughout the day and throughout the night. Almost every daily newspaper has given publicity to that fact in recent months.

What, then, is the reason for this comparatively lethargy in so far as the automobile accident is concerned? Psychologists probably will answer, "the psychological effect of the mass," and they will be right. The

average human being is quite a lazy creature except on his particular job. The probability is that in the average person, off duty, the mind is lazier than the body. In other words, he doesn't like to do any more thinking than is absolutely necessary. That is why he becomes more exercised over a railroad accident which caused the loss of forty-two lives—though such an accident occurs only once in several years—than he is over the fact that forty-two people are killed by automobiles every day in the year. The enormity of the first is apparent: to appreciate the seriousness of the latter requires thought.

It is up to the men and women in the safety movement to counteract this human frailty by visualizing at every opportunity, and as vividly as possible, the significance of any one of the many types of accidents much more serious than the railroad accident.

### Uncle Sam Sets a Good Example

One year and two days and a travel of 326,470 miles without even a slight accident to drivers or to pedestrians is the remarkable record which E. B. Lefferts, manager of the St. Paul Local Safety Council, reports for the thirty-one mail trucks of the post office of that city.

Operating as these trucks do, twenty-four hours in the day, in heat and cold, snow and sleet, rain and wind storms, picture if you can what it meant in intelligent driving, in alertness, in never ceasing care and vigilance on the part of the drivers of these big heavy trucks, to avoid the dozens of hazards which beset their path every hour.

Contrast with this splendid record the story of a trucking company operating the same number of trucks in a neighboring city, which had so many suits in the municipal courts on account of accidents that it was compelled to employ an attorney to give his entire time to the handling of its cases.

How was this record in St. Paul accomplished? One of the superintendents in charge of the mail trucks, when asked the question, replied: "Our success was due, I believe, to close supervision at all times and having drivers thoroughly instructed in handling of the trucks."

How many members of the council having trucks on the streets have given the same sort of careful supervision to their drivers—the same thoroughgoing instruction in safety—as they have given their workmen in the shop? Have they made sure each driver knows his machine mechanically—understands the rules of the road—and is mentally alert and reliable, so as to meet any emergency? More important, have they made sure that each driver is wholeheartedly interested in safety, appreciates his moral responsibility while driving on highways and is convinced

that the prevention of motor vehicle accidents is possible?

Any employer who sends his drivers out on the public streets to operate heavily loaded trucks without first doing his full duty by supervising and instructing them, is committing a crime against the community and is morally guilty of menacing human life. He is a poor business man and a worse citizen.

Uncle Sam has set up a good example—he has proved that it can be done.

**In the game of life "home runs" are infrequent—a player gets to the home plate one base at a time.**

**God's Greatest Gift**

*Charles J. Hey,*

*Blacksmith, Minneapolis & St. Louis Ry. Co.*

The Creator kindly gave you your sight  
Expecting you to praise and protect.  
Can you conscientiously think it is right  
To be guilty of gross neglect?

When once that sight is destroyed,  
It is forever and forever lost.  
Your choicest sense is no longer enjoyed;  
Too late you discover what negligence cost.

Some do not realize what loss of sight means,  
They pity the blind, then soon forget.  
It sure must be awful, more so than it seems,  
And if they only knew, they would surely protect.

Caution is Old Safety's best credential,  
Its adherents are considered all wise,  
And as your sight is the most essential,  
You should always protect the eyes.

The company's interest in this move we deem fine,  
As the goggles don't cost you a cent.  
It is short of crime, their use to decline,  
When only a moment is spent.

There is nothing of value to sight can compare,  
Such as title, fame or wealth.  
When crippled and sick and in despair,  
You wouldn't trade sight for the best of health.

I would rather spend life in a prison,  
With my sight unimpaired,  
Than to be deprived of my vision,  
With the world's wealth upon me shared.

God's greatest gift, your sight,  
Is indeed a most cherished treasure.  
WITHOUT THAT SIGHT you admit I am right,  
You would have but little pleasure.

**S. M. East**

*O. J. B.*

Can you do this one? It is the latest and it is called "The Call Boy Trot."

Austin was host to a gathering of the O. R. T. last Sunday. The occasion afforded many opportunities to greet old friends and make new ones. Frequently one would hear, "Yes, I have talked with him a lot of times, but I never saw him until today."

It is a matter of pride with us that our boys have church affiliations and are regular attendants at church, even when away from home. In a certain instance it would seem that one of them has been so regular that he feels quite at home there, so much so that during the sermon he absent mindedly lit a cigarette to the astonishment and chargin of the rest of the crew.

Ticket Agent John Schultz has returned and is at work feeling much better for his trip.

Chief Carpenter E. J. Auge visited Austin this week and said that he is feeling fine and intends to resume his duties in a short time.

According to annual custom we now announce the appearance of the robin, and the numerous signs of spring. With it begins the talk of the home garden and the early chicks, and before long the fertile plains at Ramsey will be stirred to their depths by trawmen in loose overalls and straw hats agittin' in their craps.

**The Best Town on the Map**

It's not in distant Asia, in Egypt or Japan,  
It's not in France nor Russia nor on the Isle  
of Man;

It's not in Greece nor Italy, nor far away as  
Nome—

It's in the county where you live—the town  
you call your home.

Be always glad to praise it up, no matter  
where you are;

Be ready to defend its name and spread it  
near and far;

And when you hear some knocker knock, re-  
spond at every rap:

"The town where I am living is the best one  
on the map."

The little place where I reside is good enough  
for me;

I love its shady nooks and dells, its air and  
open sea.

I know it is a tiny spot, old-fashioned, quaint  
and odd,

But every tree and leaf and shrub reveals the  
hand of God;

So when some fellow comes along and gives  
the place a whack,

I feel like telling him to go, and nevermore  
come back,

Because it's much too good a spot to harbor  
such a chap—

"The town where I am living is the best one  
on the map."

If any town in which you dwell is back-  
ward, dull or slow,

Why don't you try the boosting plan and  
help to make it grow?

It's little use to vilify, to kick and run it  
down—

Such antics never built a shack, nor ever  
made a town.

If you would have your burg become a busy,  
growing mart,

Just put your shoulder to the wheel and  
help it get a start;

And let this little motto be enshrined beneath  
your cap:

"The town where I am living is the best one  
on the map."

—JOHN C. WRIGHT.

**I. & D. Division**

*E. A. K.*

G. O. Stevens, agent at Canton, was called to Miles City, Montana, to attend a law suit which was brought up there against the railroad company. We believe Mr. Stevens had a good time from the appearance when he got home.

We extend sympathy to G. H. Elton, operator at Canton, account of the death of his mother-in-law, who passed away at Canton, February 18th.

We extend our sympathy to Edwin Full, operator at Canton, account the death of his mother, who passed away at Sheldon, April 3d.

Emil Wunn drew the position as clerk at the freight house at Canton. Emil is some bouncing boy.

Lawrence Sanquist, operator, and R. L. Brenner, yard clerk at Canton, autoed to Sioux Falls the 2d to attend the auto show. I'll bet they attended the show.

**History**

Year 1610—Indians sell Manhattan Island for a case of whiskey.

Year 1921—Citizens offer to swap back.—Atlantic Coast Line News.

# Current News of the Railroad

## The Chicago, Terre Haute & Southeastern Railway

At the annual meeting of the stockholders of this company to be held at Milwaukee, May 12, 1921, authority will be asked to consummate the proposed lease of the railway of the Chicago, Terre Haute & Southeastern Company for a term of 999 years from July 1, 1921, with the option of purchasing the leased property.

That railroad has a main track mileage of 361 miles extending from Blue Island, near Chicago, to Terre Haute and southern Indiana, serving a territory producing large quantities of first class coal suitable for steam and commercial purposes; also extensive building stone quarries at Bedford, Indiana. It will connect with our outer yard at Bensenville through a trackage arrangement enabling trains from the Southeastern to reach our tracks without any construction expense.

By the terms of the lease we guarantee as rental for the use of the leased property, the payment of the annual interest on the bonds and securities of the Southeastern Company amounting to approximately \$900,000, together with the annual taxes, approximately \$235,000. The company further agrees to purchase any or all of the 40,000 shares of the outstanding stock of the Southeastern Railway at \$10.00 per share, and agrees to assume the outstanding securities amounting to about \$19,000,000, the bulk of which mature in 1951 and 1960.

The rental thus to be paid is less than the amount paid for the use of the property by the United States Railroad Administration during Federal control, which amount was based on the average net earnings of the leased property for the three years ending June 30, 1917.

Based on present conditions it is expected that the saving in freight charges on our own fuel coal alone will more than equal the rental of the leased property.

## From the Annual Report

The company has received from the Baldwin Locomotive Works 100 Mikado Type locomotives at a cost of \$5,769,165.00 and has converted forty Class B-2, B-3 and B-4 compound locomotives to simple type superheated.

Fifteen electric passenger locomotives were received during the year. Five of these were placed in service on the Coast Division and ten on the Rocky Mountain and Missoula Divisions. Ten of the old type of electric locomotives, which were previously used in passenger service on the Rocky Mountain and Missoula Divisions, were converted into freight locomotives and placed in service on the Coast Division.

During the year the 100 Mikado Type locomotives and the 4,000 box cars allocated by the Railroad Administration, received and placed in service during Federal control, were acquired under an equipment trust agreement.

The company's equipment as of December 31, 1920, consisted of 1,917 steam locomotives, (now 1,946), 62 electric locomotives, 62,189 freight train cars, 1,604 passenger train cars, 2,853 company service cars, one tug boat and eight barges.

The company has outstanding in the hands of the public, capital stock amounting to \$233,251,800 divided as between \$115,845,800 preferred and \$117,406,000 common. There is outstanding in the hands of the public, bonds and notes to an amount of \$409,762,088.

Our annual interest requirement as of December 31, 1920, was \$17,593,581.

During the year 1920 our railway operating revenues increased \$17,788,000 while railway operating expenses increased \$26,135,000, a decrease in net railway operating income of \$8,347,000.

Tons of revenue freight carried one mile totaled 11,384,600,804, or slightly under the previous year; passengers carried one mile totaled 1,050,521,012, also slightly less than the previous year.

Products of agriculture during 1920 aggregated 15 per cent of all commodities transported as compared with 19 per cent during the previous year; products of animals, 5 per cent as compared with 7 per cent; products of mines, 35 per cent as compared with 27 per cent.

## Employees Drive for Business

The post card solicitation campaign has developed into a regular institution and much interest is manifested in securing business, both freight and passenger, for "our road." Additional post cards may be secured upon application to the nearest traffic offices to the division superintendents and the local offices. The lists herewith, although neces-

sarily incomplete owing to the difficulty in getting all the data together, are an indication of what is being done. As business picks up there will be more and more opportunities of this kind, and every employe should seize the chance to "boost" in this practical and profitable way.

From		Position		Freight Business		Result	
				Regarding			
Chas. Galdin	.....	Conductor	.....	Movement of furniture	.....	Future movement via	C., M. & St. P.

W. H. Gross.....Switch foreman, So. Minneapolis .....2 cars of grain.....Secured

F. A. Harris.....Warehouse foreman, Spokane, Wash.....5 cars of wire.....Part of shipment of 9 cars to move for electric power plant to be constructed this city. Have up with consignee and New York representatives

C. R. Kamm.....Perishable freight inspector, Spokane..Car of household goods....Secured

Wm. Wondra .....Cashier, Montgomery, Minn.....22 cases of eggs.....Secured

Chas. E. Payne....Perishable freight inspector, Mason City, Iowa .....Carload of household goods.This was secured for our line

Rush Eddy .....Engineer, I. & D. Division .....shipments of pianos.....These shipments moved in connection with our line

J. F. Kane.....District safety ins., Cedar Rapids, Ia....Movement lumber .....Consignee requested routing our way ou order

J. L. Scanlon.....Conductor .....Referred to A. J. Hillman..Assured of good share of tonnage soon as branch of Nut House established

H. J. Whatmore...Engineering Dept., Seattle, Wash.....Referred to A. J. Hillman...Result not yet reported

J. E. Andres.....Chief dispatcher, Montevideo, Minn.....Competitive business .....Result of solicitation not yet known

J. E. Lockwood....Operator at Webster, S. D.....One car of cement.....General agent endeavoring to secure for this line

Alfred Villwock ...Operator at Mayville, Wis. ....Competitive carload shipments of oil.....Secured

R. E. Tathwell....Chief clerk local freight office, Davenport, Ia.....One carload of hoisting machinery .....Secured

H. E. Buckingham.Perishable freight inspector, Nahant, Ia..Carload household goods...Secured

H. E. Beckman.....Asst. engineer, Chicago, Ill.....Car of roofing.....Secured

George Miller....Chief yard clerk, St. Paul, Minn.....One carload of grass rugs... Shippers have promised to route the car via our line

**Passenger Business**

Name	Occupation	Residence	Report made
F. E. Butz.....	Foreman, Chestnut St.	Milwaukee	Family, Milwaukee to Ottumwa, Ia.
E. A. Bornfleth...	Assistant rate clerk	Milwaukee	One, Milwaukee to Seattle
W. J. Cavanaugh..	Comm. agent	Milwaukee	One to Philadelphia
Wm. Dodsworth...	Freight Dept.	Milwaukee	One from California
Miss A. Hebard...	Stenographer	Milwaukee	One to Kansas City
A. J. Johnston...	Asst. cashier, Chestnut St.	Milwaukee	Five to Chicago and return
Wm. Keyes.....	Freight solicitor	Milwaukee	One to St. Paul
Miss A. Hebard...	Stenographer	Milwaukee	One to Estes Park, Col.
W. H. Krause.....	Chief clerk	Milwaukee	One to Bowville, Idaho
T. V. McGuire....		Racine	Two to California
Chas. J. Nelson...	Train baggageman	Milwaukee	Two to Portland, Ore.
G. P. O'Brien....	Caller	Milwaukee	One to Davenport, Ia.
A. J. Proeder....	Conductor, C. & M. Division	Milwaukee	One to Madison and Iowa City, Iowa
O. J. Pokorny....	Sol. freight agent	Milwaukee	Two to New York
O. J. Pokorny....	Sol. freight agent	Milwaukee	One to Chicago
O. J. Pokorny....	Sol. freight agent	Milwaukee	One to California
G. N. Prentiss...	Engineer of tests	Milwaukee	Two to Pacific Coast
G. C. Steuer....	Chief clerk, terminals	Milwaukee	Family to Maine
A. W. Warner.....	Train dispatcher	Milwaukee	Two to Aberdeen, Wash.
Hazel E. Whitty..	Stenographer	Horicon, Wis.	Two to Portland, Ore.
W. B. Edmonson...	Switchman, coach yard	Chicago	One to Seattle, Wash.
Mrs. H. S. Good...	Wife of Conductor Good	Chicago	Two to Seattle, Wash.
W. H. Knaff.....		Milwaukee	One, Chicago to St. Paul and return
Carl Jefferson...	Solicitor	Chicago	Party to Excelsior Springs
Miss L. Whitson...	Clerk, car, cat. off.	Chicago	One to Portland, Ore.
J. L. Forward....	O. S. & D. clerk	Spokane, Wash.	One to Chicago
J. L. Forward....	O. S. & D. clerk	Spokane, Wash.	One to New York
J. L. Forward....	O. S. & D. clerk	Spokane, Wash.	One to New York
J. L. Forward....	O. S. & D. clerk	Spokane, Wash.	One to New York and two to St. Paul, Minn.
J. H. Linehan....		Malden, Wash.	One to Corry, Pa.
F. C. Williams...	Brakeman	Malden, Wash.	One to Corry, Pa.
J. E. Lockwood...	Operator	Webster, S. D.	Two from New York City to Webster
H. M. Anderson...	Engineer	Minneapolis	One to Baltimore, Md.
E. E. Borrer.....	Sleeping car dept.	Minneapolis	Four to Chicago
Anna K. Bryant...	Wife of H. & D. conductor	Minneapolis	One to Chicago and one to Seattle and return
Dan O'Brien.....	Machinist	Minneapolis	Three to Milwaukee
Joe Sandell.....	Fireman	Minneapolis	Two to Seattle
R. J. Reiss.....	Engineer	Minneapolis	Three to Chicago
J. W. Tiffany....	Engineer	Minneapolis	One to Chicago
Florence Andreen..	Clerk, local office	St. Paul	One to Chicago
Allen Rothmund...	Chief bill clerk, freight off.	St. Paul	Two to Red Wing
Allen Rothmund...	Chief bill clerk, freight off.	St. Paul	Two to Pittsburg, Pa.
O. B. Smith.....	Car clerk	Seattle	Two to New York
Stewart Sale.....	Operator	Seattle	One to Wymore, Neb.
W. H. Bayne.....	Engineer	Raymond, Wash.	Two to Manistec, Mich.
Stewart Sale.....	Operator	Seattle	One to Newark, N. J.

L. J. Varner.....	Express clerk freight depot.	Seattle	.....	One	to Galesburg, Ill.
L. J. Varner.....	Express clerk freight depot.	Seattle	.....	One	R. T. to Jamestown
A. B. Johnson.....	Blacksmith	Othello, Wash.	.....	One	to Cumberland, Ia.
Abbie S. Patten.....	Messenger tele. dept.	Seattle	.....	One	from New York to Seattle
Helen W. Sheble.....	Stenographer	Seattle	.....	One	from New York to Seattle
E. J. Luithle.....	Draftsman	Seattle	.....	One	to Chicago
Stewart Sale.....	Operator	Seattle	.....	One	to Maple Lake, Minn.
L. J. Varner.....	Express clerk freight depot.	Seattle	.....	Two,	Brandon, Ia., to Seattle
Stewart Sale.....	Operator	Seattle	.....	One,	Tacoma to Choteau
Stewart Sale.....	Operator	Seattle	.....	One,	San Francisco to Lemmon, S. D.
David T. Gilbert.....	Engineer	C. & M. Division	.....	One,	Elgin to California
E. R. Snively.....	Engineer	Rockford, Ill.	.....	Two	to California
George Layton.....	District special agent.	Savanna, Ill.	.....	Man,	and family to Liverpool, Eng.
J. E. Lockwood.....	Operator	Webster, S. D.	.....	One,	Winterset, Ia., to Webster
C. E. Cross.....	Passenger conductor	Marion, Ia.	.....	One	to Kansas City
High E. Jones.....	Cashier	Perry, Ia.	.....	One	to Spokane, Wash.
D. L. Casbaugh.....	Signalman	Washington, Ia.	.....	One	to Duluth, Minn.
Frank C. Ziel.....	Conductor	Willapa Harbor	.....	One,	Raymond, Wash., to Toledo, Ohio.
O. F. Wille.....	Clerk, shop account.	Tacoma, Wash.	.....	One,	Tacoma to Milwaukee
O. F. Wille.....	Clerk, shop account.	Tacoma, Wash.	.....	One	to Toledo, Ohio.
W. E. Hall.....	Clerk, freight office.	Racine, Wis.	.....	Davenport	to Racine
H. E. Buckingham.....	Freight inspector	Nahant, Ia.	.....	Two,	Davenport to Carpenter, Wyo.
W. McHarg.....	Conductor	K. C. Division	.....	One,	Davenport to Houston, Tex.
C. I. Bollinger.....	Clerk, superintendent	Beloit, Wis.	.....	One,	Beloit to California
John Hubenthal.....	Roadmaster	Beloit, Wis.	.....	One,	Beloit to Kansas City and return
J. F. Coleman.....	Clerk, freight office.	Madison, Wis.	.....	One,	Beloit to Yellowstone and Glacier Park
Roy Chamberlain.....	Switshman	Madison, Wis.	.....	Two,	Racine to Los Angeles
Ed. W. Ziel.....	Engineer	Madison, Wis.	.....	Two	to Fargo, N. D.
Miss L. Tierney.....	Clerk	Portage, Wis.	.....	Two	to Seattle
Dewey Brown.....	Clerk	Portage, Wis.	.....	One	to California
W. E. Hall.....	Clerk	Racine, Wis.	.....	One	to Hot Springs
W. E. Hall.....	Clerk	Racine, Wis.	.....	One	to San Francisco
T. A. Biggs.....	Conductor, S. C. & D. Div.	Sioux City	.....	17	passengers to various points
Richardson.....	Sleeping car conductor.	Chicago, Ill.	.....	Two,	Sioux City to Chicago

**"Loyalty is a quality woven through  
the very fabric of one's being, and is  
never a thing apart."**

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

W. E. Dill, traveling maintainer on the Coast Division, returned to work March 29th after an extended vacation in the east.

Lowery Smith left Supervisor Mallanny's office to accept a position in the division office at Deer Lodge, his place being taken by C. Mathewson of Mr. Sear's office.

Every once in a while we can get a bit of humor out of the "1900 Reports." Notice this one—"Inspecting Fowlings and Insulated Joints." Some job when a maintainer draws pay for looking the "chickens" over and this was from the last man to get married in our department.

General Inspector Tyler has suddenly found a piece of work requiring his attention around Warden. No remarks necessary but eggs are selling for 19 cents a dozen at Warden.

Assistant Signal Engineer Porter made a visit and inspection trip over the Lines West. We had a little advance notice so the weather was arranged to suit. L. B. says he had no kick at all on our perpetual brand of sunshine.

Signal 142-4 and cable post and ground work at Signal 143-7 on the Msia. Division were knocked down by Bulldozer in an extra west on March 18th. Signals were out of service a few days until O'Dore and Stage got the damage repaired.

P. F. Eshelman is a "proud papa"—a new signalman came to stay at his house February 22d. Haven't heard whether said signalman is to be called "George" in honor of his arrival date.

Mr. Smith held a two-day session with his supervisory force March 8th and 9th. The call for this meeting said it was to be an "efficiency meeting," but the Coast Division supervisor didn't show up until 11 a. m.; however, we discovered that "Ed" was drawing accident insurance and was only supposed to be working part time.

No doubt can remain about "Mike" being married. The last time he went to Butte a number of his old friends called on him and "Mrs. Mike" at their hotel.

Harold Schutzman, apprentice at Tacoma laboratory, may get married most any Saturday now, judging from the number of times he has to call "—" at Main 1076.

R. A. Long, signal storekeeper from Deer Lodge, was on the coast the first part of April, visiting and having his teeth fixed.

Jim Howell has traded his Henderson for a Fordson tractor for use on his ranch, he says, by wearing rubber heels he can get as much comfort as using pneumatic tires.

Frank Mills says there isn't much going on but—and judging from appearances we agree.

Steed's "Wild Woman" is laying up for repairs. He says "My Lizzie has more ills than Henery ever dreamed of—at present she is undergoing an operation for gall stones of the radiator."

April 2d ended six continuous months of a non-stop record on section No. 6, Idaho Division, F. A. Showalter, maintainer. This is an unequalled record for the Lines West and we believe the Lines East will have to look real close to come up to it.

Another case worthy of comment came up since the first of this year. Two track relays were burned out in the same week at Signal 165-4 on Missoula Division, section No. 8, C. A. Parker, maintainer. When the second one let go a closer inspection revealed rust in the impedance bond due to petrolatum leaking out and no trouble has been experienced since. Incidentally this is the first defective track relay coming from this section since signals were put in service.

Mr. Smith made a business trip to Milwaukee in March and attended the Railway Exhibit in Chicago. The writer took his annual vacation visiting relatives in Indiana and arranged to be in Chicago for a few days at the Exhibit, also stopped off in Milwaukee to visit "Suds" and get acquainted with the Milwaukee office steno. This is the same girl "Big Bill" wouldn't introduce me to last year and since "Elmer" fixed it up, I don't blame Bill at all. This thing runs into complications, when I visited Archie's office manager I learned that Elmer has a girl in Minneapolis who weighs 200 and comes to meals when "Tiille" is called.

**"Timely Topic"**

When hi-tension cut out plugs are removed for any reason be sure that hi-tension fuse boxes are open before replacing the plugs. This will reduce the number of fuses being blown later.

## At Home

Hazel M. Merrill, Editor

### Summer Frocks

Palm Beach has crowned gingham the queen of morning materials, also for general wear, for school and office, usually appearing in brown, green, pink, blue and lavender, all checked with a fine line of white, trimmed with rick-rack, Irish crochet, lace and organdy. Every complete wardrobe should contain at least two of these frocks.

Among other materials, perhaps for more "dressy" occasions and afternoon wear, are dotted Swiss, French linen, Challis, organdy, and dimity, while voile does not seem to be so widely favored this season. Dotted Swiss frocks of gray trimmed with rose, orange, blue, flame-color, Nile-green, salmon, etc., help to add the necessary dash to the dot. One charming afternoon gown of white organdy has a little sleeveless redingote of bright taffeta.

