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WASHINGTON, D. C.

THE MILWAUKEE EMPLOYEES MAGAZINE



April 1922

A So. Dakota Guernsey Herd
C.M. & St. P. Ry.



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Our determination to this year double our sales of the world famous

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

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Please send prepaid and without obligation your Watch Book free, explaining your "No money down" Offer on the Santa Fe Special Watch.

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

SANTA FE WATCH CO.
420 Thomas Bldg. Topeka, Kans.

A Fob for You

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

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

The Milwaukee System

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

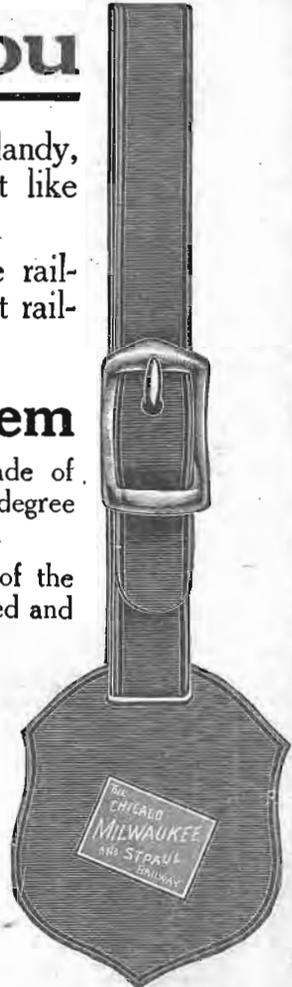
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

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



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



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

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

Name _____
 Address _____
 Town _____
 State _____
 R. R. Dept. _____

Mark Articles Desired

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

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YOUR CARD

Listen, Milwaukee
Ry. Employees!

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

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

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

PRINTING DEPT.

141 West Ohio St.

Chicago

JOHN J. BURNS



THIS 14-YEAR-OLD SCHOOL GIRL WON A TOURING CAR. NOW WE WILL GIVE AWAY A FINE NEW SEDAN.

Don't Buy an Auto

SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

I have already given away many Autos. Now I shall give a new Sedan to a person who answers my advertisement. You may be the one to own the auto. Costs nothing. Not one cent of your money is required, now or later. No matter where you are, this opportunity is open to all except residents of Chicago. Old or young—all have an equal chance. Send me your name and address today.

The First Grand Prize is a completely equipped, latest model Ford Sedan, with sliding plate glass windows, starter, electric lights, demountable rims. The Sedan is sent freight and war-tax paid direct to the railroad station of the winner. All ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. It may win the Sedan for you.

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

Solve Puzzle—Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You can win the Sedan, and share in hundreds of dollars in cash.

Write Me Today—Quick—Now

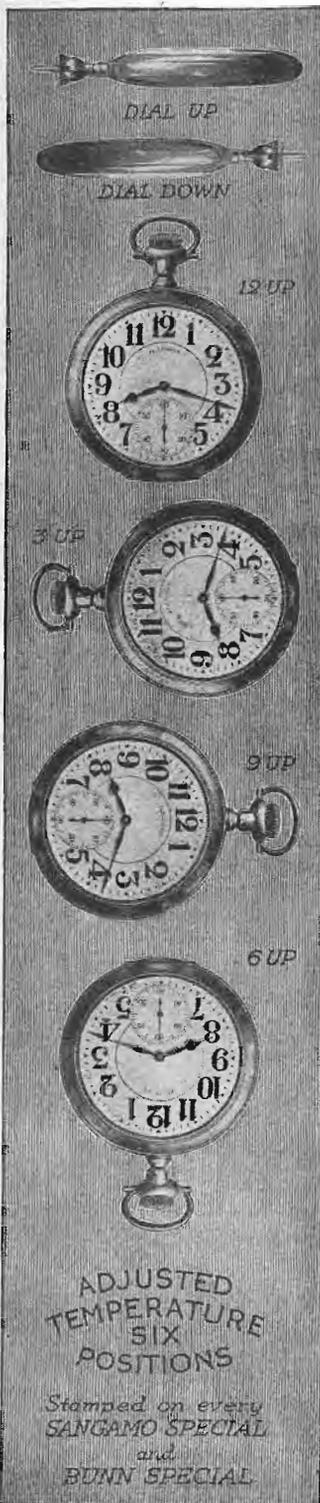
If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you will have thousands of votes to your credit and a fine chance to win. Send the coupon today.

**FORD WILLSON, Auto Club Manager, Dept. 3383
141 W. Ohio St., Chicago, Illinois**

The four words are.....
My name and address are below. I want to win the new Ford Automobile.
(WRITE PLAINLY)

Name

Address



Keep these six position adjustments in mind when buying your watch

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

It may be required LATER.

Originally, railroad watches were not adjusted to positions.

Later, three position adjustments were required.

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

For the present five position watches are standard.

But railroad requirements are continually going higher—not lower.

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

Sangamo Special and Bunn Special

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

Ask your jeweler for these watches

ILLINOIS WATCH COMPANY
Springfield, Illinois

Paint and Painting

A Paper read by Chief Engineer C. F. Loweth at the 14th annual meeting of the Master-Painters Association; and reproduced in the Magazine by courtesy of Mr. Loweth.

This Association of Master Painters is celebrating its 14th anniversary, but the art of painting which you represent is a very old one, indeed it is one of the most ancient and honorable. Many books have been written of the history of painting and painters. Steam engineering is an infant in respect to painting; and long before printing and gun-powder and cloth making were known, there were painters and painting. All through history there are references to the work of painters, and before history could be written in alphabetical characters, it was written in painting. For many centuries before the Christian Era, kings commanded that their victories in war should be recorded and handed down to posterity through the medium of painting. Ancient Egypt was the cradle of civilization; when the tools and weapons of stone which its people used were giving place to those of metal, painting was an art event at the time so perfect that such examples as now survive, after 6000 years or more, are, today, marvels of harmony and brightness and permanence of color.

Many centuries prior to the time of the ancient Egyptian was the cave man, whose precarious existence was lived in caves with clubs and rough stone weapons as his sole dependence for the food necessary for his existence. He was rough and uncouth, with no written language, yet even he was a painter. On the walls of the caves in which he dwelt, and in which, buried under the accumulated debris of centuries, his remains have been discovered together with his crude stone weapons, have been found rough drawings and paintings in colors—depicting the wild animals of his day and the manner of hunting them. So the first

man, the hunter and flint tool maker, was also a color worker, and the history of his age comes down to us preserved by the artists of his time in the crude paintings and drawings on the walls of his chalk cave.

When we refer to remote antiquity, we often refer to it as being before the Deluge. That is pretty far back, but we have undisputed evidence in Holy Writ, that there were painters before the Flood, for, do we not read that Noah painted the Ark within and without? Some carping critic will be certain to say that Noah did not paint but rather pitched the Ark within and without. Very well, there are many who in this day do not know the difference between pitch and paint, and even contend that pitch is the best kind of paint.

For the antiquity of painting we may go back further than the cave man and further back than the Deluge, and learn that painting is older than the hills. Before the hills were there was the great Master Painter, He who put the pigments into rocks of which He formed the hills and then clothed them with verdure of many colors. The pigments are there today, ready for man's use, as lustrous and bright as when first made; and the verdure of grass and foliage and flower, of infinite variety of tint and color have come and gone with the numberless seasons and will continue to come again and again without the loss of any of their beauty. And before the hills were formed, there were the skies and seas wondrously and bountifully colored as backgrounds for the hills. This great Master Color Maker and Painter covered all his creations with marvelous colors of innumerable shades and tinter.