The new summery frocks are scalloped, scallops appearing on the tunic or on the hem of the skirt itself, also on panels, necklines and sleeves, and the frocks must have sashes. No one is too young to enjoy scallops, and they appear on dresses for children as young as six. Of course, we are never too old to wear anything nowadays. Applique designs on organdy dresses, repeated on hat and parasol, are much smarter and more attractive than the familiar wool embroidery, of which we have perhaps grown just a little tired. Lace for trimming is again coming into its own, the tones blending with the frock in tints of orchid, caramel, apple-green and soft yellow, and we will even see corsages made entirely of lace. Some of the smartest semi-tailored taffeta models show, beneath a little eton, a bodice of ecru or cream lace. Lace corsages extend to the sports costumes, with skirts of plaited white crepe, and with this is worn a black sweater, and we are told that we cannot possibly go wrong on any black and white combination this season.

### The Gardener Says

Pansies make a splendid window box early in the season, but they will not bloom long in such a position, and should be transplanted later to the garden. In order to keep the boxes filled with flowers, replace the pansies with geraniums, petunias, new purple flowered petunias, draft nasturtiums, etc.; also use some sort of fine, like vinca, Wandering Jew, or Thunbergia, etc., to trail over the sides of box.

Gladiolus has come to be the supreme ruler in flowerdom in America, and is the only flower that is able to display all of the colors of the rainbow. They are easily grown, and all they need is a sunny spot around the border of a lawn, or a little space in one corner of the vegetable garden, and the bulbs are inexpensive, plants are free from insects, offer a wide range of color, increase rapidly, furnish blossoms over a long period each sea-

son, and bulbs are easily carried over from year to year. The blossoms, in most cases, come out within three months after planted. Will do well in almost any soil, but seems to be somewhat partial to sandy loam. If the spikes are cut when the first bud opens and kept in water in the house, every bud will open. Gladiolus means sword, taking its name from its long, slender leaves, tapering to a sharp point.

### My Baby Doll

I told her that her eyes were blue  
As azure skies above,  
And to her I would sweetly coo  
As does a turtle dove.  
Oh, she was pure and true and sweet.  
And smiling at my call,  
Her laughing eyes would always greet;  
I said she was a doll.

But ah! cruel fate would have its sway  
And ere the weary days  
Had passed into oblivion's gray,  
I lost her smiling gaze  
Fore'er I'd known her e'en a year  
She fell upon the marble hall  
And I never even shed a tear,  
For she was but a doll.

—James T. Ritch.

### Good Things to Eat

**Cream of Celery Soup.**—One pint milk, 1 tablespoon flour, 1 of butter, a head of celery, a large slice of onion, and a small piece of mace. Boil celery in pint of water from 30 to 45 minutes. Boil mace, onion and milk together. Mix flour with 2 tablespoons cold milk and add to the boiling milk. Cook 10 minutes. Mash celery in water in which it has been cooked and stir into the boiling milk. Add butter and season with salt and pepper to taste. Strain and serve immediately. It is improved by the addition of a cupful of cream.

**Escalloped Salmon.**—Take 1 can of salmon, break it up, taking out the skin. Add to it the juice of half a lemon. Let stand for an hour before you are ready to cook it. Then make white sauce. Put 1 tablespoon butter into spider and as it melts, add 2 tablespoons flour. Work till smooth and then add pint of milk and cook until it thickens, stirring all of the time. To this, add salt and pepper to taste, and 1 tablespoon chopped parsley. Then in your baking dish put a layer of fish and layer of sauce alternately, with sauce on top; add sprinkling of cracker crumbs or shredded wheat and put pieces of butter on top. Bake 20 or 30 minutes or until a nice brown.

**Creamed Oysters.**—Make a thick cream sauce, using 2 heaping tablespoons flour and one of butter. Cook together and when smooth, add 1 pint of rich, hot milk. Season with 1 small onion, blade of mace,  $\frac{3}{4}$  teaspoon salt,  $\frac{1}{2}$  saltspoon pepper, 1 bay leaf,  $\frac{1}{2}$  saltspoonful paprika. Scald 1 quart oysters in their own liquor. Then drain and add to cream sauce. Just before serving, add 1 cupful of crisp, finely-cut celery. Taste to see if more salt is necessary, as sometimes the oysters are not very salty.

**Flank Steak Supreme.**—Put a thick layer of sliced raw onions in the bottom of deep baking dish, sprinkle with salt and pepper. Lay flank steak on top of onions. Then place thin slices of lean bacon on top of steak (salt pork may also



be used), pour cup of boiling water over. Cover and bake very slowly two or three hours. Good for casserole or fireless cooker, using hot plates at top and bottom.

**Beef Left-Overs.**—Cut into small pieces 1 cup or more of left-overs of beef, 3 medium potatoes, 1 large onion, 1 stalk celery, ½ cup rice; almost

cover these ingredients with water. Boil until vegetables and rice are tender, then add 1 pint of tomatoes. Simmer about 15 minutes longer. Pepper and salt to taste, and flavor is greatly improved if some of the meat gravy is added; otherwise put in piece of butter. Fine served on toast. Note: Do not add too much water, and stir frequently to keep from scorching.

# Hamilton Watch

"The Railroad Timekeeper of America"

## What Do We Owe to Accurate Timing?

WE owe our Limiteds that flash from city to city, our fast-sparking automobiles that shorten formerly long drives, and those machine-guns so marvelously timed that they shoot between the swiftly-revolving blades of aeroplane propellers.

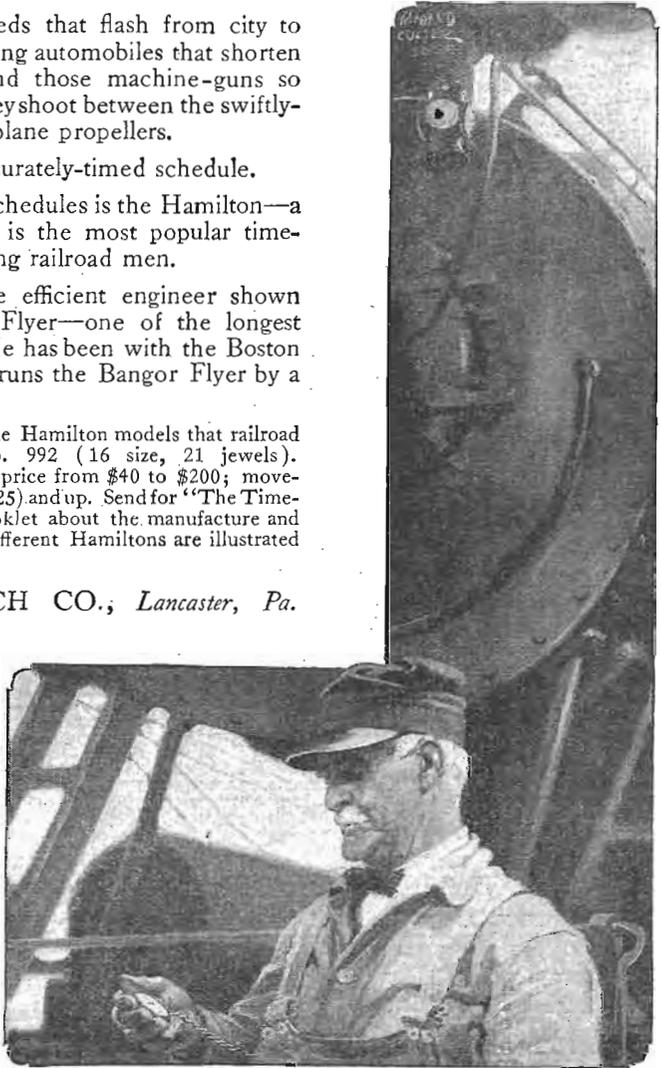
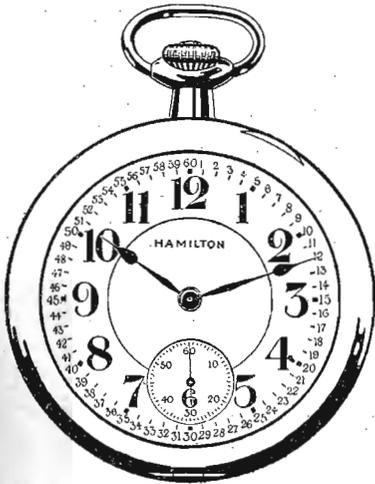
Back of each is an accurately-timed schedule.

Back of our railroad schedules is the Hamilton—a watch so accurate that it is the most popular time-keeper in use today among railroad men.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B & M. He has been with the Boston & Maine 48 years. He runs the Bangor Flyer by a Hamilton Watch.

When you buy, inspect the Hamilton models that railroad men favor, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada \$25) and up. Send for "The Time-keeper"—an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH CO.; Lancaster, Pa.



**Date Pudding.**—Stone 1 package dates. Pour over them 1 pint milk. Let boil slowly until thick. When cold, serve with whipped cream.

**Carrot Pudding.**—One cup sugar, 1 cup suet, 1 cup currants, 1 cup raisins, 1 cup grated potato, 1 cup grated carrots, 1½ cups flour, 1 teaspoon soda. Boil or steam 3 hours.

**Grape Nut Pudding.**—1 cup grape nuts, 2 eggs, 3 cups milk, 4 tablespoons sugar, pinch salt, ½ pound cooked prunes. Boil milk and add hot to grape nuts. Let stand until cool. Then add sugar, well-beaten eggs, and salt, and the prunes (chopped). Also butter size of walnut. Bake in slow oven 1 hour.

**Household Helps**

**To Clean Wall Paper.**—Three pounds rye flour, 1 pound whiting, 1 ounce carbonate of ammonia. MIX. When used, make dough ball size of a goose egg. Always keep good surface on the ball, kneading the soiled part into the center of the dough as it becomes dirty.

To prevent odor of onions cling to the hands, rub little lard over your hands before peeling onions.

Take tomatoes when about half ripe. Wipe them dry and wrap each one in paper, and lay away in box to ripen for Christmas dinner.

Eggs wrapped in newspaper, each end carefully twisted, will keep nicely all winter.

As feathers for pillows and cushions are so expensive, it is wise to save them. When picking poultry, a handy receptacle for the damp feathers is a shallow box, measuring about 12x24 inches, lined with white oilcloth and fitted with lid made of wire screening. Drop in the feathers, then place box in sun and shake occasionally until feathers are dry enough to be placed in another box for storage purposes.

There is scarcely a child who could resist thoroughly cooked oatmeal with nice large raisins added after the cereal is partly cooked.

Any cereal is the better for this, but there is something especially delicious about the combination of oatmeal and raisins. Dates and figs are also delicious additions to the various cereals.

When popping corn, sprinkle the corn with warm water just before placing it in the popper. This softens the shell of the grain and the corn will all pop, leaving no "oldmaids."

A gift that will give pleasure to a business woman is a handy box. Into a nice-looking box (preferably of wood and the smaller and more compact the better), place a spool of white and one of black cotton, a paper of assorted needles, a card of black darning cotton, a thimble, pins (black and white and safety), cup plaster, a small mirror, a folding drinking cup, a small pair of scissors, and a cake of nice soap in a celluloid soap box.

Dainty camisoles may be made of white or light-colored stockings, worn at the heels or toes, by removing the feet and cutting the upper parts along the back seam. Use lace three inches wide for the top of the camisole, also to join the two pieces of silk together in the back. Use wide ribbon for shoulder straps.

**CATALOGUE NOTICE**

Send 15c in silver or stamps for our Up-to-Date Spring and Summer 1921 Catalogue, containing over 500 designs of Ladies', Misses' and Children's Patterns, a Concise and Comprehensive Article on Dressmaking, also some Points for the Needle (Illustrating 30 of the various, simple stitches) all valuable to the home dress-maker. Address Miss Hazel Merrill, Room 1241 Railway Exchange, Chicago, Ill.

3589-3251-3572. **A Smart Suit.**—Coat 3589 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Vest 3251 cut in 4 sizes: Small, medium, large and extra large. To make this suit for a medium size will require 7¾ yards of 40 inch material for coat and skirt, and 2 yards of 27 inch material for the vest. The width of the skirt at the foot is 2¾ yards. THREE separate patterns, 10 cents FOR EACH pattern.

3594. **Girl's Dress.**—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size will require 3¾ yards of 40 inch material. Price 10 cents each.

3595. **Girl's Bloomer Dress.**—Cut in 4 sizes: 4, 6, 8 and 10 years. An 8 year size will require 2¾ yards of 32 inch material for the dress in bloomer style. With plain skirt it will require 2¾ yards. Price 10 cents.

3586. **Ladies' Dress.**—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 4¾ yards of 40 inch material. The width of the skirt at the foot is 2 yards. Price 10 cents.

3585. **Girl's Dress.**—Cut in 4 sizes: 4, 6, 8 and 10 years. An 8 year size will require 3¾ yards of 36 inch material. Price 10 cents.

3593. **Junior Dress.**—Cut in 3 sizes: 12, 14 and 16 years. A 14 year size will require 3¾ yards of 38 inch material. Price 10 cents.

3586. **Child's Dress.**—Cut in 4 sizes: 1, 2, 4 and 5 years. A 2 year size will require 2¾ yards of 36 inch material. Price 10 cents.

3580. **Ladies' House Dress.**—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3¾ yards of 36 inch material. The width of the skirt at the foot is 2 yards. Price 10 cents.

3559. **Misses' Dress.**—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size will require 4¾ yards of 44 inch material. The width of the skirt at the lower edge is 2 yards. Price 10 cents.

3571. **A Practical Undergarment.**—Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size will require 3 yards of 36 inch material. Price 10 cents.

3577. **Ladies' Dress.**—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 6¾ yards of 40 inch material. The width of the skirt at the foot is about 2 yards. Price 10 cents.

3581. **Ladies' Apron Dress.**—Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size will require 5½ yards of 27 inch material. Price 10 cents.

**Signal Department Bubbles (Lines East)**

*By Suds*

Anthony Mattes, maintainer on the C. & M. Division, who was badly injured in a motor car accident in the Chicago terminal last January, died on the 15th of March. Tony had twenty years in the service of the signal department of the Milwaukee road and was held highly in the esteem of his employers and his fellow employees, evidence of which was shown by the large attendance at the funeral and the many floral tributes. The funeral was held at Libertyville, his home. This department extends their sincere sympathies to the bereaved family and may the thoughts of a happy reunion in some measure comfort them this—their dark hour.

Mrs. Anthony Mattes wishes through the columns of the Magazine to thank all for their expressions of sympathy in her hour of trouble.

We noticed L. W. Smith and F. F. Seeburger of the West End were visitors at the R. R. A. show at Chicago. We also heard that W. E. Dill was down here somewhere, but didn't see him in Milwaukee.

F. F. Seeburger spent a day with us telling us how hard pressed the gang were on the West End. Slim also passed the remark that they wear them as high in Milwaukee as they do in Chicago.

Martha Dietrich has moved over from the valuation department to the signal department, taking the position left vacant when Margaret went away. We presume Margaret is pretty busy as to date she hasn't sent anybody a line in this department.

We have just received information of the fact that Mr. and Mrs. O. W. McBride announce the birth of Betty Jean on April 6th; weight 9 pounds. O. W. McBride is maintainer at Forrester. This department extends many congratulations.

The office department has been forced to reduce again, this time Elmer Muckerheide and Philip Linderoth's being abandoned for the present. Philip bumped Cy Verfurth. 'Tis hoped this step is only temporary and that we will have Elmer back in a short time. Cy has gone to work for August Koenig in the signal store department at the shops.

We just learned that John Ellefon, assistant to John Bishop, has been married. We haven't heard anything official, but no doubt John will have the cigars around pretty soon. Congratulations Red, and we'll have the department on a still hunt looking for a flat for you.

The bowling season has come to a close as far as the C. M. & St. P. league is concerned. The season was ended with a handicap tournament. The final standings were:

	W.	L.	Ave.
Cashiers .....	56	28	.812
Telegraphers .....	56	28	.806
Signals .....	53	31	.791
Accountants .....	43	41	.784
Special Agents .....	42	42	.769
Terminals .....	32	52	.746
Chestnut Str. ....	30	54	.750
Rates .....	26	58	.746

First ten individuals: E. Johnson, 183; C. Schwab, 183; F. Coerper, 181; E. Moran, 171; F. Draeger, 169; A. Hoerl, 169; H. Richter, 166; W. Seemuth, 165; E. Brock, 165; R. Will, 165.

Northern Montana Division

A. B. Goff

Master Mechanic Coltrin has moved his office (including force) from the passenger station to the roundhouse. We're all sorry to see 'em go, but our sympathy lies with one Mike, whose noon-day promenade will be sorely missed by a certain fair one.

Bertha Munson says, "Since the change to the roundhouse, I do so miss the nice little chats with—Mr—!!!" Ahem!

Dear Pauline, of biscuit shooting fame, Says, "Road Master Kidneigh is not to blame For that Sunshine article in the last Magazine." Let's leave it to Henery—he buys the gasoline. We often wonder who covers the oil news on the Northern Montana Division. J. J. Foley or Mark Allen.

It's too bad that Wahoske, or Swanson, can't keep 'em. We approve Betty's choice of departments, however. We like the traffic fine, but give us the operating every time.

J. R. Reagan is going to move his family to Keldron, South Dakota, on a big-a-da-farm. He says that it's nice to live in town, but still better is the country, where you need trailers 'n everything.

A yiddle bitty go-cart was in the road master's office the other day. Biscuits and Fords sure go fine, but they don't compare with a push-a-go jitney for to let a little "Sunshin'."

Roadmaster Cook has a bran' new motor car with cushions 'neverything. A little kid is proud of a new top, but—

Johnny Kuzara of the accounting department is makin' a good accountant counting the days, hours, minutes, etc., when the ne'er to be forgotten event comes to pass. We're bettin' on the bride-to-be. But then, it's up to us to wait and see.

Charlie Koch still maintains that there's oil on his ranch. Says he: "All you gotta do is to dig in the side o' the 'dome' on his place and let the oil run down the 'Anticline' to the 'Syncline,' thence to the 'Apex' to the 'Fault' whence it can be used for irrigatin' purposes." Umbrellas and dust will then be raised abundantly.

Engineer B. J. Foshag spent a few days on business over in Butte, Montana.

Miss Paulins Godsil, steno in roadmaster's office, is off on her vacation. She will visit her moeria and other relatives back in Chicago and Peoria, Illinois, and expects to be gone about six weeks. Miss Ruth Edsil is relieving her.

Born, to Mrs. F. R. Eggleston, wife of Fireman Eggleston, better known as "Lizzie," a big eight-pound baby girl, on March 23, 1921.

Johnny Kuzara of the accounting department sure has hard luck. Y'know, when the G. M. said to reduce 'em, Johnny was separated from the payroll; and then after receivin' that joyful bit o'news he goes to Duluth, Minnesota, and gets married. Yea: Lenora St. Germain was her name. After that was over with, doggone if he didn't come back an' hook up with us agin at an increase of pay. Yes, sir, it's sure hard luck. He brought her back with him and we give 'em our congratulations, best wishes, sympathies, 'neverything. Good boy, John.

There was quite a ruckus in Helena, Montana, recently. Mrs. Rose Edsil, clerk in the superintendent's office, took a trip over there to see her daughter, Lily, who is going to the Montana Wesleyan University.

Born, to Mrs. T. R. Gihnour, wife of the chief clerk in the Milwaukee freight office, a very nice baby boy; weighs eight pounds. Papa "Tom" says he shall either be called Tom, Jr., or Charles, Jr.

We have just been informed that C. L. Galbraigh and wife's new baby is a boy instead of a girl, as stated in our Magazine recently. The boy weighs fourteen pounds. Some boy.

Frank Wharton, superintendent's chief clerk has stepped it lightly over the hot sands to the Mystic Shrine at Helena, Montana, where he became a Knight of the Fez. He took with him the Minneapolis Shriner's native awakener so's they would know he was a root'n tooter from Tootersville.

Loyalty, industry and courtesy are the bases around which the circuit to success are run.

**WHEN BUYING INSURANCE**  
 WHY NOT GET THE BEST OBTAINABLE?  
**THE "PARAMOUNT" DISABILITY POLICY**  
 ISSUED BY THE  
**Massachusetts Bonding and Insurance Co.**  
 IS "PARAMOUNT" IN FACT, AS WELL AS IN NAME

**IT PAYS**  
 The Full Principal Sum.....For Accidental Death  
 The Full Principal Sum.....For Loss of One Limb  
 Double the Principal Sum.....For Loss of Any Two Members  
 One-Half the Principal Sum.....For Loss of One Eye

**With a 5% Increase Each Year for TEN YEARS**

<p><b>MONTHLY ACCIDENT INDEMNITY</b>  <b>FULL INDEMNITY</b> for total disability—as long as the insured lives.  <b>ONE-HALF INDEMNITY</b> for partial loss of time—limit seven months.  <b>DOUBLE INDEMNITY</b> for hospital confinement—limit two months.  <b>DOUBLE INDEMNITY</b> for travel, etc., injuries.</p> <p><b>HEALTH INSURANCE</b>  <b>FULL INDEMNITY</b> for total loss of time by illness (whether confined to the house or not)—limit one year—one-fourth thereafter as long as the insured lives.</p> <p style="text-align: center;"><b>NO EXCEPTIONS</b>        This Policy pays <b>FULL Indemnity</b> for total loss of time by Accidental injury or illness.  <b>CLAIMS PAID EVERY THIRTY DAYS</b></p>	<p style="text-align: center;"><b>CUT OUT AND MAIL THIS COUPON</b></p> <p><b>Massachusetts Bonding and Insurance Co.</b>        General Offices:  <b>ACCIDENT AND HEALTH DEPARTMENT</b>        Saginaw, Michigan</p> <p>Name .....Age.....Years        City or Town.....State.....</p> <p>Employed as.....on.....R. R.        Please send to above address full information concerning Policy Contracts.</p>
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## Special Commendation

The following employes have received special commendation for meritorious service in the conduct of their duties:

Superior Division Brakeman W. H. Miller, discovering cracked wheel on St. P. car No. 35793 at Oconto Junction and having car set out before an accident resulted.

S. C. & D. Conductor Wheeler found broken wheel in train Ex. 8176, west at Buck Grove, March 3d. Car was set out.

S. C. & D. Conductor Dunham noticed fire escaping from a car wheel while coming down Mapleton hill, and promptly brought train to a stop. Train was inspected and a dragging brake beam was found, brake show under wheel and wheel sliding. No doubt this quick action saved a derailment and the loss of considerable money.

Superior Division Conductor M. J. Thornton for careful inspection of train, setting out car at Pori, with Bettendorf truck side-cracked three-quarters across oil box.

Harry Williams, LaCrosse Division, while off duty at Mauston station, noticed brake rigging on sleeper Bonair, in Coast No. 16, dragging, and called dispatcher's office on long distance telephone. No. 16 was stopped at Kilbourn and the rigging removed.

George L. Been and H. J. Laufenberg for quick action upon discovering a fire one-half mile west of Tunnel City. Bridge was found to be afire and same was extinguished before serious damage had been done.

Wisconsin Valley Division Conductor D. O. Daniels for special activity in solicitation of passenger business and being careful to see that passengers are ticketed as far as possible on our lines.

S. C. & D. Division Conductor T. A. Biggs for special activity in soliciting passenger business and taking pains to see that passengers are ticketed as far as possible over our lines.

The activities of the train and engine men on the Iowa Division the last few weeks show that they are all on the alert and on the look out to prevent accidents. Among the items reported for the division were concerning Conductor Clayton West, who is braking for Conductor Wightman, finding a brake beam down on St. Paul 593698, in extra 2412, a Des Moines Division train at Herndon. This was replaced before an accident could result. Oscar Woods reported the fact that his fireman, Walter Callahan, on extra 8679, noticed a part of a metal brake rigging wedged between the tracks east of Rhodes, and had the section men called to remove it before the arrival of train No. 19. Towerman Joe Dvorak and Operator Henry Storm of Tama both noticed a brake beam down on extra east. Conners, conductor. Report was made and train stopped to have it removed.

E. C. Koetting, agent, Rathbun, Iowa, while walking along the track February 13th, found a frog that seemed to be in bad order and not safe for passing trains. Immediately reported it so that steps could be taken to make necessary repairs.

Dick Potter, carman, Buffalo, Iowa, discovered beam dragging on passing train, March 16th, called conductor's attention, and also assisted in taking it down.

H. H. Sevedge, conductor, Coburg, Missouri, discovered fire in St. P. 501070 on house track at Lawson, Missouri, while acting as brakeman, March 21st. Carried water and extinguished fire, which would probably have destroyed the depot, as well as the car.

H. E. Sevedge, engineer, Coburg, Missouri, though not on duty at the time, discovered that west derail of C. B. & Q. interlocking plant at Ottumwa Junction did not close properly when thrown, reported it to roadmaster and signal maintainer, so that repairs were made before any train was derailed.

Peter Hannan, engine wiper, Othello, Washington, for thoughtfulness in informing roundhouse foreman of a crack he found in side rod of engine No. 6612. Credit has been given him in the roster.

### Milwaukee Service

William H. King, H. & D. Division passenger brakeman, received a high compliment in a Twin City newspaper for efficient and competent service he rendered a lady with a small child and a number of hand grips and packages. The paper, the St. Paul Daily News, said:

"A woman, a two-year-old baby, an armful of shawls, two grips and a bird cage, arrived in St. Paul last night on the Milwaukee from Aberdeen, South Dakota. The brakeman called 'St. Paul,' picked up the baby, the shawls, the grips and the bird cage and carefully carried them to the station platform. The woman followed, marveling at the alertness of the brakeman to help her; but she thought she saw through his scheme and had her tip ready for him. He handed her the baby, she handed him the coin. 'Here's something for your kindness,' she told him. 'Thanks.' 'I but I don't want the money,' came the reply. 'I'm paid by the company for accommodating passengers.' The woman was so dumbfounded she told the Daily News about it.

P. B. Gannon, president of a large bank in Aberdeen, South Dakota, having just returned from a winter in California, has this to say about our Coast Line service: "The Milwaukee Railway has all the other lines peeled to the limit in the service it renders between this section and the coast. I went to California via Kansas City, but I came home by the Milwaukee, and I enjoyed the best service, the best trains and made the quickest journey that I have ever experienced in a long homeward trip. The trip from the west coast is usually the hardest, but with the Milwaukee in the running, that home-coming journey is pure delight."

Aberdeen Division Brakeman Louis J. Mitchell for special courtesy to lady passengers, being careful to see that they all had assistance in getting on and off trains. His politeness attracted the attention of Olin S. Rose of Minneapolis, a passenger on train No. 10, Redfield to Aberdeen, who wrote to General Passenger Agent Haynes commending the young man for his extraordinary care and helpfulness with women passengers.

Operator J. E. Lockwood for special activity in post-card solicitation of business, giving advice of several parties moving from the east to Webster; and one from Los Angeles. The party from Los Angeles, when solicited by our representatives, were found to have made tentative arrangements to return by another route, but they finally decided upon the trip via Seattle and the Milwaukee, to Webster.

### Ticket Auditor's Office

#### Speed

W. E. Wright was injured last week while performing at a rehearsal, which resulted in a broken arm. Speedy recovery, Wallace.

J. J. Baier, who has been an invalid at home since last November by a paralytic stroke, was an interested spectator at the Musical Review, accompanied by his family, Mrs. J. J. Baier and Bobby. He is looking good and we hope to have him with us soon.

The Fiji islander, who represented this office at the Musical Review, seemed to attract a great deal of attention. I wonder why L. Gail and J. Polluch witnessed the performance twice. Why the interest, boys?

W. Williams, after an absence of six weeks caused through illness, is with us again. Glad to see you, old boy.

Manes Bloomberg, head of the conductors' collection department, stepped in to the matrimonial seas, taking with him Miss Marksy. They are now spending their honeymoon in Omaha. Our congratulations, Manes.

Miss Mary Toner is about to step onto the good ship of matrimony. Her shipmate is to be Irving Heidkamp. Her sweet disposition will easily cause life's voyage to be a very smooth one. Congratulations, Mary.

H. B. Chessman has been staying in around Chicago after working hours. I wonder why, Herby.

**Minneapolis Shop Happenings***James Nellins*

About the saddest news that has reached the shops in many a day, was the news of the sudden death of Carl J. Stockdale, who died March 15th. Our friend Carl was many years chief clerk of the store department here and later at Milwaukee shops in Milwaukee, Wisconsin. Few men indeed were more popular than this friend and sorrow was expressed everywhere and a large turn out at his funeral showed his popularity, and condolence is extended to his family.

The debating question for the next meeting of our debating society is "The Practical Workman or the Theoretical Artisan: Which is the Most Profitable in a Railway Repair Shop."

Sympathy is extended to Michal Fleming and family on account of the death of Mrs. Fleming, which occurred on March 19th. Mr. Fleming is one of our veteran machinists and is himself now absent on the sick list, but it is hoped he will resume work soon as it is lonesome without seeing his familiar 200 pounds of good nature around the place.

It is said that chance never built a car or locomotive, but that it requires "Real Co-operation" to do this.

Another good sight is to see Assistant Foreman Charles Hoppe back in the boiler shop again after spending a time at the Baldwin Locomotive Works. He reports his service there both pleasant and instructive, but he is glad to be back and all here are glad to see him back.

Assistant General Storekeeper F. J. O'Connor was a business caller here March 29th, every one about this place always glad to see Mr. O'Connor. There is the real co-operation, and we can surely certify to his being possessed of a real grip in his handshake.

More sad news among the employes here and particularly about the roundhouse, was the death of the wife of John Rossmiller, this lady having passed away April 3d. Interment took place at Milwaukee and a number of friends and fellow workers of Mr. Rossmiller accompanied the funeral party to Milwaukee.

Engineer Leo Mittlestatt, River Division, has the distinction of being held up recently and relieved of his immediate wealth. The bandits got \$1.11 and Leo is getting the laugh from his fellows.

Troubles never come singly. Veteran engineer Kenneth Ferguson is nursing two broken fingers, the result of a fall.

That popular engineer of the River Division, Johnny Hagen, has returned to Minneapolis after a siege in the Mayo Hospital at Rochester, Minnesota, where he underwent a severe operation, but is now recovering slowly to the joy of all his friends.

Second Shift Caller Charlie Johnson, is on the sick list and has been so for the past two weeks and the men miss him on their calls and he better get well and resume work as all like to see his familiar face making the calls.

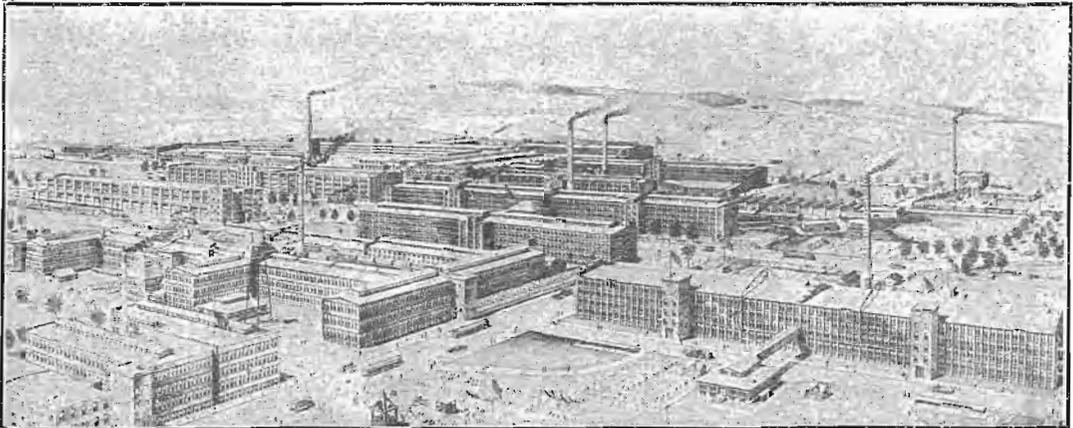
There is much sorrow in the boiler shop due to the death of boilermaker helper, Theodore Hendrickson, for he was a popular shop mate and he will be missed for a long time to come.

The shop men are availing themselves of the short time to make visits and many are receiving transportation to visit out of town without making it necessary to procure a vacation by special request. They are being treated very liberally in the line of free transportation.

That slogan that "1921 will reward the fighter" had better be getting busy and do something to get up a fight. Matters are so sluggish now that there is no opportunity to get into a fight and 1921 has now passed its quarter mile most and is no longer an infant.

That 1921 motto: "Trains on Time, Freight and Passenger," is rather slow. Take for instance coast line train No. 16, why, that train arrives at Minneapolis three hours before it leaves Aberdeen.

Time was when if a delay occurred, there was an investigation of such delay made and responsibility located and remedy applied. Now days, there is first an investigation made, responsibility and remedy applied, and then the delay occurs afterwards, if it ever occurs at all. So our 1921 motto will have to brace up or it will have no fighters to reward.

**Bird's-Eye View of the Endicott-Johnson Plant**

Endicott-Johnson employs 13,000 people. The output of the five large factories is over 95,000 pairs of shoes daily. We buy the raw hides and tan our own leather. The output of the six large tanneries is 15,100 sides of leather daily. Total floor space of the entire plant is over 60 acres. 3,951,000 yards of, 2,245 miles of thread used daily; 10½ tons of tacks and nails used every day in the making of shoes.

**ENDICOTT-JOHNSON**

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

## On the Steel Trail

### MOTORING ON THE MILWAUKEE

#### Up and Down Hill on the Rocky Mountain Division.

*Nora B. Decco*

Earl Wilson said the first time he took a ride in that little Ford roadster he just bought he made up his mind he had to have it. Why, it acted almost human. He said to his wife inside the house: "Come out and take a look at your new car." But she was taking a pie out of the oven and told him to "wait a minute," so the cute little car just ran up the back steps and into the kitchen and took a leg off the cook stove. Earl says he doesn't know how it got there; he didn't do anything but put his foot on what the book said was the gas.

Engineer Shaw, who has for some time been on the passenger run from Harlowton to Lewistown, has decided he will make his home in Harlowton for a while, and Mrs. Shaw expects to move over there soon.

Brakeman Gus Loerch and wife have returned to Three Forks from a vacation in Colorado.

Mr. and Mrs. W. A. Park, who for many years have lived in Three Forks where Mr. Park was an R. M. Division conductor until his illness a year ago, have moved to Willow Creek where they will have charge of the hotel there. Every one wishes them the best of luck in their new undertaking.

Fireman William Fink and an old time fireman, Mr. Gully, who have returned to the R. M. from Kansas City and Minneapolis, have gone to Idaho for a few weeks of ranching. Before I can get the news to the Magazine, however, back comes William Fink and bumps some one on the N. M., so he can learn to shovel coal again, and see if he has forgotten how to keep the steam where he is supposed to keep it.

Conductor Jess Cook and family have moved to South Dakota where the town of Mitchell will be their home for the future. Jess says they ran into a snow storm and he had a notion to turn round and come right back again.

Conductor Cosgrove has gone to the Northern Montana Division on a bulletined run, until some one is assigned to it. Conductor Hurst is still on the yellow cars on the main line and Conductor Donner has the west end local until Mr. Hurst's return. Understand Conductor England is back again, so suppose there will be some more changing around soon.

A baby girl was born to Mr. and Mrs. Homan Jinkens in this city, first of the month. Congratulations to the happy parents.

Mr. and Mrs. H. L. Wiltrout have moved to Butte where they will make their home in the future. Mrs. Wiltrout has been in California the past winter and returns looking well, happy and sun burned.

The agent at Three Forks was elected one of the city fathers last week and is now alderman of the First ward or some other ward, any way he will get a salary soon as they get enough money to pay them off for the last three years. It's a great weight on one's mind apparently, for he used to be so good natured, but now he won't even speak to his lady operators. Perhaps his wife being gone to Vancouver has something to do with it. When there are three small people who all want different things at the same time from Father, well we will forgive him if he seems brighter when Mrs. Rector comes back again.

A small daughter arrived at the home of Brake-man Carlson and wife here, April 11th. Congratulations to them also.

Mrs. Hayden on Three Forks' third has returned to work after a month's absence, visiting her sister in Springfield, Missouri. She was relieved by Mr. Holcomb, who has gone to Moore for the time being. Mr. Pitman has gone on the extra list for a while.

Jack Weatherly, second Cardinal, has bid in Lombard, and Neil Grogan, who is the proud father of a small daughter, is assigned to Harlowton second.

Agent Thompson Sisten was off a few days

to attend the Shriners convention at Helena.

Understand Baggage-man Mathison has a candy store. What do you know about that? Maybe he will send us a sample and we will sell a lot for him. Any way he has been off for a short while and some one said that's what he was doing. Must be nice to have a whole candy store to yourself.

Miss Perry, the switchboard operator at Butte G's office, has recently been married, but am unable to learn the young man's name. She was relieved by Mrs. Taylor, wife of that person who never "bawls you out" over anything. Imagine Slim Diaux will be the next Benedict as Ralph Kimberling is scared of the new law which taxes a batchelor in this state \$6 or \$7 for the privilege of remaining one; and also, what is that tall blonde side table operator at Deer Lodge, Mr. Jacobson, doing over at Bozeman so often—(looking for a farm, indeed—a farmerette no doubt?) if the bachelor tax hasn't something to do with it.

Neils Rabben, second at Butte yard, was washing the windows in his garage, or the kitchen, or something, and he went and fell off the step ladder and broke his neck. NO, NO, NO; goodness gracious No, his shoulder; I always get everything wrong. Anyway, his wife said she never will ask him to do anything else for her, she can do it better herself, and not get crippled doing it either. At least I suppose that's what she said—it's what I would say, I'm sure. Anyway, Operator Stevens got in some time at CY so it's an ill wind that blows, you see.

Operator Monthy, off first at Ringling, relieved by Bell, who is relieved by Stevens.

DeChant at Cardinal is a farmer. I love the cows and chickens and this is the life for me, says he. But notice Jack Weatherly isn't going to stay any longer so he must have to do all the work and make the butter and gather the eggs. He had some pigeons, too, but they all flew back home again.

Operator Patterson and wife at Donald have gone east for a visit, while Miss Mary Sheck to whom I am again deeply indebted for most of the news this month, holds down the job on second there.

Business is picking up slowly on this division and spring has again arrived so things are not as bad as they could be, and while I am at the end of my paper, I will stop before the editor stops me, or I tell something I shouldn't.

#### R. & S. W. Division

*M. J. Cavey*

Brakeman Henry Torsch, who injured his hand several days ago at Elkhorn, is still nursing it.

Brakeman John Glover met with a bad accident March 24th, while flagging on No. 44, he was struck by pilot of No. 39 as they were pulling out of the Union Station at Chicago and dragged about a block. He was badly shaken up; also received a broken leg.

Conductors John Cavey and D. McCarty have resumed work after their vacation south.

Train Master Connors and Chief Dispatcher Pietsch were busy April 7th and 8th, checking up the operators on the rules and explaining wherever necessary so that a clear understanding may be had on the same.

On March 26th extra No. 8008 east, Hayes, conductor; Blackford, engineer; struck and demolished a Ford truck at Seventh street, Delavan. The truck was driven by a colored man and "Liz" stalled right in front of the 8008; after the splinters cleared away, the man was found clinging to the draft iron on the pilot. He sustained a broken leg and a scalp wound.

Conductor Larkin has purchased a beautiful Ogren car. He took Conductor Horton out for a spin and Abe was so impressed with the car (or the ride) that he forgot the "Bungaloo" and Conductor Dobbett made the trip.

Engineer Fred Williams is home from Chicago Hospital and is getting around first rate with the aid of a cane.

Conductor William Tilton had to give up his run April 8th, account illness.

## Regeneration on Electric Locomotives

### What does the term "Regeneration" mean?

Regeneration simply means that the weight of a train being propelled down the grade by gravity, becomes a source of mechanical energy, which is transformed by the motors into electrical energy, and is returned to the trolley wire to be used by other trains, in the same manner as the supply from the power house.

### What are the advantages of Regeneration?

The value of regeneration lies in the additional safety which it introduces to heavy grade operation, also to the monetary value of the electrical power produced. On the Chicago, Milwaukee & St. Paul Railway the electric passenger locomotives return to the line approximately 12½ per cent of the total power consumed by the locomotives over a run of 440 miles. This amounts to as high as 20 per cent on some of the divisions; however, the average over the entire 440 miles approximates 12½ per cent. The wear and tear which is removed from the braking apparatus and rigging in descending long grades, insures their being in good condition for emergency use, and in stopping trains. The engineer is also assured of a fully charged train line for emergency stops on grades.

### When and where is Regeneration applicable to electric locomotives?

This is a question that can be answered only after a detailed study of the road's profile, and also the operating conditions. For instance, if the portion of the road to be electrified has

few steep, but very short grades, there would be little necessity for regeneration, while on the other hand, the grades may be long but very slight, not being steep enough to force the train down grade by gravity after overcoming train and track resistances, in which case regeneration could not be obtained. If, however, the grades are long, heavy ones, the chances are that regeneration should always be used.

### Why have Air Brakes in conjunction with Regeneration?

If a train is descending a heavy grade under regeneration, and the trolley circuit is opened or interrupted, it will at once lose its load, and the engineer then must brake the train with the air brakes in the usual way. In ascending a grade, power must be supplied to overcome transmission and locomotive losses, the friction of the train, the grade resistance and the resistance of the curves; while in descending, the only available power is that of gravity acting on the load, which in turn must overcome the resistance of the curves, the train resistance, and the locomotive and transmission losses before any electrical energy can be utilized.

### What is Dynamic Braking?

Dynamic braking is simply another form of regeneration. The electrical energy, instead of being replaced in the line, is absorbed in resistances placed on the locomotive. This form of control also means additional weight, which probably runs about the same, if not a little more, than the regenerative control. The advantages, of course, lie in the safety of operation and the saving of brake shoes, rigging, etc.

Thomas Holmes, flagman for several years on the Evanston Line, with his daughter, visited relatives and friends, at Delavan the latter part of March.

Effective April 15th, regular crews will be assigned to runs Nos. 21 and 36.

Harvey Roe, Jr., fractured a couple of ribs on April 11th, while making repairs on the engine of train No. 9, and was relieved by Fireman Frank Novoy. "Speed" Morrissey finished the trip by firing on No. 95. Muckerheide and Brinkman took care of the other work in a masterly manner.

A sure sign of spring. John Rossmiller was seen at Corliss, April 13th, scrubbing out cabooses and cleaning windows. Conductor Victor is feeling very proud of him. John said, "There is only one thing he would rather do out side of cleaning the caboose, and that is to run the way freight. Just like taking a vacation."

#### Our Passenger Conductors (R. & S. W. Division)

Upon our road today,  
In uniforms of blue,  
Finest bunch of men.  
That brings a punch to view.  
Arc we proud of them?  
That is not a vision!  
Take a look when on the  
R. & S. W. Division.

First knight of the punch you bet,  
John Cummings, now the oldest vet.  
And William Tilton next is due,  
He is not ashamed to speak to you.  
Our friend, Jake Myers, is ever stanch,  
You'll find him on the Eagle branch.  
Herb Stiles to us from Rockton came.  
And he likewise gets in the game.  
Why—anyone would walk a mile  
To see Jack Cavey with his smile.  
From Racine to Corliss on the scoot,  
We find George Howland in the suit.  
Wears a pink rose to fill the bill.  
Does Conductor Matson from Mayville.  
Jim Victor in uniform, and he  
Rides varnished cars occasionally;  
Now out of Janesville every day;  
Walter Thompson wears bouquet.  
From Hampton on the Valley Line,  
Nick Hernis, too, is looking fine.  
Where Pecatonica is on the map,  
Ed Hamer came to wear the cap.  
From Corliss, once, old W. U. J.  
Put Little Joe Larkin on display.  
Henry Buege from same place of course—  
And would look fine on the police force.  
He switched cars in yard at Waukegan,  
But in uniform now is John T. Regan.  
Sure Terry Kinney with colors bright,  
Checks all and transfers them right.  
And he wears suit for deeds well done,  
Does D. J. McCarty from Burlington.  
But who looks better in the blue?  
Than Frank Horton does to me and you.  
We like his manners and his ways,  
That gentleman called Charley Hayes.  
From Delavan town with his O. R. C.,  
J. N. Kelly shows up quite frequently.  
Among our gallant knights of punch,  
Why Honest Bill is with the bunch.  
Conductor Irwin so we've heard,  
Is also waiting for the word.  
T. F. Carrier, too, is feeling great—  
And waiting for the ship-of-state.  
To do his work and will not lack,  
George Stauffer switches every track.  
—C. P. R.

#### Wisconsin Valley Division Notes *Lillian*

Oscar Perkins wishes to extend his gratitude to all employes for their assistance and kindness shown during the illness and death of his wife. The employes also take this opportunity to extend their sympathy to Mr. Perkins and family. Owing to the fact that the Wisconsin Valley Division notes were omitted from the last issue of the Magazine, the above expressions appear at a rather late date.

William Larson of the purchasing department, I. C. R., Chicago, spent the week end at Wausau visiting with friends.

Nothing will do for Kay now but the Page limousine. Did you see me?

Margaret McGinley, bill clerk, is taking a week's vacation spending part of the time at Milwaukee and Chicago.

M. Moore and wife have returned from their winter's sojourn at Miami, Florida. Mr. Moore expects to resume work in the near future.

George Streeter and Miss Meta Schaeffer of Merrill were married on March 19th. They spent a month on their honeymoon and returned to Wausau to make it their future home.

B. Enckhausen paid us a visit at the office last week.

Mrs. Ed Reinhold has been ill at her home on Kickbush street, but has recovered and at the present writing, is able to be around and about again.

Lots of new cars around; C. H. C., Niles and HOW (ALMOST).

Henry Vachreau is taking a forced vacation on account of illness.

No news from home or what killed the dog? J. W. H.

Summer heat 74 above today, April 7th. Suggests plans for a picnic at Jim Moore's, does it not?

Leo Fredricks, agent at Rothschilds, is taking a ninety-day leave of absence on account of poor health. We hope he will be greatly benefited and be able to return to his duties in excellent health.

Miss Anna Larson expects to—well, we will probably be able to tell the rest in the next issue.

G. L. Grube, agent at Tomahawk, is enjoying a week's vacation.

F. C. West is spending two or three weeks away from the office.

Mr. and Mrs. D. O'Brien leave for Hot Springs, Arkansas, where Mrs. O'Brien will receive treatments on account of poor health.

Mr. and Mrs. E. Gehrke spent a few days in Milwaukee shopping. We have a vivid picture in mind of Eric loaded down with bundles.

Horace Wheelock is still looking for a house. Twenty dollars reward to anyone locating a house suitable for the Wheelock family to live in. Must be centrally located, all modern conveniences and a large spacious garage in connection with same. This offer closes May 30th.

We are hoping Ed Callahan will soon receive the Kissel Car he is expecting for we are promised a ride to Minocqua.

Not any news from anybody on the division. Will some one volunteer before the next issue, to send an item or two. Notes must be in before the 9th of each month.

#### Notes from the Docks, Tacoma

These notes are now from "The Docks, Tacoma," as the offices of Docks 1 and 2 have been consolidated as Dock 1, and the import and export forces are now dwelling together as one happy family. The change is hard on the feet of the former Dock 2 forces, whose former proximity to the Tide Flats street car line did not force them to walk as much as the Dock 1 forces, located away at the outer end of the docks, far from the busy routes of traffic; as a result our Dock 2 friends are tired out before they ever get to work in the morning.

A regrettable feature of the consolidation was that it caused us the loss of Chief Accountant R. H. Gould, his position being combined with that of C. S. Ebbesen. We miss his rapid fire conversation considerably and hope that he will find other employment with the company commensurate with his acknowledged ability.

Sam Harris, who was one of the early settlers at the docks, but is now at the yard office, returned to work March 7th after a stay of several weeks at St. Joseph's Hospital, incidental to an operation for appendicitis. He passed the time there very pleasantly, his numerous lady friends keeping his room filled with flowers, but is glad to be back on the job again.

We regret having to report that Fay Clover's pedigreed bull pup is making more trouble for Mr. and Mrs. Newlywed. Fay came to work the other morning with one of his shoes all chewed up by the playful doggie, and the neighbor's chickens all take to the tall timber when Mrs. Dorothy takes the pup out for an airing. However, he will be confined more closely hereafter as Fay is now going to raise chickens himself. The Clovers have also planted some English walnut trees on their new place and hope to live long enough to eat some of the nuts.

On March 24th the new cruiser "Milwaukee" was launched at the Todd shipyard, in plain view from Dock 1. Mrs. Pfeil of Milwaukee was the sponsor, using Lake Michigan water for the ceremony—probably the first time that water from the Great Lakes reached the waters of Puget Sound—and Mrs. H. B. Earling was matron of honor in charge of a charming bevy of maids of honor, all daughters of former Milwaukeeans now residing in Tacoma, among them a daughter of Division Freight and Passenger Agent Lalk. It is very appropriate that the Milwaukee road should thus be represented at the launching of a ship named for its home city, whose name the road has made widely known, next to its once famous product.