Modern paint makers strive to make

colors which will be fast and not fugitive. The great Master Painter's colors are both fast and fugitive, unchangeable and yet forever changing. The sea is blue, all shades of blue, and fades into grays and then into greens and back again into blues; and with all these ever recurring changes the sea is as blue and as green as ever. The skies and the clouds were painted in many hues of blue and gold, crimson and white, yes, in all the colors of the rainbow, and these throughout countless ages have been ever changing, and yet today are as bright and enduring as at the beginning.

What present day paint maker, with all his skill, could year by year produce colors as true to type as that of the rose, which this Master Painter has brought forth anew through thousands of years.

I think there are many even among painters who lack the true painter's instinct, and have little or no appreciation for the ever-changing and ever wonderfully beautiful color displays of nature. Because they are so lavishly bestowed we esteem them common, and hurry along our ways, scarcely taking time to notice a brilliant sunset, the brightness of the sunshine on the water, the many tints of fields and woods, and the rich and exquisite coloring of flowers and birds. Compared with these displays man's imitations appear cheap and insignificant.

The literature of all countries is filled with praise of the achievements of the art of painting. Historians make honorable mention of painters along with patriots and scholars and others. From this great list time permits of but one reference. The great American humorist, Mark Twain, has immortalized a painter. This painter's name was Tom Sawyer.

Do you remember the name of Tom Sawyer? Tom lived with his aunt in a country town and was a typical boy. On one bright, sunny morning when the swimming pool, the woods and all nature were calling every active boy to play, Tom's aunt also called, and giving Tom a pail of whitewash and a brush, directed him to whitewash the fence. Strange that there should be such kill-joys in this world, and Tom's auntie was one of them. Poor Tom!

The pail of whitewash looked as big as a pond and the high board fence seemed to cover the landscape. He began his job very dejectedly, becoming a painter not of choice, but of stern necessity; he painted for his board, and painting was a drudge; he was ashamed of his job, and so of himself. How the jibes of the boys on their way to play would cut, and what reply could he make! Tom wanted to be thought well of by his playmates—how could he save himself from disgrace? Ah! He had it! He would make the work seem important and his importance would grow with it! Fortunate painter in any line who arrives at such conclusion! So as the boys came along they saw Tom at work with many elaborate flourishes of the brush, a hard rub here and a touch there, standing back and throwing up his head and looking at his work, and carefully retouching, and, wonder of wonders, all absorbed in his work. Thus it became "some job" and Tom a skilled workman, proud of himself and of his work, working not only because he must, but because of the joy of doing something worth while.

Tom's enthusiasm, even if somewhat forced, was contagious. Did you ever see a boy who, if he was not obliged to paint, did not want to, and did not think he could paint as good as any painter? One by one the boys asked, and then pleaded, for a try at the brush, but no, this was a very difficult and particular job, and Tom's auntie had particularly instructed him not to intrust it to anyone else. It was not every day that a boy could get a fence to whitewash and the boys burned with envy, one by one parting with their valuable trifles for the privilege of a few strokes with the brush. As Tom received their valuables—old knives, marbles, apple cores and such like—he wished that the pail of whitewash were larger and the fence higher and longer.

So Tom became a Master Painter; his playfellows did the painting while he sat and directed the job, taking in the profits. His promotion from a painter who worked for his board, to that of a master painter was quite rapid, and must have come about, not only because he had an eye for paint-

ing, but for the practical business end of life as well. Tom was a master painter of a very high order in that he had the ability to instill in his assistants a pride and enthusiasm in their work. They were not painting because they had to, but for the joy of doing something which Tom made them think was of unusual importance, and one which only skilled workmen might be permitted to do. Indeed, they had parted with things they valued for the privilege of working, and each vied with the others in doing the small portion permitted him. Tom did not give a bonus to his men, but quite the contrary, they paid for the privilege of working for him.

Surely he who can instill in those with whom he is associated an enthusiasm to put forth his best efforts, is a master workman, whether it be at painting or any other line of human endeavor.

He who paints a landscape or a portrait chooses not only his subject but its setting. After the landscape is completed if the old mill, or the shepherd's hut, or the roadway bridge, do not harmonize with the sky and the trees or other setting so as to make the whole effective, the painter with a few strokes of his brush and a penny's worth of paint, changes the colors, or the outlines of the offending object, or perhaps eliminates it altogether. The portrait painter, if the finished work is not to his liking, can in a few short minutes change the scarf, the robe or cloak of his subject to such tint, form or texture as to bring into better contrast the subject of the portrait. In both cases there is but one point of view and the combinations of foreground and background and setting once fixed to the satisfaction of the painter, remain unchanged.

But the work of the everyday painter of bridges and buildings is not so simple. When his structure has been painted if it does not harmonize, so much time and expense have been incurred that it must remain a monument to his lack of artistic ability. Its atmosphere ever changes, its setting varies with the seasons, and the points of view are many.

Which is the easier? If both are well

done, why call one workman an artist and the other simply a painter? Both manifest imagination, but that of the latter must be the more perfect because his work must be clearly defined from its inception, and cannot be touched up as can that of the landscape or portrait painter.

What is an artist? Is the painter of a painted ship upon a painted ocean an artist? Yes and no. Is the painter of a building or a bridge an artist? Yes and no. The painter on canvases may be a drudge and simple dauber of colors, while he who paints the roughest surfaces in the crudest colors may be in the truest sense an artist. The painters on canvases, and others of their class, paint their pictures for the living which the world accords them, and to this extent they are no more artists than he who paints a bridge or a building and does so for his daily wage. Do not think that all the drudges in painting are those who paint rough structures, and that those who paint pictures in many colors monopolize all the joy of painting.

An artist is one who practices art. Art, simply defined, is a combination of two human qualities, one physical and the other mental, one of the hand and the other of the mind. The first in its perfection we call skill, and the second we call thought or imagination. The skilled workman without trained imagination is simply a skilled workman. The imaginative workman without the well trained hand and eye, is simply an inefficient dreamer. The two in proper combination make the artist.

On the title page of a text book, which as a young man I had to diligently study, was a definition of art and the artist which seems to me to be very simple and complete. It was as follows:

"He justly is despised who ne'er did thought to his labors bring,
For this is art's true indication,
When skill is minister to thought,
When types which are the mind's creation
The hand to perfect form hath wrought."

The Coal Situation

In the face of the impending coal strike the following message, addressed to operating executives, has been sent out and the attention of all officers and employes of the Operating Department is called to this most important matter.

To H. B. Earling:—

J. T. Gillick:

L. K. Silcox:—

"Owing to a strike of coal miners we will find our coal supply cut off April 1st with no recourse but to make the surplus we have been able to accumulate last our railroad as long a time as possible. This period of time depends entirely upon the economy with which our officers and men use coal from now on. The situation is vital to our organization and the public that we serve and men must be called upon to produce the punch that will bring out the necessary results. Every man must make a pound of coal do the work of two so that we will not have to curtail service. All local officers shall be fuel conservators and make this their first duty. We want to get through this troublesome time without cutting off any of our operations and to do so will require the most skillful handling, so pass out the word accordingly."

(Signed) B. B. Greer,
Vice-President.

The Glad Hand.

"What does the presiding officer mean by the 'glad hand.'" asked the new member.

"Anything," answered the secretary, "that will beat three of a kind."

The Circumstances in This Case.

"I hope I can escape jury duty, as I have important business to look after. But 'who's the stunning girl?'"

"Plaintiff in the next case. A dog bit her on the ankle."

"I guess I'll serve."

Our Complicated Language.

She was from Boston; he from Oklahoma. "You have traveled a great deal in the West, have you not, Miss Bacon?"

"O, yes, indeed—in California and Arizona and even in New Mexico."

"And did you ever see the Cherokee strip?"

There was a painful silence, but finally she looked over her glasses at him and said: "Sir, I deem your question exceedingly rude."