Miss Minnie Rohrs, once of the docks and still with us in heart, though now in exile at the local office, whose engagement to Ray Powels, our tall and handsome timekeeper, was announced by us some time ago, is the recipient of numerous social attentions. On March 4th a shower was given for her by her sister; the docks were represented by Mrs. Wells and Miss Grace Erickson. On March 22d another shower was given for her by Mrs. Coral Frost Williams; Miss Grace Erickson was also a guest and, oh, so sleepy next day. Ray Powels had a date to take Miss Minnie to a show at the Hippodrome that evening and we hear that it took much diplomacy to cancel the date for that evening without letting the cat out of the bag.

Cal Cheney, once our genial chief clerk at Dock 1, but now assistant agent at Seattle, was a welcome caller on March 22d, gathering data for the trial of the famous lawsuit of the waste silk damaged in the wreck of the Canada Maru in 1918, which will begin in federal court at Tacoma May 10th and in which he will be one of the star witnesses. He is the same prince of good fellows as always.

William Smith, warehouse foreman at the local office, but for a long time a checker at Dock 1, died after a protracted illness on March 28th and was buried March 30th at the South Tacoma cemetery with Masonic ceremonial. All of us who could possibly get away attended the funeral, for the deceased was greatly liked and esteemed by all who knew him. The Milwaukee employes testified to their regard by a magnificent floral tribute.

Mrs. Wells, our Oriental clerk on export, was deeply shocked by the sudden death at Tacoma of William Sachs of Elbe, an old friend of Mr. Wells and herself when they lived at Elbe on the Tacoma Eastern. She took care of Mrs. Sachs, who was nearly overcome by the sudden death of her husband, until after the funeral.

We hear that Bernie Bartels, our good-looking chief bill clerk, will again reside at Dash Point during the summer, acquiring stone bruises and a coat of tan on the beach and digging clams between times. Further details later.

Ray Powels, the elongated gentleman already mentioned in these notes, was one of a party of Masons who went to Portage, on Vashon Island, the other evening to assist in a ceremonial there. It rained hard all evening, but Ray swears that the proceedings were otherwise strictly dry. As the launch did not get back to town until about 1 a. m., Ray yawned more than a little over his work next day.

We have forgotten to mention that "Dick" Franklin, well known to all Milwaukee folk on the Sound, is now port captain at Tacoma for the Osaka Shosen Kaisha, since Captain Nishimura's return to Japan. He bears his new title with becoming modesty.

Iowa and Dakota Division Notes  
C. A. S.

Conductor George Bryan returned from a three-week's visit in California, and among the many places of interest visited were the Grand Canyon of Arizona and the Catalina Islands.

C. E. Mutschler, chief clerk to superintendent, and family, visited with relatives at Dubuque, April 3d-4th.

Martha Winters, comptometer operator, spent Saturday and Sunday with relatives at Dubuque.

The inspection of ties on the I. & D. Division is progressing very satisfactorily under the able supervision of Assistant Engineer M. Bost, and it has been found where a great saving of ties can be made account of this inspection.

Marion McGuire, clerk, Mason City, spent Monday in Chicago on business.

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Plenty of "give"—slip-loop back gives perfect freedom of motion and conforms to every movement of the body. No strain on buttons or garments. The stretch is always there.




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**Bernard-Hewitt & Co.** Dept. 8-875  
CHICAGO

Ruby Potter, chief clerk, master mechanic's office, was on sick list first part of April with the grippe.

Ruth A. Scott has been chosen to fill the position as file clerk in superintendent's office.

F. B. Cole, second oldest man on list of agents and operators on I. & D. Division, died March 26, 1921, at Bassett, Iowa.

C. C. Searles, agent, Algona, was visiting division offices April 7th.

A. M. Choate, second operator at Clear Lake, is laying off.

J. M. Delaney, former conductor on this division, surprised his friends by dropping in to see them. Mr. Delaney is now connected with an oil filling station in California.

R. M. Sanders of Chicago, assistant general freight and passenger agent, visited Mason City, April 8th.

A. A. Wilson of Chicago, assistant general freight agent for entire system, visited Mason City, April 1st, prior to a trip to Mitchell, South Dakota. Mr. Wilson came here from Hampton, and was accompanied west by W. F. Cody, general freight and passenger agent for Milwaukee, Mason City.

Little Leonora Foot of Sanborn spent the week end with her daddy, George V. Foote, at Mitchell.

Fern Trayer, daughter of Dispatcher J. M. Trayer, visited Spencer for the week end.

The following poetry received by C. E. Ring, division accountant, in commemoration of the arrival of a boy at their home, born March 22d, Tuesday:

"First we have the solitaire,  
A very pretty thing,  
And then there is a band of gold  
Milady's wedding ring.  
Time goes on, the heavens smile,  
Our lives with love do sing,  
The very best, the sweetest is,—  
The tiny baby "ring."

Fred Hewling, night baggageman, Canton, left for Dell Rapids, South Dakota, where he was called account illness of his mother.

Fay O'Neil, yard clerk, Mason City, visited St. Paul, April 10th.

N. M. Quandahl, cashier, freight house, received the sad news of his daughter-in-law's death at Mendota, Illinois. The bereaved husband, Norman Quandahl, was chief clerk to Mr. Cody's office prior to his leaving for Mendota. The remains were brought to Mason City for interment. The sympathy of all the employees of the I. & D. Division is with the bereaved husband and family.

Amel F. Wunn, better known as Fatty Arbuckle Wunn, clerk at Canton, South Dakota, spent Sunday at Ruthven visiting his folks.

Mrs. Lewis Clarke, wife of section foreman, Plankington, South Dakota, was called to Kansas City, Missouri, account of serious sickness of his father.

C. Krumm, agent, Charles City, expects to go to Chicago the first week in May to attend a meeting of the Order Railway Trainmen chairmen, and from there he goes to Savannah, Georgia, to attend the O. R. T. convention.

W. F. Hogan, operator, Emmetsburg, has been called to Seattle account sickness of his wife, who was there on a visit.

Pat Madden and William Shea, general roadmaster, are out looking over the Black Hills Line, accompanied by Superintendent Kelly and Engineer A. Daniels.

We understand Mae Bergin is another clerk who isn't satisfied being single, at least we would judge so by the very pretty diamond she is now wearing.

Any young ladies desiring matrimony are urged to put in their applications at superintendent's office. Seven have fallen victims to Cupid's bow in past two years. Some record.

The "Stork Special" stopped at the home of Mr. and Mrs. T. E. Crago, Clear Lake, Iowa, and left them a boy who tipped the scales at seven and a half pounds. Mr. Crago was formerly assistant timekeeper in the superintendent's office and now is chief timekeeper at Beloit, Wisconsin. We are looking for the smokes, Tom!

#### News Items from the Northern Division

Hazel E. Whitty

Miracles happen, we have surprises, and every now and then the unexpected happens, these are the things that make life worth while. We always want new things to be happening, but, land sakes, there are some of us who simply could not stand the shock that Conductor Rochford gave me some time ago. For the last two years I have been giving that man paper, envelopes and when times were flush, a pencil or pass request, and the other day to show his appreciation for this two years' service, he brought me and deliberately presented me—with a bag of peanuts. Sech recklessness.

J. T. Armstrong, F. G. A., passed a few pleasant hours with us recently.

Fred Pischke and wife from Pardeeville and Mr. and Mrs. Nanscauwen, Hartford, attended the Easter dance at Horicon.

A. S. Wilson has been appointed agent at Granville. No need to worry about that station as it will be well taken care of.

Trainmaster Miller has bought a Buick car, it is rumored. Wish it could run on the tracks. Maybe we might get a ride in it then.

Mique Barch and Brakeman Zimmerman were coming home from work about 3 o'clock the other day when they met up with an old friend. When one meets with old friends now-a-days, there is a little more hospitality shown than was formerly the case, and when Mique and Zimmie left, they were feeling good, but they could not see very well. We have proof of this account some other employe overhearing a little of their conversation. Zimmie said to Mique: "What time is it, Mique?" "Night, you d—m fool!"

It was certainly a very unkind remark and had all the ear marks of a dirty dig. when "Parsnip Joe" asked somebody what was good for sore feet, and some one said, "Water." At that, Joe, it wouldn't hurt to try it. You've tried most every thing else.

He chuckles and his smile is bland,

With joy he'd like to holler:

His wife went thru his pockets, and

Sbe over-looked a dollar.

Whenever Chief Foley sees a lady with a very short skirt, he begins to worry for fear she will take "kneemonia." Never fear, chief, but if you speak to her about it, maybe she might let the hem out a little.

This will announce the arrival of a big, bouncing boy at the home of Conductor Steelboln at Marville. Emil says he now has music in two keys at home, I-key and Ja-key.

If you should meet up with Conductor Luker and he should commence talking in this fashion: "The little star, the little red star wins," don't

## R.R. Man's Knife \$1<sup>00</sup>

**INTRODUCTION OFFER.** Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle, will be mailed you for \$1.00 and this adv. For only 25c extra your name and address will be shown on knife.



Size 3 3/4 inches long.

make more.

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**NOVELTY CUTLERY COMPANY**

331 Bar Street, Canton, Ohio

pay much attention to it because since Harry has started playing the "top" game he has had nothing but stars on his mind. Weary says you are lucky when you win.

Superintendent Thurber made an inspection trip over the branches of the division recently.

Our division engineer, C. U. Smith, and assistant, Mr. Jenney, are completing the tie inspection on the division this week.

There is a race on between Conductor Oakes and Stoltz to see who can get the fastest by July 1st.

We have had a welcome change in the train service on the division. No. 6 for Milwaukee, which formerly left at 6:20, now leaves at 5:20, one hour earlier. No. 506 arrives at Horicon one hour earlier also, being due in now at 5:10, and connects with No. 6 as usual. This will not permit making connections with the Minneapolis train as has been the custom in the past.

Northern Division trains will stop at Dunn's crossing between Fox Lake and Beaver Dam on the Beaver Dam Lake. Years ago Dunn's crossing was the getting off place for hundreds of tourists during the summer time, but in late years no stops have been made there. Those desiring to get off at the crossing should notify the conductor to this effect at the time the tickets are taken up.

Peter Schimmel, who for the past number of months has been employed with the Hartford switch crew as brakeman, left for Milwaukee, where he will remain indefinitely.

There isn't a trip goes by but what Mr. Norgard has some new joke to spring. We don't know where he gets them. Must be at that Miller show, but he seems to have an inexhaustible supply of them at all times. And good natured; say, if we had a few more like him, this would be a swell old world.

Philip Lamp has been shaking a wicked brush around his car house at Horicon, the result being that it presents a very neat appearance.

John Riley, fireman on the Berlin run, has returned from Portage with a fine string of bull heads. Between bites, he busied himself with his fancy work, and you should see what the dear boy purled.

The party that gave me the item concerning Miss Kaiser at Brandon, in the last issue of the Magazine, evidently would make a better scenario writer than a news reporter. He had the time and the place swell, but missed out on the girl. This will correct the statement made concerning Miss Kaiser in the last number. "No sech thing," and furthermore, no danger of there ever being "sech a thing."

"Do you say a hen is sitting or setting." Well, I don't know, but when I hear one cackling, I generally go to see if she is laying or lying.

Adolph Kammermeyer says it is bad enough to have the boys kid him when there is any thing about him in the Magazine, but he'll be darned if he will take the Magazine home and let his wife harp at him.

I understand Fireman Roberts on the Portage Line was trying to name the parts of an engine to another party. When he mentioned the exhaust pipe, the party exclaimed, "Oh, I didn't know that they ever got exhausted, the poor things."

R. Whitty and T. J. Smaus took in a show recently. On the bill was a clairvoyant, or in

other words a party that can tell things without seeing them. Bob and Tony wanted to test her out but had no article that they wanted to have her name, and so to get one that would stick her, they took Bob's head. Tony says to the lady, "What is this." She replied, "A bad head." This was too much for Bob and he nearly broke up the show by shouting, "That's no fair, you peeked."

It is with regret that we chronicle the death of one of our oldest employes, Joseph Burns, who died on April 4th, at Milwaukee, Wisconsin. He was buried on April 7th at Fox Lake, his former home. Mr. Burns was 56 years of age. He was telegraph operator at Fox Lake Junction many years ago and of late was agent at Granville, Wisconsin, which position he relinquished about two years ago account poor health. Besides his wife, he is survived by two children, Earl, 1, truck operator at Horicon, Wisconsin, and Hazel, operator for the C. & N. W. road.

**Kansas City Division**  
*Billie*

Mr. and Mrs. Darby of Foster, Iowa, parents of Operator Maude Siddons, discovered and extinguished a fire on bridge No. 468 near their home March 2d, just before the arrival of No. 8.

C. R. Dummmler, agent at Ottumwa for the past year, was promoted to the position of agent at Milwaukee, Wisconsin, and left April 1st to take up his new duties. J. W. Calvert, agent at Washington, Iowa, was chosen to fill the vacancy at Ottumwa.

Several of the wives of Milwaukee employes are very much interested in the movement to "get business." They walked into some of the retail stores which were found not patronizing the C. M. & St. P., and explained that they did not wish to make purchases on account of these stores not shipping freight over the Chicago, Milwaukee & St. Paul. They were quickly assured by the salesladies that, commencing at once, arrangements had been made by the management to ship over our road.

Engineer Bill Fry has returned to road service after about two years in switch service.

While Conductor George Bartlett and Brake-man R. E. Ruckman were sleeping in the caboose at Nabant, March 26th, a thief made two trips into the caboose, getting 60 cents and keys from Ruckman and Bartlett's shirt. The stolen articles were recovered several days later, but Bartlett had to return to Ottumwa without a shirt.

F. A. Roberts, operator, Linby, Iowa, returned to work in March from a three months' leave of absence, spent in California.

On April 9th the freight house employes at Ottumwa organized a Claim Prevention Association, choosing for their name the "Argus Club," and their slogan: "Help Stop that Claim." The following officers were elected: J. W. Calvert, president; E. R. Hammond, vice president; Theresa McAloon, secretary; P. H. Schorr, J. Farrell and T. Lannigan, advisory board.

Storekeeper O. G. Thomas, West yard, is leaving this evening for Dubuque, to be gone several days.

Dispatcher J. A. Sanford was the first from Ottumwa Junction to take his annual vacation. He enjoyed a sojourn in the Isolation Hospital with smallpox.

<b>RAILROAD POLICIES FOR RAILROAD MEN</b>	
<b>AN INCOME FOR LIFE</b>	
is provided for you and your family if you are a CONTINENTAL policyholder—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your time or inquire by means of the Coupon.	
About \$27,500.00 paid to 940,000 policyholders and their beneficiaries.	
CUT OUT AND MAIL TODAY.	
Continental Casualty Company, 910 Michigan Ave., Chicago, Ill.	
I am employed by the MILWAUKEE SYSTEM ..... Division.	
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes in the United States and Canada.	
My age is.....	
My occupation is.....	
NAME .....	
ADDRESS .....	
<b>Continental Casualty Company</b> H. G. B. ALEXANDER <b>Chicago</b> President	

Genuine Imported \$5.00 Toyo **\$2.79**  
**PANAMA HAT**

Delivered  
**FREE**

Pay Only  
**\$2.79 on  
 Arrival**

**THIS  
 SEASON'S  
 LATEST  
 MODEL**

Seemingly  
 Young or Old

Write quick for this  
 amazing bargain.  
 Only limited lot at  
 this profit-smashing  
 low price. Guaranteed \$5  
 value for only \$2.79.

**SEND NO MONEY**

Just mail post-card or letter today for this handsome  
 Toyo Panama Hat. Beautiful drop crown style; flexible  
 non-breakable brim; made of the finest super-Tex; fine  
 tough fibre, tightly woven. Looks and wears like a reg-  
 ular \$12.00 hat. Heavy black grosgrain silk ribbon band,  
 non-soilable sweat band, tremendous bargain. Send no  
 money, pay only \$2.79 on arrival. We pay delivery  
 charges, another big saving.

**We Guarantee** to refund your money if you  
 can match this wonderful  
 hat for less than \$5.00. Save money by writing today  
 sure before this astounding offer is withdrawn. Just  
 give your name, address and size.

**BERNARD, HEWITT & CO.**  
 Dept. A-875 900 W. Van Buren St., Chicago, Ill.

**Double Your Mileage  
 Save Your Money**



Long Wear Double Tread Tires have  
 double thickness, which insures them  
 against punctures and blowouts; also  
 weather proof. These tires are guar-  
 anteed on a 6,000-mile basis, but  
 often give the user 8,000 miles. Take  
 advantage of this great offer and  
 order at once while our stock is  
 complete.

Size	Tire Tube	Size	Tire Tube
30x3	\$5.50 \$1.75	34x4	\$8.75 \$2.65
30x3½	6.50 1.75	34x4½	10.25 2.75
32x3½	7.00 2.05	35x4½	10.50 2.75
31x4	8.00 2.35	36x4½	11.00 2.75
32x4	8.25 2.45	35x5	11.75 2.75
33x4	8.50 2.50	37x5	12.25 2.85

When you order state whether you  
 want straight side or clincher, plain or non-skid  
 tires. Send \$2 deposit for each tire ordered,  
 balance C. O. D., subject to examination. We  
 allow a special discount of 5 per cent if you  
 send full amount with order. Refiner free with  
 every tire. We ship the same day order is  
 received.

**LONG WEAR TIRE WORKS**  
 Dept. 42, 3617 W. Harrison St., Chicago

**30 Days' Free Trial**

Select from 44 Styles, colors and  
 sizes, famous Ranger bicycles. Deliv-  
 ered free on approval, from maker-direct-to-  
 rider, at Factory Prices. Save \$10 to \$25 on your bicycle.

**12 Months to Pay** Immediate pos-  
 session on our  
 liberal Easy Payment plan. Parents often  
 advance first deposit. Energetic boys earn the  
 small monthly payments thereafter.

**TIRES** Horns, wheels, lamps, parts and  
 equipment at half usual prices.  
**SEND NO MONEY**—Ask for big free Ranger  
 Catalog, marvelous prices and terms.

**MEAD CYCLE COMPANY**  
 Dept. F247, Chicago, Ill.



Special  
 offer to  
 Rider  
 Agents

Fireman Howard Utterback also spent several  
 weeks in the same place, same cause.

After years of service on the Marion Line,  
 Engineer William Davis is now running on the  
 main line.

On March 14th, while on bridge inspection trip  
 with motor car, testing bar worked off, derailling  
 car east of Elmira. Chief Carpenter C. A. Keller  
 was thrown from car, receiving injuries which  
 resulted in his death at Chillicothe Hospital,  
 March 16th. W. H. Vosburg, division engineer,  
 was severely bruised and left leg broken. He was  
 later taken to St. Luke's Hospital in Davenport,  
 and removed to his home April 2d, where he is  
 fast recovering. Roadmaster R. H. Cunningham  
 received slight injuries. Superintendent E. F.  
 Hoehn and other members of the party were  
 uninjured. C. A. Keller had been a Milwaukee  
 employe for forty-seven years and had been chief  
 carpenter for about twenty years. He is survived  
 by his wife and one son. The funeral was held  
 at the home, Ottumwa, March 18th. A. Yappen,  
 assistant engineer; Mr. King, district carpenter;  
 and all of the chief carpenters in the Southern  
 district, attended the funeral and acted as honor-  
 ary pall bearers.

Iowa (Middle and West)  
 Ruby Eckman

Guy Danford, the new Iowa Division general  
 committeeman for the Safety First, was in Perry  
 April 8th, and had charge of the regular monthly  
 meeting. Mr. Danford has taken the place on the  
 committee held by Mr. Kane. He presented a  
 number of interesting suggestions for adoption  
 on the division, one of which was a campaign  
 to keep the school boys in Perry from hopping  
 trains. The Rotary Club of Perry, of which Chief  
 Dispatcher Losey is the Milwaukee representative,  
 has agreed to co-operate with the Milwaukee  
 company in their campaign against boys jumping  
 on moving trains and good results should be ob-  
 tained from such co-operation. The Iowa Division  
 employes are all interested in the Safety First  
 movement as is shown by the few accidents  
 occurring on the division.

April 7th a fine baby girl arrived at the home  
 of Mr. and Mrs. Harry Havens in Mitchell, South  
 Dakota. Mrs. Havens is a daughter of Engineer  
 and Mrs. Douglas Jones of Perry.

Chester Evitts, chief caller at the Milwaukee  
 roundhouse, with his wife and son, went to Red-  
 field, South Dakota, the fore part of April, having  
 been called there by the death of a relative of  
 Mrs. Evitts. LeRoy Fessler had charge of the  
 work during Chester's absence.

Conductor Edward Davis, who made his home  
 in Ferguson while he was assigned to one of the  
 Ferguson-Atkins way freight runs, has moved to  
 Perry now that the way freight is operated by one  
 crew.

Conductor George Havill's wife's sister passed  
 away the fore part of April after a long illness.

A. E. Brooks, the swing man on the Perry-  
 Ferguson way freight, mashed his foot the latter  
 part of March and was unable to work for several  
 weeks.

Conductor Louis Hulburt spent the month of  
 March and part of April visiting with his family  
 in Fairbury, Nebraska.

The Iowa Division has been handling a number  
 of special parties on their regular passenger trains  
 during the last month. One morning No. 20 had  
 two cars of "Undesirable Citizens," who were  
 moving from the west to New York to be de-  
 ported. The car windows were heavily barred and  
 the train under the guard of a number of gov-  
 ernment as well as company officers. On the same  
 train was a car load of Portuguese who were en  
 route to New York for a trip to their home  
 country.

Engineer Patsy Donovan has resumed work on  
 Nos. 14 and 3 between Perry and Savanna after  
 having been off duty for a number of weeks on  
 account of sickness.

Engineer Joe Wanning, who has been firing on  
 Nos. 3 and 4 on the Western Division for  
 Engineer Jack Ahern, has given up the run and has  
 gone to Council Bluffs to take a transfer engine.

Ned Willis was born on St. Patrick's day at the  
 Kings Daughters' Hospital in Perry. The lad is a  
 grandson of Engineer Milo Dillon.

Division storekeeper, Edward Griffith, and wife,  
 were called to Marion the middle of March by  
 the death of Mr. Griffith's uncle. They, in com-  
 pany with Mr. Griffith's father and mother, ac-

compained the remains to Kalamazoo, Michigan, for burial.

Car Foreman George Williams and his force at Perry have made a number of changes in their office, having painted and cleaned up generally.

W. H. Gardner, one of the general inspectors from the office of the superintendent of motive power, was in Perry on an inspection trip March 22d. "Bill" has many friends on the Iowa Division who are always glad to see him come along this way. They know he will tell them of things which need correcting in a nice manner.

Conductor Stephen Smith, who has been spending several weeks with his family in Crocker, Missouri, has returned to Perry to resume his work on the road.

Switchman Edward Lavell, who spent six months in Los Angeles, returned to Perry the first of April and has resumed work in the yard.

Mrs. F. A. Maxwell and sons, James and Robert, spent the Easter vacation visiting with relatives in Grand Forks, North Dakota.

Conductor W. H. Brown attended a reunion of his regiment in the Spanish-American war, which was held in Des Moines in March.

Harvey Rissler, who went to Seattle several months ago expecting to locate there, has returned to Perry.

Mervin Newport, a machinist helper, was badly hurt in an auto mixup April 9th. Harry Williams, former machinist at Perry, moved to Grand Rapids, Michigan, and was making the trip over land in his Ford car. Mervin had started to accompany him on the trip and when coasting down a hill at Newhall the car struck a rut and turned over. Mervin received a very bad sprain to his back, an injury which kept him confined to his bed for a couple of weeks.

Engineer Frank Cowden, who has been laying off for several months, has returned to work on one of the Perry yard switch engines.

Engineer Mel Foster, who has been running a switch engine in Perry yard for several months, has resumed work on the road and has taken one of the day light passenger runs.

Orville Balsbaugh, who was handling a hostler's job at Council Bluffs for some time, has returned to Perry and the job is now being filled by Fred Willey.

Mabel Hayward, sister-in-law of Engineer Earl Holdridge, died at the home of the family in Perry the fore part of April after an illness which extended over a period of more than two years. She was a daughter of Charles Hayward, a passenger conductor, who passed away about five years ago.

Henry Dibbern, father of Engineer Lewis Dibbern, died in the hospital at Perry the fore part of April.

Engineer James Mitchell returned the fore part of April from Excelsior Springs, Missouri, where he spent a couple of weeks taking the baths and drinking the mineral water.

Engineer Ben Moore laid off a few trips and went to Minneapolis to spend a few days visiting at the home of his daughter.

Conductor George Havill's daughter, Francis, was married in Des Moines the latter part of March to Victor Gregory, a musician.

Conductor W. E. Rathman sold his modern bungalow in Perry and expects to build another home soon. For the present he and Mrs. Rathman are making their home at the W. J. O'Brien home.

Linemen A. A. Bevier and Roy Blaislee were out from Milwaukee the first week of April and with the assistance of Charles Robertson and Britt Stubr put in a complete new set of wires for the telephone system. The new wires are the first in about eight years for the system.

Caller Earl Groves and Miss Thelma Scoles were married the middle of March.

**Coast Division Notes**

*H. L. S.*

Mr. and Mrs. L. Wiley announce the arrival of a son, Donald Lawrence, born, Monday, March 28th. Heartly congratulations.

Brakeman R. Pearson has been called to West Virginia on account of the serious illness of his brother.

Glad to see W. L. Hubbard up and around again. This spring sunshine sure puts 'em on their feet.

Storekeeper Meyers of Othello has been transferred to Malden, relieving Mr. Brown, assigned to other duties. W. D. Askew of Seattle takes Mr.

# Fairmont

## Ball Bearing Motors



### "My Fairmont Costs Less Than 90 Cents Per Year For Repairs"

Otto E. Estel, working for the Soo Line out of Almore Minnesota, has used his Fairmont Motor Car, pictured above, for six years. He has travelled 40,000 miles with it over a district with six per cent grades—hauling loads as heavy as 5,000 pounds. Otto Estel also writes, "The Fairmont is the only engine for track work because one man can take it off the track and put it back on again." Thousands of section men will tell you that the mighty Fairmont saves them money in cost of operation and repairs and that nothing will outpull or outwork it.

#### You Can Easily Own A Fairmont!

Every section foreman can have a Fairmont of his own and pay for it without missing the money. Mail coupon today for the Fairmont easy payment plan—let us show you how hundreds of other men are buying a mighty Fairmont without missing the money.

**Fairmont Gas Engine and Railway Motor Car Co.**

Dept. F5. Fairmont, Minn.

### Easy Payment Coupon

Gentlemen: Please send me full information on how I can buy a mighty Fairmont without missing the money. I am interested in a Fairmont motor ( )—Fairmont motor car ( ).

Name.....  
 Position and Railroad.....  
 P. O. Address.....

Meyers place at Othello and J. W. Angle of Tacoma takes up the duties of storekeeper at Seattle.

Storekeeper Howard at Bellingham is laying off, account of serious illness.

Mrs. Everett Moore of Cle Elum has returned from the south, where she was called on account of the serious illness and death of her mother.

Wonder why Maintainer Helper Applegate is making such frequent trips to Hyak. Summer season isn't open yet and Bottle Cap stock is all sold. What's the answer, Apple?

Lou Tenny has bid in the gas-electric maintenance car. He is evidently planning on getting a flivver and figures that the gas-electric will give him lots of experience, so necessary to an owner of one of those critters.

The Toothless Trio at Hyak sub have added a member from Kittitas sub. Anyone having a good recipe for mush, Mellin's Food or any other food of like nature, will please forward same to either of the above places and receive the thanks of the organization.

Car Foreman Kennedy's setting of eggs graduated to the chick class with high honors. The question before the house now is, who deserves the credit, Kennedy or the hen?

**"Nature helps the loyal man. If you are careless, slipshod, indifferent, Nature assumes that you wish to be a Nobody, and grants your desire."**

**East Wind  
Mile-a-Minute**

On the 4th, 5th and 6th of April the Fullerton Avenue Offices gave a show, entitled "All Aboard," and those of us who had the good fortune to see it can surely herald the splendid work. The show was in the form of a minstrel and the entire company is to be complimented. The songs and dances were peppy and the jokes clever. The very commendable part was the fact that the proceeds were for the Employees' Fund, the object of the fund being to aid, so far as consistent, employes worthy and in need of help.

William Grill, general manager's office, has of late been negotiating with the large music publishers of the country and we understand is the composer of several new numbers, among which is the ballad, "Open Your Mouth and Let the Moon Shine In." Irving Berlin's compositions are excellent, but Grill's are still better. Mr. Grill's method of composition is unique in that he first originates the title and writes his composition up to it. We understand he is now working on the lyric, "Don't Look Up Your Family Tree Because You'll Find You Are the Sap." He will appreciate any suggestions as to titles; those wishing their communications returned, kindly enclose a two-cent stamp.

Nellie Ayres and Ann Plattner, of Mr. Whipple's office, were away from the office because of illness last month, but both are back at work again.

Congratulations are extended in advance to Mr. and Mrs. M. A. Schulkins and we wish them the very best of luck. "Sam" was married Saturday, April 16th.

Mr. Witt, general manager's office, has been ill for the past several days and we hope for a speedy recovery.

Through the reduction in forces we have lost many of our employes, all of whom will be missed. We are hoping that when business increases sufficiently to again warrant additional help that they may again become members of the Milwaukee family.

The following is a polite way of saying that I wear large boots: Statistician O'Toole of the general manager's office suggests a benefit to provide a Boston pencil sharpener for Mr. Whipple's office. He estimates it will save me in the neighborhood of \$19.36 per annum in depreciation of shoe leather. He may be figuring on the basis of the large amount of leather contained in one of his shoes.

The feminine division of Mr. Greer's office force surely succumbed to the pleasing wiles of Mr. Nicholson's secretary. Indeed, they went to all measures to please and to be pleased. We don't blame you, girls. He is fascinating, but—is there a secretary who isn't?

Madison P. Willis, of Mr. Ennis' office, may rightly be called "Berwyn's Speed Artist." He proudly displays his bright green socks and lately has been attending all-night parties. How come, Madison?

Messrs. N. J. VanSchoyck, Henry Wicks, and Norvin A. (Nemo) Meyer, local amphibians, indulged in a race in a local tank here last week. N. A. M. won the 100-yard race in 35 minutes, all of which has engendered much bitterness, the others claiming N. A. M. had an Evinrude attached to his rudder.

Kathleen O'Neil, Mr. Bradshaw's office, spent Tuesday, April 12, in Bloomington, Ill., attending the funeral of a cousin.

If Myrt's sweater isn't yellow, "Milwaukee" coaches are a beautiful turquoise blue.

Elgin celebrated the opening of a new movie house, the "Rialto," which we understand is real nifty. Notwithstanding this, however, Roy Dougherty was bost at a theater party at the Buckingham, Chicago. Evidently Roy does not heed the "Neighborhood" slogan.

Miss Hauner of the engineering department went out the other noon, ostensibly to buy a coat, but returned with a pair of roller skates. This reminds us of the old joke, "Can't you telephone from a street car?"

Mary Madigan, Mr. Getty's office, is again back to work after a prolonged illness and her many friends will be pleased to hear of her recovery.

George Harder, senior clerk in 1215, and office stationer, is evidently expecting to see a number of picnics and outings arranged for during the coming summer. He furnished us about 2,000 sheets of the nicest waxed paper for wrapping sandwiches, cake and the like. He is to be complimented on his foresight.

Jeanette Goldberg, Mr. Silcox's office, has initiated a new fad so far as neckwear is concerned. We understand it was procured in Milwaukee.

It has been necessary for Miss Bergen of the engineering department to take a leave of absence and we understand she has gone to Sacred Heart Sanitarium, Milwaukee. We all wish for her a speedy recovery.

## Nathan Manufacturing Company

Monitor Injectors  
Simplex Injectors  
1918 Special Injectors  
Boiler Checks  
Whistles  
Globe Valves  
Boiler Washers

Bulls-Eye Lubricators  
Klinger Water Gauges  
Delco Water Gauges  
Coal Sprinklers  
Gauge Cocks  
Angle Valves  
Boiler Testers

707 GREAT NORTHERN BLDG.

CHICAGO, ILLINOIS

We regret to hear that it is necessary for Miss Liebson to have her eyes corrected. She has developed a severe case of color blindness, but we trust her sense of vision will be restored as a result of the consultation.

Confidential: Walter Dietz was seen sauntering nonchalantly on the South Side in company with the "Famous Jaw."

I feel duty bound to announce that James Peterson, employment bureau, has a fine new Hamilton watch. Could it be that he is checking the length of Eleanor's interview in the Jackson street entrance just before 8:30?

Special Announcement: Now that Thompson's new one-arm Charlie has opened, Amil Cochran is going to have a large supply of spring coats, umbrellas, etc. Suppose this will help out, now that the winter dancing season is over.

We understand from good authority that Mr. Perlick has a melodious soup spoon which he claims he discovered in the drawer of his desk. This spoon is doubly useful, as it not only serves generous portions at one time, but also enables Mr. Perlick to point out certain data on his reports to those seeking information. He has the patent, and if any of you are in need of such an article, he will undoubtedly be glad to accommodate you.

Our sympathy is extended to the family of Ray Farmer, who passed away at his home in Chicago on April 8.

#### RAILWAY EXCHANGE LIMERICKS

Doesn't this sound like one of our secretaries? We are offering a pearl-handled typewriter cover for the best last line.

*Limerick No. One.*

Ding, Dong, Dell.

Pussy in the Well.

If you don't like this poetry.

Send your answers to Room 1215, care of W. S.

#### S. O. S. Tacoma Tide Flats

*R. R. R.*

Greetings, have you paid your "poll tax."

We understand it cost Mr. Haugen \$2.50 to hold a certain "Misses" hand. Don't break any more wrist watch chains.

Miss Laura Hollen has left again; we hope she will be soon with us permanently.

Candy! Candy! The World war veterans are treating us mighty sweet hereabouts. State bonus came to all the "W. W. Vets" we have.

Mr. and Mrs. J. H. Pheaney, formerly Miss Jene Pollock of the store department, are the happy parents of a baby boy, arrived some time in March. Congratulations.

Want to say the "tin shop bunch" are mighty fine, when one of the bunch is sick, they all show they are "true blue" friends.

J. A. Wright had the pleasure of donating to the "City Speeder's Club" rooms in the city hall.

J. J. Dorsey has been seen lately around the Union depot. Remember the old song, Jack: "Meet me at the station."

Gene Morrill came back to work on April 1st. Now our ball team is complete.

J. J. Bueltling and wife of Chicago were visitors at the shops for a few days.

Oh! Oh! P. R. H. is something new. Al P. says "special representative" and some one else told me he is valve inspector, and anyway, whatever it is, he is all right.

J. E. Brady was off sick a while, but is back feeling better.

Folks, Mary gave a lovely dinner party on the 13th to celebrate her birthday, and every one was there. P. R. H. came first, then Mary and her mother received the rest of the guests: Mr. and Mrs. Al Pentecost and daughter Ann, Mr. and Mrs. J. A. Wright, Miss Margarette Conley and ever so many other guests came in on the good time. Not wishing Mary to grow old, we want more of such good times.

Mrs. E. McKnight, clerk in the blacksmith shop, laid off sick, but has recovered and is back to work again.

Barry Glenn, our popular machinist, was carrying a black eye. Said something flew up and made the impression.

Otto Johnson, in the air room, claims he is too old to dance any more.

A. E. Johnson is stepping out with a blue and white girl. The nurses of today are certainly fine girls.

Mr. Campbell returned from Milwaukee, Monday, April 11th.

W. J. Delaney has purchased a new home on Pacific avenue. It's a beautiful home, too.

Edwin A. Westland, our file clerk, departed for Deer Lodge to report for duty in Mr. Phelan's office. We all wish him lots of good luck in his new work.

Mrs. Smith is home convalescing from an operation on her throat. We hope to see her back with us again soon.

April 1st proved a great source of merriment for the office force, as many jokes were played on unsuspecting victims.

Mrs. Rehbock, M. C. B. clerk, spent the week end with relatives at Burlington and Mt. Vernon, Washington. She reported a lovely visit.

On account of some of the car department girls working only four days a week, the Misses Campbell and Howland are planning a trip to Spokane and other nearby cities.

Luckily, no serious accidents have occurred among the numerous new cars which have been recently purchased.

Mesdames Wilson and Browning are quite interested in the high diving stunts at the Stadium. Don't stay under too long.

Mr. Sargent and Mr. Bach are new employes in Mr. Campbell's office.

The shop's baseball team have scheduled a game with the Puget Sound Savings Bank and Trust Company. We hope to be the winners as our team is made up of some mighty fine baseball stars.

#### Illinois Division

*Mabel Johnson*

Word comes from Washington Boulevard hospital that Brakeman F. L. Deering is convalescing very nicely, a fact his friends on the division will be pleased to learn.

Miss Mabel Fennie, daughter of Conductor H. H. Fennie, Savanna, who is attending school at Oxford, Ohio, was at home a few days during her Easter vacation.

VAUGHAN

P.&M.

HENGGI

YARDLEY

## RAIL ANTI-CREEPERS

**THE P. & M. CO.**

**THE P. & M. CO.**

(ENGLAND) LTD

LONDON.

RAILWAY EXCHANGE

CHICAGO

**THE P. & M. CO.**

LIMITED

MONTREAL

# The Safety Car an Economic Factor In Our Transportation Life

During the past few years the electric rail-ways of the country have been confronted with rapidly increasing cost of operation, while their gross income has remained practically unchanged. A vast amount of study and attention has been given by the engineering and financial interests to assist the rail-ways in the continuance of business under the existing unfavorable conditions.

The most encouraging results achieved by these studies have been the development and the many successful installations of the one man light weight safety car. Examples of what may be accomplished by this radical departure from the ordinary method of street railway transportation, may be found in almost every section of the United States. Briefly stated, the reasons for the success of this innovation are the following:

- 1—Improvement in service.
- 2—Freedom from accidents.
- 3—Increase in riding habit.
- 4—Lower maintenance cost.
- 5—Reduction in labor cost.
- 6—Reduction in power consumption.

As a result of these features, the operating company's net income has shown a marked improvement in almost every case. This increase in gross receipts, combined with the marked reduction in cost of operation, effects sufficient saving to insure profitable operation on roads previously run at a loss.

The effect of improved service by the use of safety cars is shown by actual results in the following cities:

	Per Cent Increased Service	Per Cent Increased Gross Receipts
Houston, Texas.....	80	60
El Paso, Texas.....	44	43
Tacoma, Wash.....	45	41
Seattle, Wash.....	55	67
Gary, Ind.....	62	46
Terre Haute, Ind.....	71	44
Tampa, Fla.....	51	51
Bridgeport, Conn.....	125	100

The total number of light weight safety cars in operation and on order in the United States at the present time is approximately 3,600, not including rebuilt cars, many of which have been equipped with safety features, and operated by one man. The General Electric Company has equipped 2,066 light weight safety cars with G-E motors and control. This tabulator includes cars operated in forty states and three foreign countries. In general, the rebuilt cars have been used only on lines of light traffic, and their general use is not recommended.

There is shown below the saving in equip-ment maintenance and power which can be secured by the use of safety cars.

### Power and Maintenance Charges Cents per Car Mile

	40,000 Lb. Car	16,000 Lb. Car
Equipment maintenance.....	3.5c	2c
Power .....	4.2c	2c
Total .....	7.7c	4c

A car operating eighteen hours daily on an 8.5 m. p. h. schedule, which is the average for city service in practically all parts of the country, will run approximately 58,000 miles a year. The heavy car costs for power and maintenance, when making this mileage, \$4,312; the safety car, \$2,240; a saving of \$2,072.

Platform expense for a two man car averages 14.1 cents per car mile. An all-day car, including a 5 per cent allowance for reporting and lay-up time, will run approximately 58,800 miles per year, costing in wages \$8,280.

It has been customary to pay the operator of a one-man car a higher wage than either member of a two-man car. The average platform expense for a safety car is 7.75 cents per car mile. At the rate the platform expense for the safety car operators would be \$4,554 annually or a saving of \$3,726 as compared with a two-man car.

Car for car, therefore, the Safety Car, on all day runs can save over \$5,700 per year, and would pay for itself within fourteen months. Car for car replacement is not recommended, as the best results are obtained by operating more cars on shorter headway, thus providing improved service. Experience has proved that most lines will stand at least 40 per cent improvement in service. This can best be accomplished by operating about 30 per cent more cars and increasing the schedule speed 10 per cent. For instance, instead of operating ten cars on a ten-minute headway, operate thirteen cars on a seven-minute headway, giving 8.5 cars per hour instead of 6, a 40 per cent increase. Reduced stops and higher accelerating and braking rates of the Safety Cars enables such a schedule speed increase to be easily made.

The electrical equipment developed by the General Electric Company, for the safety car, includes two 25 H. P. railway motors, a light weight platform type controller adapted for use with standard safety features, special light weight grid resistor, modified straight air brake equipment, also suitable for use with safety devices and a ten-foot air compressor for supplying the air brake and accessory requirements.

Conductor F. A. Sowers and wife of Davis Junction were visiting in Waterville, Wis., for a couple of weeks in March.

Green ink was in great demand St. Patrick's day. General superintendent's office popular filling station.

We learn that brakeman James Gray again entered Washington Boulevard hospital on account of further trouble with his ankle. We hope that the treatment will be beneficial to him and that it will not be long before he may again be about.

Lost, Strayed or Stolen: Glen's pipe, on or about St. Patrick's day. Finder please return to general superintendent's office and receive \_\_\_\_\_?

District Carpenter P. E. King has gone to Minneapolis to take up his duties on the I. & M. Division and Assistant Engineer R. Heck is occupying the office room vacated by Mr. King.

Superintendent E. W. Lollis was in Joliet, Ill., April 7—presumably on business?

Trainmaster Allard has been conducting classes on book of rules examination at Savanna and Elgin recently.

Trainmaster J. Connors and Chief Dispatcher G. H. Pietsch of Beloit called at Savanna April 4. Always a welcome on the door mat for them.

Baggage man W. Dyer went to Milledgeville as delegate from Savanna to the Modern Wodmen's Convention, held at that place.

Yes, we April-Fooled on April's All Fools day. "She was here, she was there—they say she was everywhere. That swivel chair?"

To the Kelly tune: "Has anybody here seen Andy—Andy and the old straw hat?"

Engineer Charles Johnson and wife recently returned from their trip to California. He's now a booster for California and the good old Milwaukee. Says he got his best service on the extension out of Seattle.

A recent 105 report was received at the superintendent's office, as follows: "Dated March 23. Left March 25. Arrive March 24."

Roadmaster W. Whalen and wife are the parents of a daughter, born recently. Congratulations are extended.

Conductor C. E. Abel and wife have returned from their trip to California and report a very fine time.

Some more benedicts in the limelight. Brake-man Clifford Dulen and Conductor T. F. Carrigan were married March 30. Congratulations are extended to the newlyweds.

The American Legion Bazaar was held at Savanna, April 4-5-6, and was well patronized by some of the men in the office. Trainmaster Allard, Claim Adjuster St. Clair and Chief Clerk J. Hansen thought it great sport to watch the horses go around on the wheel. They "dumped" a lot of cash, but you should see what they brought home. Breakfast was served at "The Gydeson" the next morning. Groceries, coffee, bacon, candy, etc.

**"OPTIMISM"**

There's better times coming—help it on!

We're glad to say  
That maybe some day  
We can while away  
In a pleasant way  
A few hours of cheer  
With our friends near,

Since they say we get,  
And—"We should fret,"  
Two days a month off,  
And all the rest on,  
With privilege of vacation,  
And NO COMPENSATION.

Signs of Spring: The girls in the office "budded" out in their new spring apparel on Easter. The boys of the office have a "jlu-jitsu" playing "catch" each evening after hours. They are developing muscle and Charles is the first victim, as he had to make use of some "new skin" on the bruised finger.

**From Davenport**

J. J. Flanigan, general yardmaster at Davenport, and his wife departed for California, where they will visit with relatives and friends. He reports having a nice time. H. Calkins is acting general yardmaster in the absence of Mr. Flanigan.

H. S. is still a firm believer in her faith—she doesn't like to work on Saturdays.

The monthly meeting of Apex Number One Association was held at the freight office March 23. Very much benefit is being derived from these meetings.

J. P. spent Sunday in Princeton, and after his long (?) trip was able to resume his duties again Monday.

We have an old operator—but he still has young ideas. He believes in looking down, and not up.

Oh, Jack! wasn't it exciting to get that mysterious remembrance? Isn't it possible to get a clue somehow?

Now, after the office has been rearranged again, we will surely be able to increase our efficiency.

Some of us are wondering why we don't get more business from the P. S. C.—the way we patronize them.

Some of our "Rock Islanders'" bank accounts are increasing now that "Ole Cap" has resumed his frequent trips over the river.

J. P. believes he will soon be principal at Jackson.

"Where's the fellow that used to be fireman for you two years ago? Is he still shoveling coal?"

"I don't know."

"You don't know! Isn't he working for the railroad now?"

"No, he died three months ago."

—Flashlight by Jimmie Ritch.

**Splinters from the "Wooden Shoe"**

**"Red"**

Engineer Redline returned from Louisiana. Ed says there is lots of oil down there but no fishing. Engine Dispatcher George Gavin left for St. Paul, Minnesota, April 16th.

Otto Miller, third shift caller, has been layed off on account of reduction in force. Callers' hours are now from 9:15 a. m. to 6:15 p. m. and 9:30 p. m. to 6:30 a. m.

Sylvan Last, boilermaker from Chauning, is spending a vacation at Green Bay.

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

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "T"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

**SEND ANSWER TO-DAY**

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes. Bicycles, Guns, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do. Everybody wins. Someone gets this new 1921 Ford Auto free. Why not you? Address

**FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.**

Engineer Mike Shaefer and Fireman Elmer Hansen are on the Menominee branch. Elmer believed in taking jobs as they come when he is on the extra list.

Our sympathy is extended to Conductors Ed and Joe Schmitz, Machinists Anton, Rudy and Emil Schmitz for their recent sad bereavement, the death of their brother.

Superintendent Dan Kelly, La Crosse Division, was a visitor in Green Bay, Sunday, April 10th.

Dispatcher Clerk Tom Brandemuhl has been laying off for a few days, due to overwork.

We extend our sympathy to Conductor Frank O'Mally and relatives account of the sad death of Conductor Jerry O'Mally, formerly on the Oconto branch.

Engineer G. Gunderson is back on the west end, having been displaced by Ed Redline.

E. H. Lyons, storekeeper at Green Bay, is running pretty heavy to Ford coupes. Say, but that Entertainer's Inn is a nice place, and some jazz music.

When are you going up after arbutus? Don't forget the girls, Jess.

Brakeman William Miller, on extra west, found a cracked wheel on one of the cars in his train.

Bender, Price, Jones and King are going into the "boat business." We don't just know what kind of boats they will handle, but we do know that when the engine bucks, Bender and King will sing with out repeating.

Brilliant remarks heard around freight office: Mr. B. "Don't forget to get the umbrella." Person reminded. "No., because if I don't get it, I'll get it." Do you get me?

To some perpetual grouches: Smiles are always in style and will oftentimes beautify the countenance. Try it once in a while some of you.

C. H. is going to make his annual trip to Milwaukee Saturday. He is glad to be going down to see if the city has changed any since last year, because a great many changes can take place in one year. By the way, Cecil, why all the special deliveries? That money would come in very handy to buy furniture.

Everything was forgotten when the April issue of The Milwaukee Magazine was received in the freight office—even the balance sheet. Now the question is—How does all this information get out. Everyone was questioned but no satisfaction arrived at. Guess again boys, maybe you will find out. The cashier just sat back and took it all in without saying a word, but don't convict a man on circumstantial evidence. It isn't right, and if you only knew, "you'd be surprised!"

Ask the K. C. bowlers about their scores at Sheboygan. They are as quiet as anything, keeping it dark, I guess. You know a martyr always suffers in silence. I'm sure it isn't the pins or pin boys down there that were the martyrs. Guess it was the place as they were not very much impressed with it.

Mr. Vaughan lost his cigar in the office the other day. He laid it on the adding machine and found it on his desk in his office. Ed Van thinks it is a pretty strong cigar that walks from one office to the other.

The dance at New Franken Thursday night was chiefly made up of railroad people. There were Mr. Lyons, Linn from the back shop, that brakeman chum of his, Tony, Maggie, Ben, Ray, Bill, Rudy and all the other shimmy shakers. Just look over those names and you won't have to ask whether they had a good time.

We think if Walter would go home earlier poor little Luella wouldn't be carrying that terrible cold around. Why, just think of it, she can't even talk and it must be pretty bad when Luella has to stop talking for a cold, but it is so just the same, and her nose is so red.