Automatic Train Control Devices

L. W. Smith, Asst. Signal Engineer

On January 10, 1922, the Interstate Commerce Commission ordered forty-nine railroads to install automatic train control devices on at least one passenger division, before July 1, 1924, or else show cause why they should not on or before March 15, 1922. This article is submitted for publication before this latter date so that no information can be given here as to the result of activity to show cause why they should not.

Our railroad is among those affected and the importance of this order would seem to create an interest among all classes of employes in this phase of railroad activity. The order specifies that in our case we shall select a passenger engine division between Chicago and St. Paul.

The problem is to provide some appliance to furnish protection against accidents when employes disregard signal indications or special orders and so far as possible when signals improperly indicate proceed. It is obvious that an automatic train control device must be reliable in operation; that is, it must respond with certainty to all the conditions under which it should act, and should remain inert at all times when conditions are such that a train may proceed with safety. If the device fails to act when the danger it is designed to guard against is present, its intended function cannot be performed, and if it acts frequently when there is no danger, the interference with operations will become serious. The device must of necessity be exposed to all climatic conditions and function during the most severe weather. It must also be protected from damage, by dragging equipment or being struck by foreign obstacles.

The history of train control devices shows that they have been seriously considered by men with inventive and speculative inclinations for the past twenty years. During this period there have been approximately 350 devices developed to the point of preparing plans or applying for patent rights. A recent study of these various developments by a competent committee resulted in classifying them into twelve different types. Some of these devices have for their purpose "The Application of Brakes until the train has been brought to a stop." These are simple automatic stops, others have for their purpose "The Application of Brakes when the speed of a Train exceeds a prescribed rate and continued until the speed had been reduced to a predetermined rate." Some devices of this latter type endeavor to combine the two principles so that the speed of the train may only be reduced, or it may be brought to a complete stop as safety, track and traffic conditions may warrant. Some of them are quite complicated and their practicability is questionable on that ground.

The most common of the automatic stop devices is known as plain mechanical trip

type. They consist principally of an arm or lever device placed at or in advance of signal locations. They work in conjunction with the signals in two positions, one active, the other inactive. If any engine is driven past the device in its active position (Signal indicating Stop) it engages with a device on the engine which opens the air brake line resulting in an emergency application of brakes until the train is brought to a stop. It is then necessary for the engine man to get down alongside of the engine, restore the device of its normal position, pump up his air after which he may again proceed.

Devices of this nature have been in service for over 20 years, first being made on the Boston elevated. All of the earlier installations were made on elevated, subway or trolley lines where conditions effecting their operation were favorable and traffic very heavy at periods of the day. Including all types which have been installed there are only 11 installations in actual service in this country to-day. By actual service is meant controlling the movement of trains between two or more block stations. Of these eleven installations only four are on roads which run both passenger and freight trains. This gives the extent of their use under conditions which prevail largely on the mileage effected by the order just issued.

In addition to installations in service, there have been sixteen roadway tests made of 14 different devices. By roadway tests is meant the equipping of at least one engine and placing at least one set of roadway apparatus at some convenient point then making a test of its operation and effectiveness by running special trains by it at different speeds when the device was set in position to stop or reduce the speed of the train.

The problem of automatically stopping light trains generally used on elevated, subway or trolley lines is much more simple than that applying the same principle to our heaviest freight trains hauled by trunk line railroad at this time. Promoters and inventors are hopeful and enthusiastic that they will overcome the difficulties and meet the objections as they are presented.

Conservative railway officials are naturally reluctant and desire to know that the results to be obtained will justify the expense before approving such installations. This accounts for the desultory manner with which this matter has been handled in the past.

Automatic train control is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account in the practical use of train control devices. It is generally assumed that these devices will prevent all accidents which result from a failure to obey signal indications, the most serious of which have been collisions. Not all collisions are preventable by any type of device because some of them are due to a failure of air brakes themselves for different causes.

There are also many other types of railway accidents, such as derailments due to broken rails, rails breaking under a moving train, dragging equipment, broken axles, falling trees, rocks and slides, wash-outs, etc., which may occur so to not be preventable by any known safety device.

Minor reasons for and against the installation of such devices are many and varied. The question of installing an automatic train control system in such a manner that the normal operation of trains will not be interfered with is one of the most difficult problems to be solved. In other words, to increase the factor of safety without sacrificing efficiency. Certain fundamental requirements have been laid down which these devices must meet to be entirely satisfactory. Only a comparatively few of the devices have been developed to the point of meeting all the requirements in a manner approaching satisfaction and it is the general opinion that more general use of these would develop objections not visible in the life of present usage or test.

The Interstate Commerce Commission left the question of determining what type of device to be used entirely up to the several railroads. The intent of the order would seem to mean that a test be made to determine their practicability or impracticability. Any test made will undoubtedly serve to bring out weak points and development of types actually tested. While the railway companies have quite a number of devices to choose from, the number which have a service record is very small. The fact that a device performs satisfactorily under test does not mean that it will prove satisfactory over long periods of service and under all conditions of speed, weather, wear, oscillation and shock.

There is one other point to which I would like to call attention. It is quite possible that this act on the part of the Interstate Commerce Commission will have a tendency to greatly stimulate stock selling campaigns by companies interested in these types of devices. May I suggest that anyone reading this article who contemplates putting any money in investments of this nature or has friends with similar intentions, before doing so they consult someone who is making a study of this problem for the railroads and is prepared to inform them of what the railway companies must insist upon and how closely any particular device comes to meeting those requirements.

The Night Operator's Soliloquy

Now I lay me down to sleep
While the trains toward me creep;
If they get here before I wake
They'll have to flag and no mistake.

When brakemen swear or talk real mean,
I lay it to the stiff machine.
They can't get me, they all know why,
Because I have this alibi.

So let them flag through rain and snow,
And I'll square myself with C. A. O.
—G. O. Lightly.

THE
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MAGAZINE

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CARPENTER KENDALL, Editor
Libertyville, Illinois

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An Interview

Mr. M. J. Connolly, editor and publisher of the Hettinger (No. Dakota) County Herald published on March 16th, an "interview with himself," in which he provides food for some thought on the situation of the railroads and why, if he had \$10,000 he would not invest in railroad securities.

The "interview" is a pleasant bit of reading, apart from the truths it spreads out for contemplation, and is given in full, here, because the meat of it is very emphatically among those things which intelligent and truth-seeking railroad employes want to know about.

"Personal interviews seem to be peculiarly popular. The more personal they are the more readily they get into print. Henry Ford interviews himself and has printed copies mailed to all his agents. All who can afford this luxury follow Ford's example. And some papers print 'em.

Giving out interviews has been one of the pleasures which heretofore has been confined to the rich and powerful, the plutocrats, politicians and presidents, and other important personages. Just to have something different the editor of the Herald decided to interview himself and to bring every possible pressure to bear to have the interview published in this paper. (Joe, put three stars just below this as an advertisement of a well known household remedy, quite popular in ante-bellum days.)

* * *

M. J. Connolly, editor and publisher of one of the best known weekly newspapers in North Dakota, was surprised in his sanctum with his feet cocked upon an imitation fumed oak desk. Clapsed firmly between the teeth nature gave him and those manufactured by Dr. Stangebye, was the stem of a disgraceful looking cob pipe, which smoked and smelled. There was no imitation in these fumes.

The interviewer opened his mouth to ask the opening question of the interview. (This opening question is always the keynote of an interview. The intelligent interviewer never asks it until after he has carefully studied over all the shorthand notes he got in the interview. He finds the keynote of the great man's remarks and then asks the opening question by pounding it out on the typewriter

—one original and four duplicates.) But let us get back to the interviewer, whom we left with his mouth open ready to ask the first question.

He never did ask that question, for it may be here set down in regard to Mr. Connolly, that he not only writes volubly but he also enjoys listening to the vibrations of his own vocal cords. He suddenly pulled his feet from the top of the desk and turned to his interviewer with an assumed air of being worldly wise, asked—

"Suppose you had \$10,000 to invest where would you place your money?"