#### Kansas City Terminal Division

L. E.

J. S. Adsit's friends in the Kansas City terminals were certainly proud to hear that Mr. Procter had promoted him to position of general southwestern agent with offices still located in Kansas

City. Mr. Adsit has the best wishes of all Kansas City terminal employes for making a success in this new position.

J. T. Oakley, operator, is now working third trick at Chillicothe.

Fireman Carl O'Rea while taking water was struck in the face by the spout, which unexpectedly flew up, cutting a gash through his lower lip.

Born to Mr. and Mrs. Harold Austin, a nine pound boy. They claim he is "some yard clerk." Congratulations.

Assistant Paymaster Moore was in Kansas City, March 17, bringing with him the pay checks. Needless to say he was a welcome visitor.

Veronica Clark returned from Denver, Colorado, where she has been enjoying the mountain climate. She will resume her position on May 1st.

March 22d a special train with delegates to the Ninth Annual Petroleum Congress arrived in Kansas City from Chicago, returning March 24th. The train made excellent time from Kansas City to Ottumwa.

F. S. Patterson, traveling accountant, passed through Kansas City, March 23d, on his way to Texarkana, returning March 26th.

Mrs. W. H. Emmons of Burr Oak, Iowa, has been visiting her daughter Lucile the past three weeks. She returned home April 11th.

John Evans, recently appointed chief carpenter, was in Coburg, March 27th.

Frank Sheppard, assistant to state grain inspector, while opening a car of grain at the Milwaukee elevator, lost his balance and fell out of the car backwards, the iron bar with which he was opening the car fell point upward and his left leg striking it, made a severe wound, the bar going nearly through the calf of the leg.

Our assistant accountant, Henry Prior, had contemplated taking a fishing trip up to Birmingham, Missouri, last Sunday, but when he got up and saw how our spring climate had suffered a drop in temperature, he changed his mind as he said that he absolutely refused to take ice skates on any fishing trip he ever undertook.

F. A. McCarthy, operator, was visiting in Iowa several days. J. T. Oakley relieved him.

The K. C. terminal employes were shocked to hear of the death of C. A. Keller, chief carpenter, as a result of an accident. The sympathy of all the friends here is extended to his family.

Henry Gillespie, chief messenger, is now checking waybills on the bill desk in addition to his other duties.

James Tigerman, accountant, took a flying trip to Ottumwa, March 25th, returning the next morning.

Charles Anderson, car man, is the proud father of a baby girl. Roy Clark, air brakeman, also reports a new daughter at his home. Congratulations.

Introducing to you Mr. Lewellyn, oil agent from Oklahoma. Talk with him a minute and you'll know all about it.

James Wagner was absent from work April 11th, account of illness.

H. J. Vail and family made a fishing trip up the line the other day. Mr. Vail won't tell how many fish he caught though. Perhaps he is afraid he would discourage others.

E. W. Patterson, superintendent of telegraph, was in the city a few days on business, looking after the installation of the new telephone system in our offices. The automatic system goes into effect July 1st.

Grayce Frick and Sibyl Clifford have gone to housekeeping at 3206 Brooklyn avenue, and are at home to their friends, if they don't all come at once.

Switch Foreman Janes fell off a street car last week and "barked his shin." He is back at work after an absence of four days. Says hot water and arnica are o. k.

John Cashman was acting assistant yardmaster April 11th.

The car department received a motor car from Milwaukee to do road work on. They all say its a fine car.

The local office reports that they are glad to see Mrs. Williams back again after being absent for several days on account of sickness.

**"Loyalty makes the thing to which you are loyal, yours. Disloyalty removes it from you."**

G. H. Mork, storekeeper, has a new stenographer, Miss Meizinger. We are glad to welcome her to the Milwaukee family.

We hear from the roundhouse that Mr. Mork dolls up all the time now—he never did that for the old steno.

Adeline Nortman, expense clerk at the local office, who has been ill in the hospital for some time, was able to return home. We are glad to hear that she is improving.

Last month the high wind ruined the assistant yardmaster's spring crop of blue grass and clover; last night the cloud burst moved it all down the alley. However, he says there is time to get in another late crop and is of the opinion he has the cleanest, prettiest back yard in the northeast end of town.

George W. Thomas, porter at the ticket office, was ill a few days last week.

Gus Westman, car foreman, has been seen around Homewood, Kansas, recently, in fact we heard he had made numerous trips down there. We wonder why.

Miss Flossie Lipp, roundhouse clerk, bought a new Ford car. She says it keeps her broke paying for repairs. In fact she can't even buy a new hat because of the expense.

We called upon Broadway yards for news items and we know that all will be interested in hearing what came over the wire: "Mr. Platt says he is well and happy."

About the time you get to feeling sore at the world and commence to believe some of the bolshevik doctrines that are being preached nowadays, just stop and think if there is not one poor soul

on earth that is having a little more of it than you. If you have a job, some other fellow may not; is your health good? How about him? Do you own your home and have to pay taxes and keep up repairs? Well, the fellow that's paying rent don't know whether the landlord will accept it the next time he goes to pay up, he is liable to listen to something like this, "You can stay but your rent will be \$65.00 per month instead of \$35.00 hereafter." Are you obliged to walk or ride in a hired vehicle, while the other fellow rides to and fro in his (?) auto? Fine. You are fortunate and the further you pursue your investigations you will find more reasons to quit kicking.

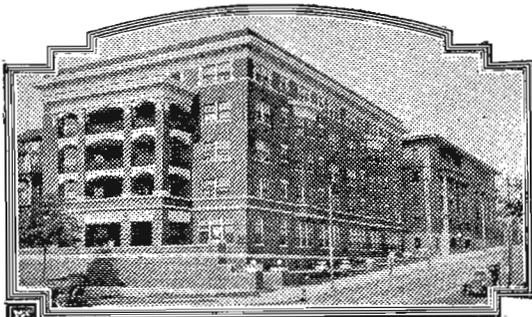
I want to thank all the friends who helped me gather the news this month. We wanted to have a whole "colyum" and we get our wish.

#### La Crosse Division

C. W. Velsor

Judge Edward Kessler is the newly elected justice of North La Crosse, another instance which shows the ability of La Crosse Division men. Mr. Kessler is a yard conductor of the La Crosse Terminal and has been in the service for many years. We understand that "Red" Coughlin, who works with the judge, will be his first victim, when the wedding bells ring next month.

The division Safety First committee are doing business. The March meeting showed that there were thirty suggestions made for Safety First; twenty-six were corrected and the remaining four are in process of correction. There were twenty-



# HEALTH IS FIRST

PARKVIEW SANITARIUM  
DR. A. S. McCLEARY  
Specialist

## Piles Cured Without Surgery

*No Knife, No Scissors, No "Red Hot Iron," No Ligature,  
No Electricity, No Chloroform or Other General Anaesthetic*

By Dr. A. S. McCleary's

## Mild Serum-Like Treatment

This treatment has made unnecessary the use of the knife or other harsh and dangerous methods of curing piles.

**Twenty-Four Years Experience** has proved that no matter what you have tried without avail, you need not despair but can have your piles cured quickly and permanently by this method that has a record of more than 6,000 cures.

### Our References: Cured Patients and Banks

We will send you the names and addresses of thousands of cured patients or you may write these Kansas City banks: Commonwealth National, Columbia National, Gate City National, Central Exchange National, Traders National or Home Trust Co.

Write Today for  
Book on Rectal  
Diseases

**FREE!**

**DR. McCLEARY** RECTAL  
Specialist

Room 451 Parkview Sanitarium  
Tenth and Paseo Kansas City, Mo.

# \$365.75 ONE DAY!

## Ira Shook of Flint Did That Amount of Business in One Day

making and selling popcorn Crispettes with this machine. Profits \$269.00. Mullen of East Liberty bought two outfits recently, and is ready for third. Iwata, Calif., purchased outfit Feb. 1920. Since, has bought 10 more—his profits enormous. J. R. Bert, Ala., wrote: "Only thing I ever bought equaled advertisement." J. M. Pattilo, Ocala, wrote: "Enclosed find money order to pay all my notes. Getting along fine. Crispette business all you claim and then some." John W. Culp, So. Carolina, writes: "Everything going lovely. The business section of this town covers two blocks. Crispette wrappers laying everywhere. It's a good old world after all!" Kellogg \$700 ahead end of second week. Mexiner, Baltimore, 250 in one day. Perrin, 380 in one day. Baker, 3,000 packages, one day.



## We Start You in Business

Little Capital, no experience. Teach you secret formula.

## Build a Business of Your Own

The demand for Crispettes is enormous. A delicious food confection made without sugar. Write me. Get facts about an honorable business, which will make you independent. You can start right in your own town. Business will grow. You won't be scrambling and crowding for a job. You will have made your own place.

## Profits \$1,000 a Month Easily Possible

Send post card for illustrated book of facts. Contains enthusiastic letters from others—shows their places of business, tells how to start, when to start, and all other information needed. It's free. Write now!

LONG EAKINS COMPANY  
454 High Street SPRINGFIELD, OHIO



## YOU Can Get a Ford FREE

**Without a Dollar of Cost**  
You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

**G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS**



## PATENTS

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Promptness Assured—Best Results. Send drawing or model for examination and report as to patentability.

**WATSON E. COLEMAN**  
PATENT LAWYER

624 F Street Washington, D. C.

one visitors present at the last meeting. Let us try to get our fellow workers interested and make this the Safest Division on the Milwaukee System. Margery Loraine Benson, born March 24, 1921. We smoke, Leary, even if you don't. L. J. Benson is district special agent, in charge of the Chicago terminal. He was formerly a brakeman on the La Crosse Division, working with Conductor I. B. Miller. Send the cigars any time you find it convenient.

It is our sad duty to mention the death of our esteemed friend, William Blank, of Sparta, for many years a section foreman and acting roadmaster. Death came from heart failure on March 24. Our sympathy is with the bereaved family.

Miss Hazel Hellman made a trip to Sioux City during the month. Did you see Chief Clerk Matt Zinsitz in the superintendent's office when you were there? We all think that's why you went.

Now that the Madison and Portage line passenger is double-crewed, with M. P. Wadsworth in charge of the afternoon train, we will see Conductors J. P. Morgan and William Brannan on a regular run. Both have ordered new uniform caps for the occasion.

April 1—Had a good joke on the office force at Portage. Side Wire Operator Manskee had a fine box of Whittman's candy. If you do not believe it, ask Otto Semanski, Louis Brown or Roy Young. They all had a taste of the red pepper.

Operator Fawsett of Viroqua has been off on account of sickness in his family. Operator Enright relieved him.

Chief Dispatcher J. W. Blossingham supervised the handling of a special train of Elks from Portage to Madison and return. He said he certainly had a fine time.

Now that the L-3 are all equipped with air cushion seats, East End brakemen are having a regular fight for the head end.

William Kohl and mother Tena of Tomak have returned after a week's visit with relatives residing in Merrill. Did they have any home brew there, Bill?

Our faithful janitor, Rud Measner of Tomah shops, has been busy applying elbow grease and sapolio to the office windows and increased the lighting effect which makes the job a whole lot lighter.

Mrs. William Smart returned from an extended visit with her son and daughter, Dr. Clare and Miss Ruby Smart, of Weldon, Illinois. During his wife's absence, Bill has been chief cook and bottle washer and aside from some burned fingers and a backache, Bill is none the worse for the experience.

Engineer Al Anderson and Conductor E. J. Brown spent a few days on Al's farm up on the Valley Division. They both had very heavy suit cases, and can't imagine what they had in them.

Miss Helen Lashier made a business trip to Milwaukee during the month, purchasing some stock in lemon orchards in southern California. She has engaged Luther Burbank to experiment in development of choice lemon drops.

The station grounds at Tomah, through the efforts of Section Foreman Gray, have been put in a neat and tidy condition.

Brakeman Willard Leslie recently purchased a steamer auto and we are informed he will make a speed test which he assures us will compare with No. 57's time.

Well, we will say Chairman Schneider of the fuel conservation committee is making them all sit up and take notice in the way he conducts his meetings. There were over fifty employes present at the last meeting. Each one addressed the meeting on saving coal and it took twenty-one sheets of typewritten paper to print the minutes. That's going some since he was elected on February 14th.

Suppose you all notice we never say anything about our old friend George Birchler. Well, there is a reason; George is going to get married and we want to keep everything secret.

Some more good work. The La Crosse Division was given the first place on the efficiency report for March. Just think of it, our percentage of efficiency was 98 per cent perfect. Lets all try and keep it up.

J. J. Little, traveling engineer, spent a few days on the C. B. & Q. Ry. We suppose to give them a few suggestions on how to do things.

Joe Allman, roundhouse foreman at Watertown Junction, better known as "partner," looks kin'

of peeked since the lunch counter has been put in the building which stands next to the baggage room. Where will we play rummey this summer, Joe?

Agent and Mrs. O. H. Wills of Hartland spent a few weeks in the south. Station agents surely enjoy life.

It should be understood regardless of the fact that traveling engineer J. J. Little's income tax report showed that he is a single man, that this report was made in error and that he is very much married.

I would like to tell you about the new dog Art Lipman brought home from La Crosse, but I am afraid I would lose his friendship. So I won't tell you who he said the dog looks like.

Besides boxing and wrestling matches, the La Crosse Get-to-Gether Club serves lunch so you can be sure of a fine time and some eats. There are no reserved seats so come early and see a bout that is better than those you have been paying \$5.00 to see, all for nothing. Bring your fellow employe and a suggestion how to make the terminal cleaner, better and safer for you to work in. Your suggestion will get the same consideration as the one got about improving the grounds around the depot and the car department repair yard. This part of the terminal sure looks fine with all the stone whitewashed, which was a suggestion brought up at a get-to-gether meeting.

#### Scraps from the West End

J. T. R.

On account of the great scarcity of news, we beg indulgence for any inferences, or insinuations, which we may be guilty of making, for, though your hearts may be broken and your heads in a whirl of anger, we still have to make our daily bread, at your expense.

Val Spies is now on a three months' leave, attending the University of Washington.

E. M. Stablien has recovered his voice recently, lost on account of a cold (so his story runs). However, having heard that wood alcohol produces the same effect, we don't know whether

to believe Stabbie or draw our own conclusions.

Bill Nelson's time seems to be divided between his Oakland and a certain university girl, who no doubt, like us, is patiently waiting for Bill to spring the glad tidings.

O. R. Taylor recently had some new plumbing done in his teeth, which doesn't in the least impair his cheery smile, although the least we had hoped for was a lisp.

We have lately noticed Miss Norquist, writing many letters in long hand and on pink paper, which confirms our idea that spring is surely and undeniably here.

Vic Straus has left our city of constant deluges to take a position as chief clerk at Great Falls. The traffic department misses his voice, pretty nearly as much as the freight claim department misses his dancing.

That "mildewed" old adage, concerning a young man's fancy turning in the spring, certainly does not prevent some of our number from "fostering" little romances of their own.

H. R. Keller is the sole committeeman from this neck of the woods for the Olympian Social Club, and under his guidance the social spirit of the general offices is taking on a little uplift.

Miss Elvina Holm, who was off for a short time on account of eye trouble, is with us again.

Our dashing strawberry blonde, Charlie Marlow, has taken to parting his hair in the middle, which accentuates the harmful features of the moving picture of today.

Grace Cummings recently moved from capitol to Beacon Hill, and waully informed us that it was the last time she'd ever move if she has anything to say about it, but a certain short gentleman informs us that she will have nothing to say about it.

Mr. Fleming has returned from southern California after a brief vacation. His only regrets are that he was so often erroneously informed that he was losing his watch.

P. R. Kellogg—Let's see, what did he do? Oh, well—his name's in the Magazine, anyway.

## OLIPHANT-JOHNSON COAL COMPANY

1527 RAILWAY EXCHANGE BUILDING

HARRISON 3919

CHICAGO :: ILLINOIS

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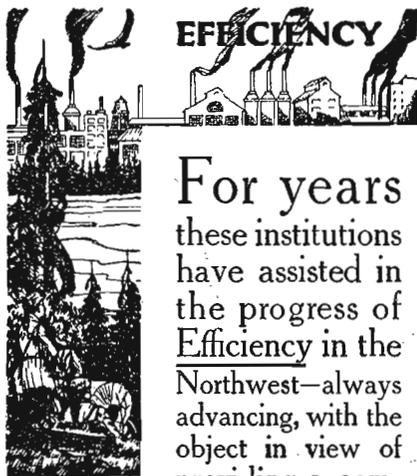
### Miners and Shippers

# Old Vincennes Coal

Daily Production 5000 Tons

PERFECT PREPARATION

SERVICE and DEPENDABILITY



For years these institutions have assisted in the progress of Efficiency in the Northwest—always advancing, with the object in view of providing a complete banking service.

**THE MERCHANTS NATIONAL BANK**  
AND ITS AFFILIATED INSTITUTION  
**MERCHANTS TRUST AND SAVINGS BANK**  
SAINT PAUL MINNESOTA

## The Baby's Bank

Where do the nickels, the dimes, the quarters, the half-dollars, and the larger amounts come from that fill the baby's bank—the baby of the Milwaukee Road ticket agent? From selling Travelers accident tickets.

Some nice fat bank accounts have resulted from saving the commissions allowed ticket agents on accident insurance which they sell in connection with railway tickets.

What's your baby earning these days?

Ticket Department

**The Travelers**  
**Insurance Company**  
HARTFORD CONNECTICUT

"If one is disloyal, it makes little difference whether anyone knows it or not. The real point is how to affects one's self."

### Prairie du Chien Division Notes

*Jack*

J. C. Ibenenthal, first trick ticket clerk, passenger department, Madison, leaves May 7th on an extended trip through the west, stopping at Sidney, Montana, for several days. John seems to be a little backward in telling us about the object of this trip, but asked if we knew of a vacant flat.

O. H. Miner has assumed the position as stenographer at the Madison passenger department.

James Coleman, car clerk, Madison freight office, spent Sunday at his home in Boscobel visiting his mother.

John O'Connell, yard master, Madison, is visiting relatives at Freeport, Illinois. Patrick Mayes is acting as yardie in his absence.

Charles Agner, first trick train dispatcher, Madison, has been confined to his home by a severe cold.

B. McNulty, rate clerk, Madison freight office, and family, have returned after visiting relatives at Evanston, Illinois.

Mrs. W. W. Blethen, stenographer, Madison freight office, spent the week end at Whitewater.

Frank Lamphere, engineer Madison yard, has returned after spending the winter in California. He seemed to like the country, especially as there were no coal bills to pay there. You are looking fine, Frank, and we are glad to see your smiling face again.

David Slightam, engineer, has also returned from California, but up to the present time has not reported for work.

Carl Boye, laborer store department, who was injured recently, has recovered and is now back on the job.

John Wermuth, store helper, has returned to work after an attack of smallpox.

Mrs. Rae Scherneck and Mrs. Charne Tregoning, clerks in the store department, acted as chaperones at the last clerk's meeting.

Have you noticed the victory smile on the faces of our bowling team since they returned from St. Paul, Minnesota, April 11th? The smile is not alone due to the fact that they won, but it reflects a mighty good time as the boys were certainly royally entertained by the brothers at St. Paul, and we all say that when it comes to giving a reception and entertaining, we take our hats off to the bunch at St. Paul. It was a dandy match, the final score was: Madison, 2,596; St. Paul, 2,455. A return match is being arranged to be bowled at Madison in the near future.

### From the Top of the World

*Bob H.*

We note our friend "Hump" in the last issue was rather exclusive and included a very limited portion of the Butte aggregation.

The members of the fairer sex are all agog over an expected visit from Harry Wurzbacher, the he-vaup that makes his headquarters in Seattle. The spring styles will have an advance showing in a concerted attempt on the part of the ladies to gain his especial favor.

Since Bob Bullwinkle visited Seattle recently, he is writing letters that leave on No. 15 and require more than the usual rate of postage. Evidently another victim of Dan Cupid.

All aboard for the top of the hill! Chester Reeves' new Ford has side curtains and a lot of other encumbrances. Understand he is going to have his initials put on so he can tell it from the others. So far we have not noticed any great number of telegraph or light poles that are in a demoralized condition. Am advised he washes it with Lux.

If you should happen to see Alice L when she gets her ire aroused, you would wonder why Ireland has not been free for a long time. She says she is French, but she celebrates St. Patrick's day.

Since Robert H. was recently disappointed in an endeavor to locate an auburn-haired young lady, he had decided to change types, and will make blondes his specialty for the time being.

Madame Parry had her left arm in a sling for a few days due to overstrain from carrying a large "rock."

Knlg Roullard has been seen lamping a fair young damsel who patronizes the same street car every noon. Since then, he has been studying hooks on parlor and dining room etiquette. Is it proper to eat peas with a knife or should we use a spoon?

W. L. Ward has left for a few days to visit his daughter in Hamilton.

Mrs. George W. Blair, wife of T. F. & P. A. Blair, recently visited relatives in the east. During her absence Mr. Blair was summoned to court as a witness on account of an accident on South Montana street in which Mr. Blair narrowly escaped serious injury. What did you tell the "Chief"?

Mark Deeble, our crimson-topped baggagemaster, pays a visit to the second floor every day. His specialty of late has been the raising of fish, and he has them named after the girls in the Butte offices. I wonder if the girls appreciate the honor.

Henry J. Williams, another one of those handsome Seattle chaps, spent a few days in Butte. Dame Rumor has it that he is contemplating a leap into matrimony.

Fred Hoyland attended the Butcher's dance the other night. He felt right at home among the carvers as he is such a cut-up.

Why does Madge Murphy remind the ex-soldiers of the Parsian girls on Wop boulevard?

All we have been able to learn about the new steno. in the traffic department is her name, which is Mabel Price. Hope to have some interesting news concerning her for the next issue.

Mr. Goodman has joined the ranks of the pro-nicotine society. The consumption of cigarettes should show a marked increase during the next year. Business should also be good in the shoe line, especially ladies' shoes, as he is learning to step the light fantastic.

If the party who left a part of his head in my grip will call at Room 7, same will be returned to him. Also the bottle of paste which accompanied the block of wood.

#### Twin City Terminal Division *Molly "O"*

A meeting of freight station employes, called by Superintendent Van Dyke at 8 p. m., Tuesday, March 22, was well attended, about sixty employes, including seven members of the fair sex, being present. Mr. Vandyke gave a very fine and impressive talk and the fact that it "took" with those present is indicated by the number of prospective patrons reported and the amount of business secured, both passenger and freight, through the solicitation of local freight station employes.

We have all put our "shoulders to the wheel" and intend keeping them there.

Chester Kelly has accepted a position as solicitor in St. Paul. We wish him success.

Alice McGonigal and Florence McCauley attended the "Get-Together" of the different roads last month. They report spending a pleasant evening. We hope more of our girls will be there next time. The Milwaukee Road is to do the honors of the evening.

Clara Schoonmacher has gone on a month's leave of absence.

Walter Howell tells us he is going to take a trip to England next month. Some class to Walter.

Alice McGonigal is wearing a diamond on the third finger of the left hand. We know what that means. Pretty fine, Alice.

Gladys Mason is spending a couple of weeks at her home in Dubuque.

Gladys anticipates a trip to Washington, D. C., before returning to Minneapolis.

Elizabeth Hessberg is thinking seriously of a lighter machine. She claims the machine she is "driving" now is so large she has difficulty reaching the shift levers with her feet. Wonder if the Elliott-Fisher Company might not be induced to devise an electrically operated machine, Elizabeth?

Effective April 1, the office of district carpenter was consolidated with that of district engineer. Mr. Daniels will have complete supervision over the consolidated offices. Owing to this arrangement, it brings back to Minneapolis one of our "old-timers" in the person of F. E. King. We are all pleased over his return.

Bob Spence of the engineering department has been very busy for the last month looking at all the "for rent" signs. He went to New York last month to visit his mother, who was sick, and inci-

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Capital and Surplus

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dently got married while on his way to take the train back to Minneapolis. His mother is improving. Congratulations are extended and the usual "Pyrex" cooking outfit was presented from the engineering department.

If the marriages keep up in the engineering department at the rate they have since the first of the year, Clarence Prescott, who is chairman of the presentation committee, says that he will arrange to buy the cooking sets in half dozen lots.

During the last village election, we understand that Clarence Prescott was nearly elected constable. There were fifteen candidates; sixteen votes were cast, and someone beat Clarence by receiving two votes. Try it again, do a little hustling and maybe you will land something next time.

Never mind, Molly, everything comes to him who waits. Beg to advise that I landed a councilman's position and will serve out an unexpired term.

Now, what were those three little maids from the River Division doing at Lake City last Saturday—trying to vamp that good-looking day operator? Don't worry, Billy, there is safety in numbers.