Now it is much easier to ask questions than to give intelligent answers so the one with the note book came back with—

"What is the sense of talking about that much money?"

The proprietor of the paper took a piece of silk bond and thoughtfully wiped his imitation tortoise shell-rimmed glasses. "Why it takes no more mental effort to think about that much dough than it does to think about the \$100 we wish we had to pay the coal bill. In fact, it is a pleasant pastime to think about having money to invest. That's about the only enjoyment we get out of money these days."

He raised one hand and pushed back some stray locks of hair in an attempt to cover the spot where the "Red Poll" showed through.

"Up until last week I had determined that I would buy capital stock in the C. M. & St. P. The price of the stock was low. It is a great continental line, with electrification completed over the mountains, a good road bed and many other natural advantages which made me feel it has a good chance of becoming the leading road, especially in view of the fact that it can make better time from the coast to Chicago. Business depression can not last much longer. Neither can Milwaukee stock be held down. Of course the stock might go lower. But I had determined to buy the stock outright, stow it away and forget about it for ten years, then live off from the interest for the rest of my days."

"Now you may think that just because I am broke that I have no business to talk about money matters. However, I contend that if Henry Ford and Thomas Edison and Coin Harvey and Senator Ladd are privileged to air their funny notions about the nation's currency, I as a sovereign citizen of the commonwealth, should enjoy an equal opportunity. I am not asking for donations as Harvey does. I have no agents over the country to distribute my literature as Henry has and am not asking you to take me seriously as you are supposed to take Edison's "Recreation" of Ford's fiat scheme. Neither will I request the privilege of having this printed in the Senate Journal. But—you have heard of the 'controlled press.' Well I am one of those you have heard talked about. I may say that I control a part of the press of this country. A small part, I'll admit. In

fact, only one newspaper at present. But I intend to see to it that my interview is given due publicity in this paper at least."

"But," Mr. Connolly continued as he stuck one thumb through a hole in his shirt, and with the other scratched meditatively at a spot of printers' ink which matted the cloth of the right leg of his trousers, "I digress. What I meant to say right out loud is that I have decided not to put that \$10,000 into Milwaukee railroad stock."

"No," Mr. Connolly stated, emphatically, "I am not afraid that good roads and Ford trucks are going to put the railroads out of business. All the trucks and tractors in North Dakota will not be able to handle the lignite coal which will be shipped from this one branch line alone, when our mines are producing properly."

"But too many bosses spoil the dividends. What if the Milwaukee is well managed. President Byram may be a great executive, (See writeup in American Magazine)—But how much power has he? He may have the advice of the best railroad experts and economists in the country, still a few humble politicians in North Dakota can nullify his orders."

"We proved this quite recently, said the newspaper publisher, who has a better opinion of himself than his Nonpartisan neighbors have. "Here the officials of the road, the boys who wear the big brass collars, who draw down the big salaries because of their 'ability to do things,' consulted the efficiency experts, rate experts, the oracle at Delphi, and other authorities. They decided to economize. They would cut the New England run to tri-weekly service and save \$4,000 per month. But they didn't do it. They had to ask the North Dakota Board of Railroad Commissioners first. And the Commissioners came to New England to ask us people if we would let them do it. Of course, we would NOT. We have got the railroads right where we want them and it might spoil our authority and hurt our discipline if we let them manage their own affairs. So we fought them on this proposition but the next week we turned around and generously gave the railroad a chance to work back into our good graces. We got them to carry 2,000 rabbits to Minneapolis free of charge and allowed them to cut their freight rate on hay and feed right in two, without raising a protest."

"Anyway, he added, "what good would it do the railroads if they did make money? All they earn over 6 per cent they have to turn over to the Federal government. I suppose, at that, that this money can be put to good use for it can be used to pay for some of the supervision the government is giving the railroads. There is Congress, the Interstate Commerce Commission, the railroad labor board, the 48 state legislatures and all the state boards of railroad commissioners. They all have their say, and the unions dictate a little. Then there are about 100 million people in the United States, who apparently are opposed to having anyone make money investing in railroad stock. Then there

are the many different brands of taxes. But I will not say anything about taxes, for we all like to see the railroads pay the big taxes, even if we do have to help pay them later in raised rates. I have considered a few of these things, and now sir, I have fully decided not to invest my imaginary money in Milwaukee stock."

"Neither am I going to invest in a public utility of any kind. With that money invested in a utility I might be put on the board of directors or made an officer of the corporation. Then somebody would set the board of railroad commissioners onto me. They would hold a public meeting and I would have to go on the stand, stick up my right hand and tell all the details of the business that I knew or thought, and furnish amusement for the crowd. My business would be everybody's business, and everybody's business is nobody's business. And it might be that the utility I invested in would be one the commissioners didn't know a thing about and it would take an awful lot of explaining. If I didn't make it clear just how the business was being conducted they would likely sell me a new set of books and make me change my business to conform to their ideas."

"But a man with \$10,000 is hardly safe in any kind of business. Some college bred politician, holding a position as income tax inspector, would come around and like as not take the biggest part of it for income tax, for the state or federal government."

"I was just beginning to think that it is not even safe to think about having that much money. A man at Mott was arrested for doing nothing worse a couple of years ago. But this week I got a good tip from Louis Hill."

"Louis Hill, you know is the son of Jim. The old man used to go in pretty strong for railroad stock. When he died his widow was not only weighted down with her grief but with a very large amount of securities which were heavily taxed. Louis like a dutiful son came to the assistance of his mother. He recently testified in court that starting in 1916 and continuing until 1919 he disposed of all the heavy taxed securities, substituting therefore free tax holdings. In this way he managed to increase his mother's annual income from \$365,000 to \$730,000, which no doubt enabled the good lady to live in comfort during her old age."

I am going to take a tip from Louis and invest most all of my imaginary coin in imaginary liberty bonds, school and county warrants, and shoot the rest in oil stock."

Mr. Connolly stood up and walked slowly across the room to the window. I took this as a studied hint that the interview was at an end. However, his hard, rough, and somewhat freckled visage relaxed a little as he gazed out on the Cannon Ball where the water was already running on top of the ice—the first indication of spring. I dared take one more chance.

"Mart, who will be elected U. S. senator from North Dakota this year?"

Mr. Connolly fairly beamed upon me. "I thank you," and he smiled graciously, "for reminding me of this opportunity to gain some publicity. You are the first to consult me in regard to this matter and I will give you a real 'scoop'. You may state to the press of the country that I positively decline to become a candidate for United States senator at the coming primary election."

Things to Think About

Upon the occasion of the transfer of Trainmaster F. H. Allard from the Illinois to the Kansas City division, his associates at Savannah tendered him a dinner and presented him with a testimonial of their regard. The Illinois division is one of the banner Get-together divisions on the system—the real kind of getting together, too; that is, of officers and their employes, and there is a real friendship between them all. Mr. Allard touched on this particular feature, and stressed friendship as the genuine basis of co-operation and efficiency. His talk is well worth the time to think it all over, and it is here given for the benefit of all students of the human side of the industrial question:

"After all, what is greater than friendship, and I am deeply affected by the bond of friendship that has grown in this splendid organization. If I have succeeded in pleasing Mr. Lollis and my superior officers and in making your work more pleasant during the past four years, it is because of you. I want to tell you before I go, what I have learned on the Illinois division and it has been a wonderful lesson. First, I wish to say without fear of contradiction, that the Illinois division stands out as one of the best operated divisions on the railroad. Now there must be a reason for this. It is not geographic conditions nor is it atmospheric conditions, it is not that the work is easier here than on other divisions as there are many handicaps and perhaps more than on some of the other divisions. Now then, there must be only one other thing that has made it successful and that is the men employed on the division. Let us look at the men. Were they all born with more intelligence than the ordinary man, have they had better training, did they come from some other planet? No. Some are from the farm, some from the city, some are polished and some are rough, but each one of you however, have the same heart which must have a normal heart-beat. Each heart on this division has a smooth way of running when handled properly and a rough way when handled otherwise. Now, if you believe in your superior officer, you will work hard for him, and your work will be easy. If you do not believe in him, your work is hard, and you work in a perfunctory manner. The ranking officer needs every man's support, or the majority at least. The more the better. There may be an occasional fellow who thinks no further than his pay check, but they are always in the minority and may be easily located from among the number; and if you can get to him, and handle him in the right way, you may make him better. But if not, like the story of the spoiled apple in the barrel, he must be separated to save the others. And when the men realize that by being with the superintendent he will in turn, be with and for them; and that is one of the secrets of co-operation, harmony, and success. Success to your superintendent is bound to make success for you, as his performance is under the watchful eye of the executive officers continually. A very noticeable thing on the Illinois division has been the democratic manner in which the superintendent has met the members of his staff as well as all employes in the rank and file. Instead of avoiding him, you endeavor to go out of your way to meet him. There have been no secrets, every fellow has brought his troubles to him, and has always felt better after receiving his counsel. Each one of you men have always met the other fellow with a smile, and

have gone out of your way to help each other. I will ask you, what is the reason for this? Is it the surrounding country? Is it the architecture of the building or the scenery thereabouts? Is it different working conditions? No. I have learned the reason for this. It is YOU. This demonstration of good fellowship, loyalty, trust, and confidence in each other, is what has brought this about. When Mr. Lollis took charge of this division, he called me in his office and outlined to me his idea of how the work should be done. We went into every detail, in every phase of the work, from handling A. F. E. work to the handling of men. He displayed confidence in me, which I have always appreciated. He simply threw the "lines over the dash-board and told me to drive", and I have "driven" ever since; and I want to say that it has been a "wonderful trip"—one that I will long remember. While there have been some rough spots at times, the bonds of friendship have never failed to smooth them out, and I am speaking from the heart when I say, I will never forget them. After I have gone from here, it will be but natural that my interests will be centered on the Kansas City division and while we have a little sport now and then between us, when we read the A. D. 208 and other operating reports, and while the K. C. division may perhaps at times not always have the figures that you may have on the Illinois division, I do not want you to think for a minute that I will not be just as anxious as you to keep on top and make a splendid showing; as I believe you all realize, we have the same load to carry whether it is on this division or on a coast division. We are all striving for the same end, and if through some condition or misfortune, one division does not do as well as another division, always remember our checks are paid from the same treasury and the division that is earning the most money is helping the other fellows who are not so fortunate. And when I am working on the K. C. division, I will be working for you. In conclusion, I am taking with me a fund of knowledge which I have acquired from Mr. Lollis, and when I turn to face the Southwest, it will be with a determination to make you all proud that I was once one of YOU; and that I have graduated from the school of the most able railroad men in the country, and will endeavor to emulate my teachers as well as my schoolmates, and will always have the deepest regard and sincerest feeling for every employe on the Illinois division."

"As a rule the boss does not pick men for advancement from the bunch of cigarette smokers who stand out in front waiting until the last moment to go in for work."

—Coleman Cox



Assistant Superintendent J. F. Anderson, Kansas City, Mo.

Snow Fighting

Paper by Frank Buchanan, Traveling Engineer, Tacoma, Wash. Read at Staff Meeting of Traveling Engineers, in Milwaukee, November 28 and 29, 1921.

One of the most serious obstacles with which railroads have to contend during the winter months, are snow blockades, which result in much interruption to traffic and dangerous operation in general.

All parts of the system experience more or less difficulties from snow storms and drifting of snow but the snow fall in the mountains, especially the west end of coast division, is the greatest, this section holding the record for depth of snow and duration of storms. In order to keep line clear for the movement of traffic, it is necessary to have proper equipment handled by a perfectly organized crew of experienced men, as the work is entirely different from that in any other branch of the service.

The following excerpts from Snow Records (and which are identical with those of the United States Weather Bureau) will probably prove of interest, showing as they do the conditions that must be contended with and why the men engaged in this particular service carry the well-earned title of "Snow Fighters". As the heaviest fall occurs at Hyak (the highest point on our line in the Cascade Mountains) and from this point to a distance of about twenty miles in either direction gradually decreases to almost none at all, the following figures are taken from observation made at Hyak:

Season	Month	On Ground	Total Snow Fall
1912-13	December	108"	340"
	January	279	568
	February	240	607
	March	125	712
1913-14	April	105	722
	December	51	111
	January	103	280
	February	114	338
1914-15	March	79	385
	December	51	97
	January	97	205
	February	65	260
1915-16	March	35	270
	December	110	249
	January	177	357
	February	305	534
1916-17	March	188	669
	April	125	689
	December	82	171
	January	120	289
	February	91	376
	March	233	701
	April	80	728

During the past three years, the fall has been very light and has given no trouble worth mentioning.

As the time, or duration of snow storms cannot be ascertained in advance, it is of vital importance that all preparations necessary to expedite the removal of snow without damage to property and equipment, be made prior to the advent of the winter season. Crossing planks, which have a tendency to heave under pressure, should be removed, and warning signs erected wherever necessary to enable flanger operator to raise flangers in time to prevent damage, and all obstructions along track that might interfere with plows or other equipment should be removed. Drainage ditches should be cleaned, especially in the vicinity of switches and interlocking plants where snow water is very apt to accumulate, and at points where temperature does not remain below zero for any definite length of time, liberal supply of rock salt should be used, which, owing to its low freezing point, is the most effective thawing agent and one of the greatest labor savers.

In cuts, and other points where snow has a tendency to drift badly, wonders can be accomplished by the proper location and maintenance of snow fences. Roadmasters, section foremen and all others engaged in protection and maintenance of track should carefully study the topography of the country and the windage conditions in their particular section. Snow fences constructed of reasonably light portable material, should be placed a sufficient distance from track, in a position that will create the greatest construction possible, and after the first drift is formed, fence can be moved to another position or placed on top of drift. In sections where underbrush is obtainable it can also be used to good advantage in this work.

Great care must be exercised in keeping switches, frogs and guard rails (especially on bridges and sharp curves,) clear of snow and ice, for at these points snow is more apt to pack hard and cause derailments, due to spread track.

In order to successfully combat snow conditions and keep traffic moving, all equipment employed in snow fighting should be thoroughly overhauled, carefully tested out, put in the best possible condition before being placed in commission and kept available for service on extremely short notice. In fact, snow fighting equipment should be considered equally as important as a wrecking outfit, as a failure of either usually results in complete tie-up of traffic.

Owing to conditions which obtain in the Cascade Mountains by reason of extremely

heavy snow fall, bad slides and drifting—the clearing of tracks to avoid delays and reductions in tonnage, has always been a serious problem and to overcome conditions peculiar to this section, it has become necessary to invent new devices and make many improvements in our snow fighting equipment. Taking into consideration the fact that we are some times compelled to use what is known as a “double rotary” (two rotary plows headed in opposite directions with our largest available power unit in between) on a regular schedule ahead of nearly all trains, for long periods; one single rotary plow clearing yards and sidings, and one crew handling flanger and other work incidental to snow service over a thirty-mile snow belt, it can readily be seen that an enormous expense is involved. To man this equipment in busy times requires two conductors, two brakemen, eight engineers, and six firemen on one double rotary (double crewed); one conductor, one brakeman, one engineer and one fireman on single rotary, and one conductor, one brakeman and one fireman on flanger outfit, a total of twenty-five train and engine men, as many of these as possible being released whenever weather conditions will permit.

Following ordinary snow storms, in which the fall does not exceed 12 to 14 inches, it can be easily handled with boxcar flanger, such as is used on all parts of the system, although we have made some improvements on this flanger with very good results. We first changed the contour of the mould boards something similar to a plow share, with flange $2\frac{1}{2}$ inches deep for 22 inches inside of rail, and flush with rail for a distance of 30 inches on the outside, the taper running from 14 inches inside to 34 inches outside of rail to allow of throwing snow high, and working in conjunction with these is an adjustable scraper, $3\frac{1}{2}$ inches wide, which scrapes the center of track. In addition to this, we installed a separate flanger just behind the forward truck wheels for the purpose of cleaning guard rails on bridges, which works on the same plan as the Priest flanger, consisting of two reversible plates, $22 \times \frac{1}{2}$ inch, fastened with 4 bolts with a $2\frac{1}{2}$ -inch beveled flange on the inside, set at a forty-five degree angle across rail, and operated by necessary levers and a 15×8 -inch air cylinder. We also applied a tire steel shoe under mould boards, where it comes in contact with rail to prevent wear.

On inception of rotary plows, the cutting width of hood was 11 feet 9 inches, but it was found that on curves of ten degrees this did not permit of any clearance between center of moving passenger cars and snow wall, and a personal injury hazard was also created by this limited clearance. We then applied wings made from $\frac{3}{4}$ -inch material, which open and close on three large hinges and are held in position by brackets and pins. They are in direct line forward with the hood when closed and when opened out increase the cutting width to 13 feet 6 inches, which not only enlarges the clear-

ance, but removes an additional amount of snow. We also experience one or two failures through breaking of flanger axle and in order to overcome this, the size of axle was increased from $6\frac{1}{4}$ inches to $6\frac{3}{4}$ inches at flanger bearing, and where axle tapers from flanger bearing to wheel fit, it has been increased from $6\frac{3}{4}$ inches to $7\frac{3}{4}$ inches, the additional strength giving desired results.

One of the largest savings effected on rotary plows was the conversion from coal to oil burners, as prior to this while bucking heavy slides, and the delays incidental to taking coal, poor steaming qualities of same, cleaning of fires, etc., were a source of continual annoyance, all of which has been eliminated by the use of oil as fuel.

When electrifying Coast division, very little consideration was given to snow conditions, and in many places the wires (especially the power indicating and limiting wires) are in direct line with rotary plow chute, which has occasioned considerable damage. As it was impossible to make any changes in the chute proper, and moving wires was out of the question, it became necessary to devise some other means of throwing snow clear of the wires. For this purpose a deflector has been made to fit over chute, which consists of $\frac{1}{4}$ -inch plates working on a fulcrum and attached to two pistons operated by two floating air cylinders. This device is adjustable and can be raised or lowered to any angle desired, and it is expected that this will overcome present trouble with wires.

The extreme depth of snow and narrow swath out by the plows, made inspection of trains impossible, as it was exceedingly dangerous to work around any of the tracks. To overcome this we constructed a cut widener, which consists of two large wings 8 feet by 10 feet, swinging in on two corner posts fastened to frame work five feet from end of car. The outer edge of these wings are connected to two arms, which in turn are connected to a crosshead running in guides, a piston and 6-inch by 8-foot double action air cylinder, fastened to side sills and operated by three-way cocks located in the house. The drawbar is made with a long shank and is supported by a carrier which is connected to a wheel ratchet and pawl, and can be raised high enough so as not to interfere with snow while working. The wings can be adjusted to any desired cutting width by placing pins in holes in guides provided for that purpose. The maximum width, however, is 16 feet 9 inches. As the machine is moved, the wings engage the snow, rolling it up in center of track and the rotary following throws it out. Moving in the opposite direction, the wings can be used to good advantage as a spreader. In sections where snow fall does not reach a great depth, any type of spreader will prove a big help in clearing it.

In district where the depth of snow does not warrant the use of rotary plows, I believe a small pilot plow is the most effective

device for clearing snow, as the different types of large wedge plows, and especially those applied to locomotives, are cumbersome, obstruct the view ahead and easily cause derailments on coming in contact with hard drifts or slides. They should never be used on mountain slopes or steep places where snow is higher on one rail than on the other, as the unequal resistance will invariably derail and force them down the embankment.

At Rockdale, which is snow service terminal, we have a boiler and fuel plant, also a number of switches and cross-overs, and in the past it required a force of men working day and night to keep these switches clean. We have since installed about 5,000 square feet of steam radiation, the pipes extending under the tracks near the surface and are supplied with steam from boiler plant. Under even extreme weather conditions it requires but a small amount of steam to melt the snow, and at the present time this system is caring for 25 switches, guard rails and frogs. Another feature that should be carefully watched during snow season is height of pilots, which should be maintained as uniform as possible, and not allowed to be less than three inches at any time, as one low pilot will scrape a sufficient amount of snow into the flange at rail to seriously affect the handling of trains following.

In conclusion, it is my opinion that keeping snow cleared as rapidly as it falls, and thus prevent an accumulation, is the most effective method of "snow fighting".

Saving Materials Economies in Tool Equipment

The following communication from Mr. Geo. Edington, B. & B. foreman, Madison, Wis., should interest every reader of this magazine whose duties require the use of either tools or materials.

"I ordered two track jacks some time ago as ours were broken, but before I received the copy of the requisition covering them, I found some parts in a scrap pile which I worked over by drilling out the set screws on the old jacks and making new set screws, thus making the old jacks as good as new. I therefore cancelled the requisition which saved the expense of two new jacks. It has always been my rule to save all I can and by watching out along the line in the different scrap piles, you can find parts that will work in for repairing some of your tools and put them in good shape, making it unnecessary to order new ones."

The above paragraph is self-explanatory and certainly shows a result of applying the old adage, "Where there's a will there's a way."

This is but one of the many phases of reclamation whereby a saving is made in the purchase of equipment, and, although it may not be possible to cover this performance in a reclaim report, it nevertheless means a saving, and every little saving counts. It is just such things as this which help keep the dollars in the treasury.

To reclaim, claim back, or restore to further service materials which have, in a way, served their purpose, is the duty of each one of us and it is a pleasure to note the increased interest taken by the workman in the care of material and tools.

Someone has said that "Self-preservation is the first law of Nature." Let us make the second law: "Preserve the dollars which are represented in equipment under our care." When you have done this let others know just how you have accomplished results by an interchange of ideas through

The Reclamation Committee.

A Good Showing

Mr. H. S. Sackett,
Chairman, Reclamation Committee.
Dear Sir:—

I find that the car department at Tacoma, Wash., are making an excellent showing in recovering car lumber. They are saving all car flooring that is usable, and using it for flooring on logging cars.

Side, sills and intermedial sills removed, account of being broken, are used for end sills, and log bunks for logging cars. They have not used any new timbers for bunks for logging cars for nearly a year. They bolt two pieces of side sills which gives the proper dimensions for a logging bunk, and they are also obtaining a great many end sills for logging cars from broken side sills.

A. J. Kroba is saving all cedar pile-heads, 7 feet and eight feet long, and working them into fence posts. The maintenance of way department are using all 10-foot pile heads for reinforcing of electric poles.

Yours truly,
James Garrett,
Chief Lumber Inspector.

Things I Like to See

E. W. Dutcher

I like to see the yellow cars
Come swinging round the curve;
I like to hear the engine call
"We're coming—Keep your nerve!"
I like to hear the clanging bell
Give warning prompt and clear;
I like to see the train slow down,
At will of engineer.

A city full is in his hand,
And pride is in his heart,
He knows his trusty engine well.
She takes a starring part;
He trusts her as a lover may
The partner of his life,
He feels the throbbing in her breast;
The eagerness for strife.

I like to sit inside the cab
And see the drivers spin;
Hark to the flutter of the valves
The tank wheel's merry din;
To feel the spurning of the rails,
At sixty clear and sharp
The siderods beating up the time
Like fingers on a harp.