### Kansas City Division

#### Billie

An eleven-car steel train carrying a delegation of oil men from Chicago to Kansas City, passed over the Kansas City Division March 21st, and returned special March 25th.

Dispatcher L. H. Wilson visited L. B. Hanan on his farm near Rubio, Iowa, the latter part of March. Mr. Hanan was formerly a dispatcher at Ottumwa Junction.

Trainmaster T. P. Horton returned March 17th from Rochester, Minnesota, where he was called by the sudden death of his uncle.

The Chillicothe (Missouri) Rotary Club, a lively bunch, occupied sleeper Edgebrook on No. 3, April 6th, on their way to a conference at Wichita, Kansas. The trip was made very gay with songs like the following:

"Here's the boys from Chillicothe,  
Here's the bunch from Chillicothe,  
Here's the gang from Chillicothe,  
And we're glad we're here—Aren't you?

Aren't you? Aren't you?

This was the spirit they left Chillicothe with and the spirit they came back with. They all talked about the high berth and long berth in Milwaukee sleeping cars, and expressed themselves as very well pleased with the service.

### M. C. B. Jottings

#### "Izetta"

William Stark, our A. E. F. man, was going over business matters in the various offices in Chicago.

We had the pleasure of having a visit from one of our girls who formerly worked in the M. C. B. billing office, in the person of Mrs. O. T. Berneau. Grace looks just as happy as ever.

Frank Sokla, who helps juggle the files in our office, took a little trip to Madison. He said: "Now, Miss Esler, don't say I had a good time there, but say that I went to see some of the prominent men, like Governor Blaine and John Potts, car foreman there."

F. D. Campbell, assistant master car builder, Tacoma, spent several hours in our office on March 31st.

Norman Fuller seems to be taking quite a few street car rides way out on the north side. Remember the girl who was maid of honor at Floyd's and Mae's wedding? Well, she is the cause of all those long car rides. We're watching you, Monk.

Mr. and Mrs. A. T. Barndt visited relatives in Beaver Dam. No matter how quiet you keep these visits, I find out about them. I don't see why they don't want their names in the Magazine.

J. A. Deppe, assistant to the M. C. B., and J. A. Holub, chief clerk to the M. C. B., made several trips to Chicago.

We were quite surprised when we heard of the marriage of Bertha Gebhardt, formerly billing machine operator in the M. C. B. billing office, to T. J. Howard on April 2d. She "confided" in me and said she was going to be married "some time in May," and then slipped this one over on us. Anyway, Bertha, the congratulations of the entire office force are extended. Mr. Toward is well known in the railroad game, having been an engineman for a number of years. Mr. and Mrs. Toward left on a wedding trip to New York.

Buffalo, Niagara Falls, Toronto, Detroit, and will later visit Mr. Toward's parents at Beaver Dam.

C. G. Juneau, master car builder, was in Green Bay a few days.

Lorene Oelke, M. C. B. biller, spent Easter day with her parents at Markesan, Wisconsin. Lorene was all dolled up in her new finery. You should just see "our" girls when they are "dolled up."

Harry Belond, M. C. B. I., underwent an operation at Trinity Hospital Annex, which kept him away from work for quite a few days. However, Harry was at the office last week and said he was feeling fine. He looked just a wee bit thinner. Glad to see you back again, Harry.

J. J. Hennessey, assistant master car builder, attended the joint meeting of the arbitration committee and the general committee held at New York City on March 30th and 31st.

Adam Jasicki, pricer in the billing department, was at Brainerd, Minnesota, visiting his sister and family who left for the west. Adam said he had a wonderful trip, and the description given was a very vivid one indeed.

We just received the April issue of the Magazine, and it surely is interesting. And, aren't the pictures on the cover of the Magazines beautiful—especially the one of the Dells?

Quite a few of our office force attended the C. M. & St. P. dance held at the K. C. hall on March 29th. Let's hope they all had a good time and will go again if another dance is given.

#### Freight Claim Department

C. Johnson is now pushing the pencil in the loss and damage bureau in place of working the numbering machine in typing bureau. Keep on, you will get to be freight claim agent some day.

Harris Young of the record bureau is back at his desk after a long siege of illness.

A. E. Bauer has returned after three months of illness.

Miss Marie Ludenbeck is at her home, seriously ill. There are rumors of an operation.

Mr. Harrington has resigned in order to take a position in a commission house on South Water street.

E. O. Lindberg has been placed as a successor to Mr. Harrington. How do you like your position, Ed?

H. G. Edwards has been on the sick list again. Mr. and Mrs. J. Gleason of the O. S. & D. bureau have been to Milwaukee visiting Mrs. Gleason's parents.

Miss Elizabeth Kirback has made a trip to Milwaukee. Wonder why.

C. Carlsen, the reconsigning clerk, comes to work all dolled up now because he has passed his 21st birthday.

Head loss and damage clerk, Jay Goodenough, is living on the street now-a-days pending the completion of his new residence, but when it's done, the entire department is going to a house warming—aren't we, Jay?

If I should come up unexpectedly behind a certain young lady and say: "What is your last name now"—would she blush?

Said the claimant to Kennedy: "What's the difference between the eggs at 40 cents per dozen and those at 23 cents." L. J. K. replied: "Absolutely nothing until you use them."

#### Cash Down!

"Change at Youngstown, madam," said the station agent to a villager who was buying a ticket to the city.

"None o' them tricks, my lad," returned the old lady. "I want my change right here before I get into that there train!"—People's Home Journal.

#### Des Moines Division—April, 1921 "Frenchy"

President H. E. Byram and party, Vice President B. B. Greer and party, L. K. Silcox, superintendent of motor power, and Burton Hansen, general counsel, spent a few days in Des Moines during the early part of April in connection with the recent supreme court ruling giving the C. M. & St. P. and Wabash railways, title to the Des Moines Union Railway property.

E. V. Bartle, agent at Churdan, visited Charles City during April on business.

Mrs. Clara McMillen of the superintendent's

## Modernize your old locomotives

**I**N anticipating the demands which will be made upon transportation when industry is again active, consideration should be given to the question of modernizing many locomotives now in service.

We are prepared to overhaul locomotives, either in our Works, or furnish the material needed to do the work in your shops.

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**Baldwin Locomotive Works**  
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office spent the week end of April 9th visiting  
her son in Chicago.

Mr. and Mrs. Clyde Kinney spent one Sunday  
in April visiting Mr. Kinney's people near  
Chicago.

Brakeman Kent Hamilton spent Easter Sunday  
with his sister, Mrs. Bell, at Vale, Iowa.

Train Baggage-man Harry Berman and wife  
spent a few days in Des Moines during April,  
visiting the former's brother, who was filling an  
engagement at the Pantages. We would not be  
surprised to see Harry's name as a head-liner  
in the electric sign ere long.

Brakeman Earl Hartshorn, accompanied by  
his wife and mother, spent the 16th and 17th of  
April visiting their many friends in Des Moines.

Train Baggage-man Neal Rogers moved his  
family to Spencer during the month of April.

Miss Florence Nelson spent a few days re-  
cently visiting in Rockwell City.

Conductor Nick McGrath traded runs with  
Conductor J. L. Tidball during the latter part  
of March.

Conductor P. A. Gifford thought he was short  
two days in April but, after careful investigation,  
found that he did not work. The question now  
is, where was he. He doesn't know and no one  
else seems to know. Some of his friends were  
bold enough to suggest that perhaps he had been  
a little too close to Sheriff Bob's runway at the  
courthouse.

Miss Thelma German, E. & F. timekeeper,  
spent a few days visiting her brother in Rapid  
City, South Dakota, during April. She reports  
a wonderful time and a very *inexpensive* trip.

Miss Bernice Russell, material clerk, attended  
the funeral of an aunt at Stuart, Iowa, recently.

L. W. Moore, agent at Fonda, had a thirty-  
day leave of absence recently and was relieved  
by R. G. McGhee. He resumed his work the 18th  
of April.

James Corbett relieved Agent H. C. Kirtley at  
Sac City a few days during the latter part of  
April.

Any one wishing to conduct an egg-eating con-  
test please call on Brakeman W. L. Graham for  
advice.

It has been rumored that Charles Lemley is  
the proud possessor of a Ford coupe. What we  
can't understand is why a Ford coupe? We  
hardly think this large enough.

### "Trans Missouri Gossip"

M. F. H.

Roundhouse Foreman W. J. Hogan is spending  
a few days in Milwaukee. Machinist Ray Martin  
is acting foreman in his absence.

Conductor S. G. Hunter and wife left for their  
old home in Wisconsin to spend a few days.

Mrs. Lillian Clark has left to join her husband  
at Akron, Ohio. We miss her and hope that she  
will enjoy her new home.

Mrs. N. H. Fuller and daughter Margaret spent  
several days in Moberidge recently.

A. N. Hanson of Minneapolis, traffic representa-  
tive of the Nickle Plate, was in Moberidge last  
week soliciting business for that road.

Car Inspector Floyd Brown and family are  
spending a month's vacation at points in Arkansas.

W. L. Ennis, superintendent of refrigeration,  
spent a few hours in Moberidge one day last week.

Mrs. Charles Cox, wife of Car Inspector Cox,  
has been seriously ill, but is greatly improved at  
this time.

Mr. and Mrs. Jacob Keller are the proud par-  
ents of a baby boy who was born in March.

C. H. Richards, Sr., was called east recently on  
account of the serious illness of his mother.

John Regan, new chief clerk at the store depart-  
ment, formerly of Milwaukee, is so impressed with  
Moberidge that he has almost decided to make this  
his permanent abode.

J. N. Strassman, who will be remembered as  
chief clerk here some time ago, stopped off in  
Moberidge between trains one day last week.

Agents Thompson of Isabel, Hosley of Timber  
Lake, Mosher of Firesteel and Rodenbaugh of  
Shields attended a Masonic meeting in Moberidge  
last week.

Master Mechanic McFarlane made a trip to  
Tacoma during the first part of April. He was  
accompanied by Mrs. McFarlane and daughter  
Gladys.

Mrs. E. E. Clothier visited with Mrs. J. M.  
Waters at Marmarth last week.

## EMPLOYEES' MAGAZINE

M. P. Bamberly has just returned from a business trip to Sacramento, California.

Dispatcher C. G. Bleichner and wife have returned from California where they have been on account of Mr. Bleichner's health. He has resumed his work after being out of service for over three months.

Stenographer M. J. Rogers was distributing some circulars a few days ago advertising a sale that he was to have in the near future. What the commodity was, we are unable to state, although Mr. Rogers has a large file on the subject.

Operator G. E. Miner of Haynes, W. J. Collins of Thunder Hawk, Extra Operator E. E. Collins and G. W. Saunders have all been in Minneapolis during the past ten days.

Agent Tripp of Marmarth was calling on Mobridge acquaintances recently.

The local machinists dance, Wednesday, April 13th, in spite of the date, turned out to be one of the best dances given this season. The hall was decorated very nicely, the music was exceptionally good and every one reports a splendid time.

R. O. Sabin and wife stopped in Mobridge for a few days on their way to Montana and Spokane.

Electric motor 10300 passed through Mobridge on train No. 17 April 14th, bound for Renton, Washington. This is the only motor that is painted the Milwaukee colors and has been placed on exhibition at a great many points in the east.

Pump Repairer C. W. Cory of McLaughlin was in Mobridge recently.

Operator Rosa B. Golden has been in the Mobridge hospital for a week or ten days, suffering from pleurisy.

O. N. Harstad, H. C. Gibson, Master Mechanic Hobbs and Roadmaster Haley of the Aberdeen Division were in Mobridge, April 11th, on an inspection trip.

Mr. and Mrs. A. D. Anderson are enjoying a visit with their son Alton and wife of Spokane, Washington.

A baby boy arrived March 20th at the home of Mr. and Mrs. J. J. Klein, Jr.

Elmer Peterson, station helper at Faith, had the misfortune to sprain his back. He is able to be back at work after a few days' absence.

Goodness, I almost forgot to mention that Alvav has a new ring which glistens forth from the third finger of her left hand. I can't imagine where she got it. Can anyone enlighten me?

Switchman Hy Wilson has started the "Back to the Farm" movement. He has gone to Wisconsin, where he expects to spend his summer raising corn and oats.

Agent P. C. Brockhoff of Thunder Hawk has been in the hospital at Mobridge for a couple of weeks, suffering from rheumatism.

Switchman Robert Wolfgram has gone to Vancouver, but we don't know what for.

Chief Clerk Obst is a very patient man, but when it comes to waiting forty minutes outside a dentist's office to have him perform a painful duty, his patience wears out.

Dispatcher Walter Horm is spending his vacation with his parents at St. Marles, Idaho.

Chief Carpenter E. E. Clothier has been on bridge inspection the last week.

The following letter was received by Agent J. B. Duvall of McIntosh, from L. M. Emery, secretary of the Commercial Club of Spencer, Iowa:

Mr. Duvall, Agent C., M. & St. P., McIntosh, South Dakota:

Dear Mr. Duvall—In behalf of my sister, Mrs. King, and myself, I wish to extend to you and your assistants our heartfelt thanks and appreciation for the courteous treatment we received at your hands during the sickness and death of Stan.

The American people seem to delight in their criticisms of public officials, and especially railroad men, but as a rule they are not so strong for praise and appreciation, hence it is with great pleasure that I wish to be classed as one of the latter, especially when such praise is deserving.

Again thanking you for your help and assuring that it was greatly appreciated, I wish to remain,

Yours very truly,  
L. W. EMERY.

### News from Fullerton Avenue

There is a romance budding in the Local Accounts Bureau. Better start saving your pennies, girls. For further information see Miss Selig.

Joe Carey, can you tell what makes the balloon go up? If you were at the St. Paul show you would know. Signed, your friend, Mr. Dumbell.



## Hotel Tuller Detroit Michigan

Center of business on Grand Circus Park.  
Take Woodward car, get off at  
Adams Ave.

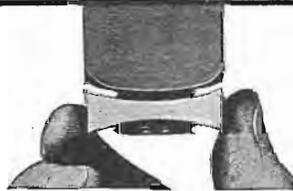
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TOTAL, 600 OUTSIDE ROOMS

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Two Floors—Agents' Sample Rooms



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Apply with the fingers, just like a common nut, then give a turn with a wrench and they're permanently locked, saving time and labor, with no injury to bolt threads.

When specifying them, be sure to write it *RIGHT!* Say, *BOSS* Lock Nuts.

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**Chippers  
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CHICAGO

Phone Canal 2500

P. O. Box 814

Shorty Goodwin says we should see the picture of her basketball team. "But," say we, "Where's the picture?" "Oh," says she, "It's not taken yet."

Gertrude Stuermer, stop casting so many glances back to the bindery.

Girls, didn't Hazel Drew look cunning in her baby doll dress at the Minstrel Show? A. O'Donnell looked so sweet in her colonial costume, didn't she?

Mae Dennehey is with us once more. Welcome to our "Mist" (this is to be sung to tune of "Oh, How I Grieve to Leave Thou").

I. Allen is some chewer of, not the rag, gum!

If you want a foreign waybill, please call on (since the show) "Ma" Anderson.

"Thor," our tariff devil, has been promoted to Lookup Clerk. Keep the good work up, Thor.

Hoffelder, the always hungry rechecker, will look twice next time he asks for chicken sandwiches.. What say, Corcoran?

The return game with the Milwaukee Bowling Club was a great success and resulted in a win for the Chicago boys. Six straights in a row by Captain Snyder were the feature of the bowling.

The supper and entertainment was thoroughly enjoyed by one of the most congenial crowds ever gathered together by the freight auditor's office.

When Miss Malone sang "Where the River Shannon Flows," Mac got homesick and proceeded to drown his sorrow with hot coffee and cold water, and made a wish that the next banquet be held in Milwaukee.

"On with the dance, let joy be unconfined; no sleep 'till morn, when youth and pleasure meet." Chairman Miller led off the dancing with perfect ease and grace; the music was good, the partners well matched, so what more can a "fellow" expect? Here's waiting for the next banquet.

The reason Miss Irene Nobles got her hair "bobbed" is that ten years from now every woman in the U. S. A. will have her hair bobbed, so she says. You can't beat Irene for looking ahead.

The Estimated Freight Earnings Bureau was well represented in the musical comedy by Misses Elsie Soldman and Margaret Skrah. Oh, can these girls shimmy?

### Reviewing our Revue

M. C. L.

In last month's magazine we promised to have a real critic write up our show. Well, real or unreal; critic or not, here we go. "All aboard!" A line from Goldsmith's "Deserted Village" is the best starter we can think of. Here it is: "Those who went to scoff remained to pray." It did not turn into a prayer meeting, by any means, but we won everybody over to our belief before it was over, just the same. We believed that we could do the thing up brown and we did. When the curtain went up there we were right down at the old Union Station.

The station master, A. H. LaRue, was right on the job. His name was St. Peter—Charles St. Peter. Instead of holding the keys in his hand, he had the Golden Gates open, and he lighted the way with a brand new switchman's lantern. (Thanks to the Master Mechanic, who also added tone to the affair by sounding the bell.) Charles St. Peter treated the passengers with such consideration that even the old-timers were willing to admit that there could be but little truth in that well-known saying about the railroads and the public. He was leading them in the opposite direction.

The handsome interlocutor was our assitsant chief clerk, William F. Miller, and the tenor who brought forth the greatest applause of the evening was James T. Carney, our assistant freight auditor.

The star dancer of the performance was the St. Paul Automatic Doll, Marie Hetzel. Oh, if the little boys and girls out on the line could have seen our little girl all dressed up in pink ruffles and bows, dancing just like a doll, wouldn't they have clapped hard for her to come out and dance some more?

The ticket auditor, Mr. Kruckstein, sent a delegation from the Fiji Islands to do a dance for us, and "Say, Gee, you ought to see his Gee Gees dance." Now that he has been famed, let's hope that they do not suddenly revert to their savage state. Gosh! If they ever do, we are goners. If

our comptroller notices anything wrong with the ticket accounts, let him beware of trouble in the fourth floor jungle.

Mr. Hoye, car accountant, sent down a carload of the wildest little vamps you ever saw. Harold Raymond unloaded them and led them through a splendid little song and dance, and shooed them back into their cage so they would be nice and fresh for the following performance.

Every bureau in the office furnished "A Wonderful Kid from Madrid" to help Thomas Gleason put over one of the biggest hits of the show. When our chief clerk, William P. Heuel, saw Buster's Bouncing Babies in "The Days of Real Sport" he had visions of the Juvenile Protective Association demanding the records to see that the company had not violated the law.

We had a real "Pony Circus," too. They went prancing through a snappy little song and dance just like headliners.

Clarence O'Connell and the Jazz Babies shattered the "No encore" rule. The audience forgot all about Mr. Miller's polite little curtain speech in which he implored those present to refrain from demanding encores. Clarence and the babies had everybody on the stage doing the Ruba Tuba Glide before the curtain was rung down.

Had Kipling been present he would have found out that he was all wrong when he said "East is East and West is West, and ne'er the twain shall meet." When Ben Reinert and his Indian braves joined the Oriental maids in a pow wow, we didn't know East from West.

The soloists were wonderful and all were called upon to repeat their songs. Our end men were great, and Mary Maney was second to none in her role of colored lady.

Mr. Buster, Mr. Coughlin and Mr. Heath spared no trouble to make the Revue a great success. Our coffers will hold an added supply of treasure to be used in helping our friends in need.

#### Milwaukee Shops Items

*H. W. Griggs.*

We are all glad to see Fred Williamson in the drafting room again after three years of ship-building for the government at Newark, N. J. Fred is looking well. Lief Erickson, who went east about the same time, is still holding down a big job in New York.

Mr. H. Ronge, yard clerk Milwaukee shops, has been in the hospital over a month, and is on the mend slowly. Only the other day did we hear of this. Hope you will soon be out here again H. R.

Charles Bilty, M. E., was up before the Wisconsin Legislature March 22nd as legal expert in the locomotive line.

President Byram called on our venerable employe, John C. Fox, at Janesville the 21st ult. in company with other officials of the road, among whom was Grant Williams, the secretary-treasurer of the Veterans' Association. Not since former President A. J. Earling held the 11 a. m. train for fifteen minutes, a few years ago, to call on Mr. Fox, has such a gracious act been done as that of our president.

The recent new appointment is that of our E. J. Summers as fuel supervisor, entire system, effective March 15th, a well-merited promotion.

A spick and span clean locomotive with polished bell attracted a good deal of attention going out of the roundhouse Monday morning, the 14th inst. Others will follow, and the other roads will have to take notice.

We hear that Veteran John C. Fox of Janesville had an acute attack of indigestion the 2nd of April, but feeling better at last accounts. We hope this will pass on speedily.

Veteran Sam Marshall, chief clerk at Western avenue (boulevard), has taken a similar position at Galewood. Sam lives near there.

Switch lights burning all day may save lighting up, but 'tis rather expensive.

Superintendent of Car Shops Jenson has his office widened out to accommodate both departments, passenger and freight. If Jenson keeps on growing, he will have to lengthen out his skeerts.

A. N. Lucas was a smiling caller the 11th inst. The M. E. department drafting room has installed the indirect lighting system. It is a beauty. We look quite cosmopolitan now. No smoking.

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There are some other new lights in the drafting room. As we said, Fred Williamson is in the locomotive department. H. Miller, another locomotive department man, recently from the valuation department, as is also P. Westcott, up from the University of Illinois. A. Schroeder, another locomotive man just up from the general S. M. P. office. F. Ansterman, an apprentice over from the signal department. Gus Koester is chief of the locomotive department, and recent additions are Ray Petrie, E. Kunz. The car department has Ray Voss from the I. C. R. R. Art Schultz is tracing and Art Hampel is after the pattern work, a new catalog of which is being made up. Ray Entera heads column two. Thomas Scott is shop engineer, G. W. Taylor on standard practice methods and forms. Paul Valentine is on with the motive power standards. Mrs. Barlow is chief clerk to Mechanical Engineer C. H. Bilty, and away over in the southeast corner of the ten-acre lot is little Miss Annie Cavanaugh, monarch of all she surveys, including Paul. It keeps Chief Draftsman H. A. Sjogre hopping to keep the bunch rounded up.

A. W. Tyler of Braun's Pt. Yard has been using the small kodak for car check numbers and damage cases, and is doing really good work. Tyler does not attempt snapshots on cloudy days, but uses the tripod, small stop, and a few seconds' time.

O, yes, we forgot to mention Miss Helen Pilot, in charge of the blue print room, and last but not least, her assistant, Miss Mehlieson. The girls do so much printing and trimming that the janitor thinks of getting the steam shovel brought in to clear out the rubbish mornings.

The wheel foundry is working four days a week since the 1st of April.

The "Tell Him Now" verse in the April Magazine is the most appropriate that has appeared in some time.

So our "Plucky Editor" was in Minneapolis February 14th. Went right by Milwaukee shops (on the night train, we presume). If Mrs. C. K. cuts that caper again she is going to hear from all of us.

Dr. Frey of our shops emergency hospital is there from 9 to 12 and comes handy to ride up the hill with once in a while. Miss Hurley, the nurse, stays nearly all day. We are to photo them soon.

The magazines reached the shops the 12th this time. The front cover picture page is a good innovation, a good railway "Literary Digest."

**"Multum in Parvo"**

*Milwaukee Car Shops Superintendent's Sanctum  
"Lo!"*

L. K. Silcox spent three days at Milwaukee shops the first part of April. Both he and Mr. Juneau attended the foremen's meeting on Saturday morning, April 2nd, in the Whitehouse. It was a lengthy conference. Mr. Silcox and Mr. Juneau delivering talks of interest. Mr. Silcox, together with W. W. K. Sparrow, also made a general inspection of Milwaukee shops on April 13th.

The April meeting of the Car Foremen's Association of Chicago was held in the Morrison Hotel Monday evening, April 11th, at 8 o'clock. Thirty car department men from Milwaukee shops attended.

W. O. Davies has been doing some detective work. He is now able to give us mechanical inspection of passenger equipment cars past due for shop.

The car department is having a general "clean-up and paint-up" session. The buildings inside and out are being given a coat of paint, making them specially good to look at. It is a great improvement to the grounds.

The shops have gone on half time, each shift working ten days during the month of April.

Harry Runte took a trip to Washington and Baltimore. While in Washington he had the chance to see President Harding play golf.

The mail these days is considerably heavier in the car department owing to Hyele Johnson's visit to California. We all thank you, Hyele, for your generous supply of post cards, and from what you say, the boys are figuring out just how they can secure foreign transportation to that land of "Sunny Paradise." We are also hoping to have another party at the Badger Room.

After an illness of several weeks, our cabinet maker, Ed Kruschka, is back with us again. He

is looking better every day and we are glad you are back, Ed.