A city here—the throttle closed,
The drivers cease to hum,
The stoker smiles across and speaks—
"Say, pard, that's going some!"

HISTORICAL

Early Days at Palmyra

Zebine C. Willson, Palmyra, Wis.

After completing a contract for building a part of the Genesee Valley Canal, in New York State, my father and uncle started for Wisconsin in September, 1842. Wisconsin was still a territory at that time, and west of Chicago walking was about as good a means of transportation as there then was, so the two men walked from Chicago to the little settlement of Fort Atkinson, and then east to the present location of Palmyra. They were in search of government land at \$1.25 per acre. They arrived here on September 25th, 1842, located their land and walked on into Milwaukee, made their payment and returned, the round trip taking two days. They lived together in a log shack for two years, and I have heard them say that during that time the only meat they had was venison. Deer were plenty in these parts. In 1844 my father built an up-to-date log mansion, where I was born on May 1, 1845.

When the Milwaukee & Mississippi Railroad was located and construction plans being made in 1848, E. H. Brodhead, construction engineer, heard of the Willsons as canal builders, and came to our log cabin, where a contract for grading part of the road was entered into—for the work at Genesee, Eagle and Palmyra, and later, from Milton to Janesville but not crossing the Rock River.

My father's equipment consisted of fifty horses, sixteen oxen and about fifty men. The shovelers were paid \$13.00 and teamsters \$15.00 per month and board. In 1852 E. H. Brodhead, who was president of the new railroad, appointed the late Zebine Willson station agent of the Milwaukee & Mississippi Railroad at Palmyra. The new railroad ran along smoothly until 1853 when there was a head-on collision just east of the station. There was, of course, no telegraph, so the agent took four section men and a hand-car and went to Milwaukee, making the trip in three hours. He went to the residence of the General Manager, at 11 P. M., notifying him of the wreck. He was sent back to Waukesha with an order written in ink to Lewis Purdy, conductor of what was then known as Purdy's wood train, to go to Palmyra and clear up the wreck.

In 1860, while I was in school at Palmyra, every morning and night I used to clean the switch lights and carry the mail. My seatmates at school were George R. Peck and the late Henry R. Williams, both of whom were natives of Palmyra. Mr. Williams and I learned telegraphy on the paper machine, but he was a better operator than I was, and attended school some three years longer than I did. He used to help me at the station on Saturdays, and so one day

I asked E. B. Wakeman if he would give my friend a job. He wired me to send Williams to Edgerton to work nights temporarily. That was in 1866.

The first train arrived in Palmyra in 1852, with S. S. Merrill, conductor, Hub C. Atkins, baggageman, and John C. Fox, engineer. It was a mixed train, with baggage-car and coach and a number of flat cars. This was the end of the line for nearly a year, and there was a round-house and water tank here.

When we got word that this first train would come in some time during the day, school was let out and everyone skipped for the railroad, I with the rest. The present passenger and freight depot was built by my father in June and July, 1852.

In 1862 my father's office clerk enlisted and so he came over to the school house and got me for the job. I did very well and so stuck to the job. This station has been a sort of kindergarten for agents who went to Eagle, Lone Rock, Genesee, Edgerton, Brodhead, Middleton, Hanover and Janesville.

We had no wrecking crews or much equipment for that kind of work, and in 1863, while I was clerk in the office, a train was derailed at west switch at about 1 P. M. We could not get the engine back on the rails with the wooden block and tackle that we had, so I notified the dispatcher by wire. He gave me an order to take the section men and hand car and go to Lima where there was a train on a side track, and bring it up to help re-rail the engine. Before we got back, the agent arrived, looked the situation over, went to his farm and returned with two teams of large oxen. With the help of the engineer he had the engine on the track when we arrived with the helper train. This looks like big stuff, but Ed Hobbs, now a retired engineer, was fireman and he will vouch for the truth of the statement.

The first wheat shipped from here was in the fall of 1852. It was in bags on flat cars, there being no box cars in use or owned by the railroad company. A tarpaulin was furnished to cover the wheat, and free transportation was given to a man to accompany the car. The wheat was handled through two depot bins upstairs, and loaded onto the flat cars. When the company had box cars, built by John Baily, master car builder, my father built an elevator and the grain was loaded direct into the cars. The trains did not do any switching or placing of cars to the elevator. We had an old horse coupled with man power for this work. Our freight rate was 13 cents per hundred, all classes, and passenger tariff four cents a mile.

In 1864 hard times struck us at Palmyra as well as elsewhere. The company was six months back on pay to us and to the section men. I wrote to President Alexander Mitchell for my father, saying that the men would quit as they could not live without money. They were getting 90 cents a day. He wrote us to pay them if we could, and he would see that we were repaid. This we did, and we got our money all right, later.

In the early days of railroading, train men did not carry switch keys, but these were in possession of the station agents who were held responsible for the switches and were called any time day or night by the train crews. I slept in a room over the depot for eleven years, and worked often twenty hours in a day. The first year I received \$15.00

a month, and after that \$60.00, boarding myself.

Men who became well known in the history of the railroad whom I first knew as passenger conductors, beside S. S. Merrill, whom I have mentioned, were: H. C. Atkins, George Reddington, George Sanborn, Wm. N. D. Winne, A. J. Wadsworth, Ira Barrett, Louis Rock, George Price, Wm. Westbury, Al Tousley, Doc Johnson and A. B. Sargent. George Price was killed at Milton in 1857 and was buried at North Prairie by employees. His grave is beside the tracks, and may still be seen from the passing trains.

In closing, I will say that I have carried annual transportation on the C. M. & St. P. Ry. from 1861 to the present day, which I always have appreciated.



The Ice Machine and Sleighs

Loading Ice from Big Stone Lake, Ortonville, Minn.
J. D.

The picture shows the ice machine on Big Stone Lake, which handled 980 cakes per hour, the cakes weighing 150 pounds each. Over a hundred men a day were on this job, with 27 sleighs that carried 10 cakes of ice, each weighing 650 pounds, making 6,500 pounds per sleigh.

About 70 cars a day were loaded. The chain leading from the lake and loading on chute to handle to the cars, holds about 70 cakes of ice. One man is used to pull the ice off the chute and three men in the cars to load and stack the ice. The chain is operated by a 60 h. p. motor.

17,000 tons of ice were shipped to the lines west; 6,500 tons to the Aberdeen house; 1,000 tons to Montevideo; 300 to Milbank and 300 to Fargo. 75 cars of commercial ice for various points have been shipped and 200 cars will go to an ice company at Aberdeen. The ice averages 25 inches in thickness.

A switch crew was furnished by the H. & D. division to handle this ice, consisting of Paul

At the Beanery

Managers that are rather new,
And your money saving crew,
How my heart goes out to you,
At the beanery.

Men go home and tell their wives
Of sour cakes and doughy pies,
Though they know they're telling lies
About the beanery.

There the slow board congregate,
Some are early, others late,
But all come in to make a date
At the beanery.

They tell of wrecks, the worst they've had,
Of old time rails that make you sad
And how the Super got in bad,
At the beanery.

Smith, conductor; Tom Kelly, engineer; Monford, fireman; and two brakemen, Kelly and Petrick. R. D. Marsh supervised the loading. All this ice was billed by the agent at Ortonville to points direct, except for Lines West, which was billed to Moberg and there diverted in accordance with orders for ice for points west of the river.

The first move in harvesting ice on Big Stone Lake is to select a spot free from weeds and of good thickness. The field is then marked off in cakes 24 inches by 36 inches; these marks are then sawed to a depth of six inches and then for the entire length of the field, it is sawed on both sides of the cakes, and these cakes are piled underneath the ice to make a channel. After this, two men are able to spud off a length of ice 50 feet long, which is immediately taken by two men with long poles and pushed up to the machine that takes the ice from the lake. As this long strip of ice comes through the channel, two men spud the cakes with long ice spuds sharpened to a needle point. One or two blows is enough to split a cake of ice from the remaining cakes, and it is thus run on to the endless chain that conveys it to the cars.