Spring is here. We can tell by the broken windows in the old car shop. The boys have quite a team this year. Al Horn and everybody is playing. Al can eat oranges and play ball at the same time. The bleachers are filled to capacity, only the peanuts are missing.

The freight and passenger car offices under Mr. Jenson's jurisdiction have consolidated and are enjoying the largeness and newness of their present abode. Harriet thinks her office is so swell. Don't you, Harriet?

The transfer table was broke again, as usual—let's have something new, George.

Between the white paint and Mr. Jenson's smile we don't know which is making the office so bright.

#### News Items for River Division "Jerry-on-the-Job"

After that last month's write-up I am thinking of starting a Happy Thot Club, because there were certainly a bunch of unhappy thots directed towards me. But such is life.

In these days when the American Red Cross is making such a noble campaign to combat tuberculosis by advocating fresh air, it is of interest to note that Chief Timekeeper D. M. Wheeler has risen up, like the Cromwell of old, and is making a strenuous campaign to keep the windows closed, at least in his office. Heretofore the innocent doves, symbolic of peace, have hovered around the windows of Dana's office, perhaps attracted by the peaceful atmosphere therein. At any rate, Dana left the window open recently when he went home, so that there would be plenty of fresh air in the morning. The innocent (?) doves took advantage of his absence and evidently held a council of war therein some time during the night, if appearances would be any indication. Hence the moral "Close your windows."

It was with regret that we learned of the death of Mrs. Mary Miller, wife of Car Foreman H. R. Miller, at Red Wing, who passed away recently at Red Wing.

Wedding bells were ringing, or rather had rung on January 13th, when E. L. Peddern, warehouse foreman at Wabasha, and Miss Stella Ostrom, clerk in the chief carpenter and roadmaster's office, were united in marriage, thereby stealing a march on their friends, who are at a loss to know why they pulled off this stunt without making a noise about it until St. Patrick's day. Anyway, we wish them all the success in the world, and may their troubles all be small ones. Ask Dad, he knows.

N. A. Nelson, section foreman, and family just returned from a week's visit at Goldfield, Iowa, having reported a very good time.

W. W. Daniels, lineman at Wabasha, is again on the job after being confined to his home with illness.

"Mecca" says that Carl Roundy, coal shed foreman at Wabasha, and Harry Reed, conductor on the C. V. Division, made a hurry-up trip to St. Paul recently, altho all attempts to learn the cause of said trip have been fruitless. However, you can ask Harry, maybe he knows.

Just before Easter all the girls in the accounting office were working on their new dresses. That is, they were working their papas and mammas. You know there is quite some fashionable difference between the dress you have in mind and the one you finally get. Still, if present fashions are an indication, the girls all wear the dresses they had in mind. However, Ruth Thomson of that office says that a light soupish Canton crepe topped off by excess silk, profits and braid, with shirred millinery bills, is a costume that will make the other girls' eyes boil with envy.

Operator E. B. Wilcox of the dispatcher's office has returned to work after a three months' vacation, during which time he gave the city of Portland and surrounding territory the once over.

Agent A. B. Jones at Chippewa Falls is ready to buy out the Standard Oil Company now, as he just received a large back pay check, but Agent Ebersole at Eau Claire is also sporting a new pair of shoes, so it looks like he is squandering a little back pay also.

Operator Kampf, formerly at Durand, is now banging up his hat and coat for the second trick at Hastings yard.

The office force at Eau Claire had their first annual party recently. Cards and singing fur-

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nished the entertainment for the evening, George Benz, chief clerk, introducing the new song "Open Your Mouth and Let the Moon Shine In." As the local gazette would put it, a good time was had by all.

Baggage man Don McMillen at Eau Claire is the proud papa of another baby girl. The cigars were conspicuous by their absence, but inasmuch as this was Don's seventh girl, he says he ought to pass the hat intead.

Assistant Cashier Monarski, at that station, spent his savings for a sparkler to adorn the third finger of someone's hand. However, he has not enlightened anyone as to the lucky girl, but the boys are betting that she will be a good cook. Congratulations may be a trifle premature from this end of the road, but we will offer them anyway.

Skeeziks Pearson, cashier at Chippewa Falls, reports that his rival in the Chicago Tribune has been causing him no end of embarrassment.

It is reported that John Hefferman, agent at Caryville, has been quite a frequent caller at Eau Claire. We realize that curiosity once killed a cat, but nevertheless we would like to know who she is anyway, John.

Engineer Fred Wilson has returned from a trip to the west and is again piloting the switch engine at Eau Claire. Engineer Eggenberger has returned to Wabasha.

"Frost" you? It kind of "Burns" a fellow up to be short, but at the same time it is hardly fair to blame the timekeeping department. We keep "Termining" every "Page," "Lord" knows how many times, at the close of each half to see if the time is all in and the "Raetz" correct. When checks arrive and are incorrect, "Bingo," they "Chase" right up to the office or "Hunt" up a piece of paper, and then we get "Fitts." It is sure that a man on an engine works hard when you "Ryder" 140 miles or so, and it does not leave very much time to sit under the "Ellms" on the "Green" grass and "Reed," but they are trying hard, so don't throw too many "Black-stones," and some day you will all be able to build a "Newhouse."

By the time the readers have secured this issue, Chief Clerk "Genial Bill" Kane will have taken a plunge in the sea of matrimony, if the present plans mature. The young lady is Miss Florence Anabelle G—. We didn't get the last name because just then Bill dashed off to write a letter to her, but it sounded like Goff. Anyway, she will now be Mrs. Bill Kane, so why worry? Inasmuch as the wedding is to take place in Chicago on May 7th, I regret that the society reporter was unable to cover the occasion, so I told Bill that he would have to kiss the bride for me. However, I know that all the fellow workers on the River Division extend congratulations and best wishes to the newlyweds.

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

H. E. Ramsey, agent Oxford Junction, was called to New Hampton, Iowa, April 5th, on account of the death of a relative, Edward Ramsey of Ferguson, acting as relief agent during his father's absence, and Martin DeVoe at Ferguson temporarily.

George Ryan has been appointed agent at Maquoketa. Mr. Ryan has been the efficient telegrapher of the place for a number of years and his appointment meets with the hearty approval of every one interested.

Conductor and Mrs. R. B. Eckhart of Marion were called to Lamoni, Iowa, the latter part of March, to attend the funeral of Mrs. Eckhart's father.

Operator Bert Campbell has returned to work at Atkins Yard after several weeks' enforced vacation on account of illness. A. C. Bartell acted as relief operator during Bert's absence.

Floyd Carter has been appointed cashier at Council Bluffs freighthouse. Floyd has been clerk in Roadmaster Barnoske's office at Marion for several months and has made good in every respect. He has made many friends in this locality who are very much pleased to note his advancement and wish him continued success. Miss Idelle Fullerton has been appointed to the clerkship in the roadmaster's office.

Operator L. A. Patten of Indian Creek has been away several weeks. Operator James I. McGuire relieving.

Fireman Nathan M. Thompson was scalded on

both legs by a squirt-hose blowing off on engine at Camanche the morning of April 10th. Fireman Long, who was on the train deadheading to Dubuque, was called as relief man.

Conductor John F. Briggie and family have moved from Perry to Marion, where they will reside.

Engineer Levi Wright went to Rochester April 5th for medical treatment. Mr. Wright's illness is of a serious nature but we hope that with skillful aid he may be entirely restored. He has been pulling the service train and the Cedar Rapids transfer from 7:20 a. m. to 3:20 p. m. for some time. Harry Scampton has this run at present.

Conductor F. H. Williams was called to Waterloo for several days owing to the serious illness of his daughter, who is now reported improving.

Elmer Layton, helper at Atkins roundhouse, suffered an injury to his eye caused by splinters of steel entering the eyeball while at work March 29th. He was attended by a specialist, who does not anticipate any serious results.

James Rogers of Atkins roundhouse, who has been off a considerable length of time on account of an injured hand, has resumed work.

Lee Stookey and Roy Reynolds have returned to Marion from Manila, where they were located several weeks in the roundhouse at that point.

Supt. J. A. MacDonald, wife and sons of Madison, Wis., visited several days the latter part of March with friends in Marion and vicinity.

Engineer and Mrs. H. A. Scampton have returned to Marion after a several months' visit in California and Ogden, Utah.

Passenger brakeman F. A. Dougherty was united in marriage to Miss Elvira Fagan of Monticello on April 4th at Monticello. They will make their home in Cedar Rapids.

Conductor T. Nevins was off one or two trips the fore part of April on account of the death of his daughter in Chicago hospital, Conductor Craig relieving.

Mr. and Mrs. L. E. Mathes went to St. Louis the fore part of April to visit their son, Lewis, who was sick in a government hospital there. He has recovered sufficiently to return home for a visit.

Train Baggage C. H. Hayward was called to Perry fore part of April on account of serious illness and death of his niece.

R. C. Blakeslee, telephone and telegraph inspector, of Milwaukee, was at Marion and on the division several days during April.

L. A. Huffman, second trick operator Oxford Junction, let a piece of express fall on his foot and broke a bone in one of his toes. Bartell relieves him.

Born, April 4th, to Mr. and Mrs. R. C. Merrill, Marion, a little daughter, Betty Jean. Congratulations.

#### Chicago Terminal Items

*Guy E. Sampson*

Again this month we are called upon to report the death of one of our terminal employes, George Meuret. On Saturday, March 26th, while working in Godfrey Yards, he in some way fell beneath the wheels of a cut of cars he was assisting in switching, and instantly killed. His parents, who live at Wausau, Wis., were notified at once and the father and brother came on to Chicago at once and took charge of the remains. P. T. Freely, Lyall Sampson, Earl Hendricks, George Stoddard, Melvin Stowell, Frank King, Walter Peterson and Clark Gruener, fellow workers with Mr. Meuret, accompanied the remains to Wausau to their last resting place. The sympathy of all the terminal employes is extended to the bereaved family in the loss of George.

Another death we regret to report is that of Ray O. Farmer, whose health has been failing him so that he has been unable to do any work for the last year. He was well known, not only in the terminals but also along the lines west. Mr. Farmer worked himself up from yard clerk in Agent W. C. Bush's office to a position in the superintendent's office, and later to car tracer from Mr. Whipple's office. This work took him over the entire lines of the Milwaukee road, and in his work he made friends among officers and men along the line. Our sympathy is extended to the bereaved family.

Special Officers Macinerney, Donaldson and Keene made a lucky haul when on April 2nd they

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took into tow a colored tramp who was stealing a ride on Illinois Division 92. He turned out to be a much wanted character. Mr. Fitzmorris might do worse than get these same gentlemen on the track of Tom O'Connor.

Train Clerk W. W. Franz and a party of friends attended the opening game of the baseball season at the Cubs' park. Oh, yes, the Cubs won, and so did Wallie, for he knows how to "bet 'em."

Oh, yes, the "tryst" at the milk bottle has been changed. Miss Healy has a new beau.

Engineer William Brecklin purchased a lot at Bensonville and will soon begin erecting a modern home. The right step, Billy, you know a good thing when you see it.

The baseball season is with us once more, and each noon hour above the clamor of the yards can be heard "Manager" Mandelky's stentorian tones, bawling his huskies into action.

Annabell Hudson is so strangely quiet these days. She slept on a piece of wedding cake the other night, but not a word of what she dreamed will she tell.

What are all these reports about, H. LeRoy? Come on, Hank, 'fess up. Send us an item for the Magazine, won't you? Just a few words, or better still, a photo might interest the Magazine readers. What say?

A. M. Allen, who has been sick a few days, is back at the desk; mustache and all. Glad to see you, "Ben."

F. H. Bronkhurst, who has been looking like the "blue law" itself, has been brightened up considerably. Two days is a long time, isn't it, Frank?

It is reported that our switch tender at Galewood, William Schuler, will soon be a yard master if he keeps up his present speed. That's right, "Billy," there is lots of room at the top for growing hustlers.

Tom Collins was absent April 13th to consult an eye specialist. How strange that Tom should make that date for the same day that the "Cubs" opened the 1921 baseball season on the North Side.

C. Miller was absent from work one Sunday and when he reported for work Monday a. m. he said that his car was in first-class running order now. If you want to go some place in a hurry just get Miller to take you, and the next time you want to go you won't be in a hurry. What say you Tom?

Bill Clerk C. Stark has secured the exclusive services of two fine, full grown guaranteed setting hens, and will soon be able to furnish his fellow clerks as well as some of the officers over at the Railway Exchange, with young tender chicks.

The general yardmaster's place was declared vacant and Harry Stockwell took charge of the Mannheim yard from 7 a. m. to 3 p. m., displacing Yardmaster R. P. Hays, who took the second trick job in place of C. Harrington, who in turn took Angle's job on the third shift. Angle took charge of an I. H. B. transfer crew. The day yardmaster's job at the west end of Bensenville yard was discontinued and Yardmaster Sampson took charge of the second trick, receiving yard engine at Bensenville. At present he is working six hours a day on his new home on Pine street and eight hours a day in the yards. Some busy "Guy."

We hear that Chief Clerk Harry Cameron is contemplating building a home at Bensenville. We don't blame him for we are doing the same thing.

Yardman Edwin Stock is laying off Sunday, April 10th, for an auto trip which he took to Milwaukee and return. Wonder what made Milwaukee famous.

We noticed that business on the Jay line is somewhat improved since the gravel shipments started. Well, we are glad some line is "picking up," as the Jew rag picker said.

Trainmaster Ed Johnson is a busy man since having the general yard master's duties wished onto him in connection with his regular duties.

Mr. Devinney said that if we didn't mention him this month he was going to lay off again so as to get his name in the Magazine.

Three more switch tenders' positions taken off. This time at Franklin Park, where the Milwaukee trains go into the I. H. S. tracks. Some rumors that these switches will be connected with the Soo Line Tower and handled by the tower man.

We were sure pleased to get those items that our helpers in gathering the news sent along this month, and hope that they and others do so next month. Thanks.

**Dubuque Division**  
**J. J. Reilhan**

A. Dutton, our trainmaster, received a stunning Easter bonnet from Savanna. You should see it. Andy, how's your old straw hat?

Harry Cline has been appointed agent at Canton, Minn., to succeed C. H. Stainbrook, who has removed to California.

Miss Marie Clifford, trainmaster's clerk, spent a week-end in Chicago last month.

A new face is noticed on the Nahant run. Conductor Ernie Boice has displaced Tom Kelly on the assigned runs, Nos. 66 and 67.

The wires have been cut in at the Dubuque ticket office for the benefit of Ticket Agent J. W. Hilliker.

The bridge crews have commenced distributing material over the Dubuque Division, preparatory to renewing and repairing bridges for the 1921 season.

M. R. Chrisman, agent at Cameron, is taking his annual vacation. He is being relieved by Operator J. H. Robertson.

George Childe has returned from Arizona, fully recovered in health, which is pleasing news to his many friends. He resumed work at Mabel on his return.

Employees on the Dubuque Division were sorry to learn that due to the general reduction of traveling engineers on the system, Traveling Engineer R. R. Stockwell would transfer to the Iowa Division, to resume duties as a locomotive engineer.

Conductor Dunham, while waiting for a train at Mabel, went up town and found a lady's ankle watch. The "Jap" got a nice box of candy as a reward from the owner of the jewelry.

John C. Baynes, one of our oldest engineers, died at Mercy hospital, Dubuque, at 11 p. m., March 23rd, following an illness of a year's duration. Mr. Baynes was born in Georgesbire, England, 69 years ago, and came to this country at the age of 12, and was employed on this road in the capacity of engineer for forty-five years. Mr. Baynes is survived by his wife, one daughter, Mrs. Dr. Reinicke, and a grandson, all residents of Dubuque. The funeral was held March 28th, interment taking place in Linwood cemetery under the auspices of the Mosaic Lodge of the A. F. & A. M. The casket bearers were Engineers J. J. Barker, D. Schaffner, A. S. Graham, Fred Cawry, Joe Chalopka and Shop Foreman Henry Kruse.

Miss Enid Russell, the slickest "bug artist" on the division, is taking an annual vacation. She is being relieved by Mr. Farnham of the La Crosse Division, who has been working extra on this division for the past several months. "Rusty" is visiting her "cousin" in Omaha.

The shop employees at Dubuque shops voted to work only ten days per month during the slack season.

D. L. Hickey, the popular second trick operator at Dubuque shops, is contemplating a summer trip. His destinations range from the fair Isle of Cuba to the California coast, leaving him quite a wide range, a variety as it were of places to choose from. This is considered a sure sign of spring.

The old boys are again taking to dancing and quite a bit of amusement in this line has been offered. The B. of R. T., the B. L. F., and the O. R. C. have had their annual affairs, which were voted big successes. Ed Crawford never worked as hard in his life as he did at the fireman's ball, and Andy Graham was right there, too, although he fell down on the three-step. Paddy Handy did the shimmy at the "she-brakeman's" dance and came near being arrested.

Born, to Agent and Mrs. J. W. Stuff, Bernard, April 13th, a son. Congratulations, John.

Effective March 24th, C. E. Shaft was appointed train dispatcher on this division, to succeed C. B. Elder, resigned. "Chet" has been with us for over two years, was a number one dispatcher, and the many friends that he made during his stay regret his departure.

A change in time was made on the Preston line, the way freight now leaving Reno at 9 a. m. This is more pleasant for all concerned and in reality is a claim saver, as all the freight is handled in daylight and delivery of most of it is effected the same day.

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Agent E. A. Lambert has returned from a winter's visit in California and will be very much contented with the climate around Zwingle for the summer.

Ask the chief clerk and division accountant in the superintendent's office what happened on April Fool's day. U-no.

Boy number two arrived at the home of Brake-man Ira Kelsey about the first of the month. He is just about as bald-headed as his father.

F. E. King, formerly district carpenter, has been transferred to Minneapolis, where he will assume duties as division engineer.

Charles Kinser, a carpenter at Dubuque shops, was drowned on April 4th when a sailboat in which he was giving an initial ducking overturned.

G. W. Lowe is back at Buena Vista after being laid up with rheumatism for a couple of months.

"Bishop" O'Toole is now employed in the capacity of caller at Dubuque until he recovers sufficiently to again go into engine service.

Operators Marshall and Freyhag, Marquette yard, have each taken a few days' much needed vacation. Bob Wilkinson handled the yard office during their absence.

The "hoodoo" is still pursuing Olivia, Florence and Jean of the superintendent's office, as they have been obliged to postpone their trip to Des Moines on three different occasions. Here's hoping they get there this month. They say—"Des Moines or bust."

### C. & M. Division Items

R. M. C.

Conductor W. D. Wood and Engineer R. J. Casey have been highly commended for stopping their train just east of Hainesville on March 30th, and extinguishing a fire around the wooden bridge just east of Hainesville.

Now that Conductors Kingsley and Cahill have resumed work, the "Veterans' Circle" is again complete.

Passenger Brakeman John Glover was injured at Chicago Union Depot April 24th, when he was struck by an engine. The "boys" all hope for a speedy recovery and hope that John can say "goodbye" to the Washington Boulevard Hospital, very soon.

All passenger men received back pay during the last month and all feel like millionaires. Gee! I hope they don't have to give it back.

O. R. C. dance April 14th. N. McCulloch is selling tickets and sure knows how.

Will someone please advise if Mayfair is in darkness on Wednesday nights? A certain young man employed on the C. & M. Division insists on coming to Milwaukee each mid-week.

The "Fox Lake" picnics start April 16th. Good news for the passenger men—they will get more than enough extra work.

Has anyone seen our trainmasters and chief dispatcher bowl lately? C'mon ladies, you can beat them easily.

Does anybody want to trade a good hat for a "Katy"? Apply Room 14.

Our assistant accountant, Frank Knoebel, claims the law should take action about automobiles and short skirts—to avoid accidents.

Engineer P. S. Scully has bought a new home at Deerfield. He has one of the Deerfield suburban runs now.

E. Mathrn, formerly agent at Healy, has been appointed traveling freight agent for our company at Winnipeg. Our best wishes go with him.

W. E. Byers, agent at Franksville, has asked for transportation to go to Iowa to get his car which he left out there last fall. Hope the roads are in better condition now, W. E.

Items are rather scarce this month. I sincerely hope everyone will take pity on the new correspondent and send in a lot of items each month.

All right, Mr. Marlett, you had better get that case ready now. Time is getting short.

"All day long I sat and thought,  
My hands thru my hair I tore,  
But even though I think real hard,  
I find that I can think no more."

"All useful service is raised to the plane of art when love for the task—loyalty—is fused with the effort."

# DONT SEND A PENNY

Here are 4 picked bargains which show how we have laid the axe to prices—cut, slashed and reduced without regard to profits. This is your chance to save fully half or more if you act at once. Don't look for prices to go lower than those we make here. They can't, for these are down to rock bottom. Later you will pay more. Pick your bargain and send the coupon—no money. If not satisfied return the goods and you are not out a cent.

## Amazing Bargain Price Cut

A shoe bargain you must not miss. A manufacturer made up a lot of these splendid Work Shoes for a big concern. The order was cancelled. Our buyer snapped up the entire lot at way below the real value and while they last we offer them at wholesale price.



**Price Smashed**

Heels extra nailed—will not come off. Stitching reinforced throughout keeps seams from ripping. Modeled on a very comfortable broad last with plenty of toe room. Wide bellows tongues keep out dirt, snow and water. Smooth leather insoles. A wonderful work shoe. Sizes 6 to 12. Wide widths.

**NOW** Send no money—only the coupon. When shoes arrive pay only the low bargain price, \$2.98. Compare with work shoes that sell for \$6 and \$8 elsewhere. If not satisfied, return shoes and we will refund your money. Order by No. AX1526. Give your size.

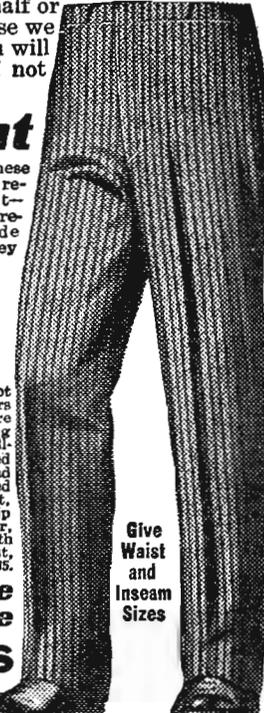
**Work Shoes**  
**\$2.98**  
Delivered FREE

Selected durable brown leather. Tanned to be proof against oil, grease, etc. Soles are of strongest, best-wearing leather.

**One-Half** Price cut on these pants with no regard for profit—the most daring reduction made since the war. No money to send with order.

**\$1.95**  
Delivered FREE

Think of it—only \$1.95. If not a match for regular \$5.00 trousers—send them back and you are not out a cent. Made of strong closely woven fabric—good for all-round wear. Double sewed throughout. Deep side, hip and watch pockets. Neatly finished and trimmed. Belt loops. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped—goes well with any coat. Sizes, 30 to 42 in. waist, 30 to 34 in. inseam. Order by No. CX735.



Give Waist and Inseam Sizes

**Smashed Price on These Shoes**

Here are 1,000 pairs of shoes at a price

which we proclaim a money-saving value such as you have not and will not be offered within one year at least.

**\$2.45**  
Delivered FREE

Men's durable black wax veal leather work or dress blucher. Made with two full soles clear through to the heel. Strong heels that won't come off. Drill quarter lining. Strong insoles. Guaranteed counters. Dirt excluding bellows tongues. Sizes 6 to 11. Wide widths.

Give Your Size

Don't wait. Send no money. This sacrifice price will bring a flood of orders and the stock will soon be sold. Order by No. AX1817.

## Everything Delivered Free



If this shirt is not equal to those you paid \$10 to \$12 for during the war send it back.

**Beautiful Silk Shirt**  
**\$2.95**  
Delivered FREE

Don't pay any more than our price for a silk shirt. You don't have to if you act while this offer is on. Fine quality Tusah Silk, noted for wearing quality. Novelty self stripe in solid colors—light blue, pink and lavender. New French cuffs. Fine pearl buttons. Sizes 14 to 17 neck. Order 1/2 size smaller than collar you wear and give color wanted. Try the shirt on, show it to your friends, examine the quality and workmanship and then decide. See if it is not a bargain that beats all records for price smashing. Send only the coupon—no money. Pay only on arrival. Order by No. CX447.

friends, examine the quality and workmanship and then decide. See if it is not a bargain that beats all records for price smashing. Send only the coupon—no money. Pay only on arrival. Order by No. CX447.

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Send article or articles marked X in  below. I will pay the bargain price on arrival, it being understood that if not satisfied I can return the goods and you will refund my money.

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