Students try to show they're wise;
Boomers steal your forks and knives,
The hasbers leave as tallow's wives,
At the beanery. —G. O. Lightly.

Sans Opposition

My thoughts may not carry much weight
it is true,

And they may not be worth recognition,
From sages and guys who are woefully wise
In the ways of the Many and Few.

So I'll not make a weak supposition,
But a fact that I know, from experience is
so—

"That a man who is madly in love with himself,

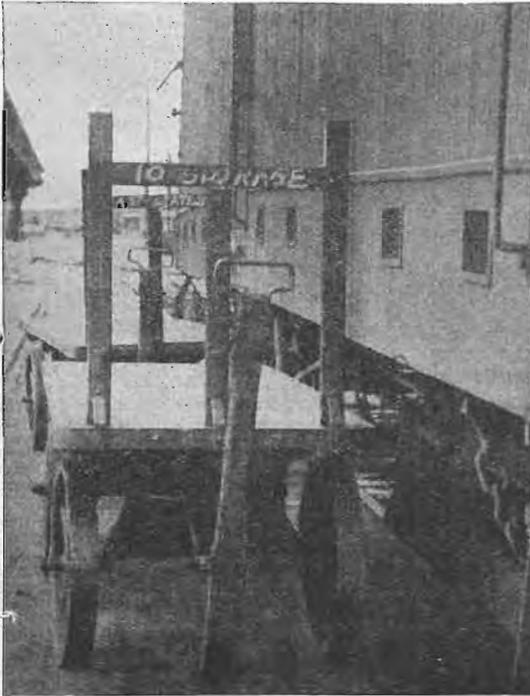
Never has very much competition."

—James T. Ritch.

SAFETY FIRST

No. R. 94

Keep Them Back



Many trainmen are struck and injured by baggage and express trucks placed too close to the tracks.

Wait until the train gets in before you place your truck.

Move it away before the train pulls out.



FROM THE BUREAU OF SAFETY

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

Watch Out Below

Ever stop to realize the thrill that goes through your system, when, as you stand on an intermediate station platform for a few breaths of bracing air after a long confinement in a passenger coach, you hear the old familiar cry of the conductor's "ALL ABOARD".

There is something about the cry which always puts an extra amount of pep into our system, and we hurry to get back to our seats in the train, so as not to be left behind. We have heeded the conductor's friendly warning to save us from being left behind, and we are happy.

Again as you travel over the line, have you ever watched the work of the man whose duties are to put water and ice in our passenger equipment? This man gets on top of the cars, quietly opens the tops of the ice containers, and lays them back on the cars. He then goes and gets the ice, and after carefully getting his balance, drops a chunk of ice at the opening to the ice container. Presume you have noticed that it is not always possible for this ice man to notice that sometimes there are passengers and visitors to passengers standing close by the side of the cars engaged in conversations, earnest enough at time, to be totally unmindful of the serious accidents that might happen should one of the cakes of ice slip from the ice man's hands or fail to land in the container.

No doubt you have seen the possibilities for serious accidents either to the dropping of large pieces of ice, or the damage to passengers' clothes on account of water from the watering hose splashing from the tops of the cars, and the matter has probably been discussed up and down the line at the different meetings. Possibly the car department has some instructions out, that have not come to my notice but regardless of this have noticed, and heard complaints, that require the issuance of positive instructions so as to do away with the possibility of any injury or damage claims through the carelessness of those whose duty it is to water and ice our passenger equipment. Our car men seemed to be careful and capable, and not being familiar with the instructions they have to avoid any accidents or damage, am not writing this in a spirit of unfair criticism, as I feel the car porters and train crews should also keep close watch when cars are being given attention.

As our ears are trained to the conductor's cry of "All Aboard" and consequently are therefore warned from being left behind, so should our ears become trained in time to the "Watch out below" cry of the man whose

duties are to water and ice our passenger cars.

Several years ago due to complaints of passengers, instructions were issued to car inspectors and car men to avoid as far as possible, making any noise when looking over any night passenger trains, and careful observation shows that these instructions are still being lived up to but by the company insisting that before putting water or ice in our passenger cars, the employe whose duty it is to perform this service must shout a warning, am sure any passenger, even if awakened from a sound sleep, by such warning, should have no grounds for complaint.

The man on top of the car is protected by the blue lantern on the end of the train, and this man in turn should be willing to extend protection to the unsuspecting passenger, who unconsciously stands directly under danger or in the way of damage to personal property. The iceman may be carelessness personified, but this is no positive assurance that an accident will not happen.

As no conductor would think of starting a passenger train out of a station without giving his cry of "All Aboard," neither should the car man think of filling his ice bunkers or water tanks without giving his "Watch out below" warning. If accidents do happen after proper warning, there surely is some consolation to the men who sound their warnings.

Yours truly,
Thos. Hughes,
Time Inspector.

What Are the Best Methods to Prevent Unsafe Practices by Employes?

This is a very broad subject, and the only answer I can find for it is "Safety" education.

I believe it is up to the Safety First Committeeman to talk to as many employes on the subject, and as often as they can.

There have been circulars and notices posted by officials of the company on the "Safety First" subject, and while they do a lot of good, more can be accomplished, I believe, in a personal way, by the Safety Committeemen than in any other way.

Every Safety Committeeman should become enthusiastic on the subject, and try to keep the Dubuque division 100 per cent on the "No accident" list.

Let each and every Safety Committeeman do his part in approaching the employes on unsafe practices, and also see that all means of being injured through unsafe tools and working conditions, are reported to division

officials, and if not remedied when reported, report them until they are remedied.

I find that most of the employes when asked for *Safety First* suggestions by the committeemen, usually ridicule the *Safety First* idea, and also the committeemen. These same men, when told of some of the improvements made along *Safety First* lines, and of

the reduction in accidents, usually offer good suggestions.

Therefore, let's all become talkers on the *Safety First* question, and see if we can't prevent somebody from getting injured or losing his life.

E. Horning, Jr.

Grain Door Installation and Conservation

Thinking it may be of interest to member lines, I quote below a letter received from the superintendent of three large grain elevators since the issuance of our poster "Facts and Factors in Proper Grain Door Installation," indicating the widespread comment aroused by the poster, and the desire evinced to co-operate with the carriers in this campaign.

"With reference to the pernicious practice of spiking grain doors, and the equally bad practice of tying grain doors together by nailing inside reinforcement grain doors to two and more doors, as described in the illustrated poster, "Facts and Factors in Proper Grain Door Installation." I cannot understand why anyone could want to use spikes when 10-penny, or 12-penny nails are just as effective, and are so much easier to drive.

"And the man who applies inside reinforcement grain doors in a perpendicular (upright) position, or places inside reinforcement grain doors diagonally across the other grain doors, surely must have a grudge against the unloaders; or else he has never tried to release grain from the doorways of cars so coopered. I am well persuaded that if he ever had tried to do so, he would put the soft pedal on large nails and spikes, and on over-nailing; and, also, on the practice of tying grain doors together on the inside with the reinforcement doors.

"Sometimes we unload cars that have inside reinforcement grain doors criss-crossed, as in the letter 'X'. Occasionally we receive cars with two and three perpendicularly (upright) placed reinforcement doors in each doorway. I often wonder what people can be thinking of when they use such poor judgment.

"Where only 10-penny, or 12-penny, nails are used in each end of each twenty-inch door, and where any needed reinforcement door is placed horizontally, and fastened at the top to one door only, and with only two small nails, as so clearly described in picture No. 7 of the Grain Door Poster, the release of grain from cars is made comparatively easy. And I am glad that you are reporting, for correction, all cases of such bad practices that come to your attention. As superintendent of several large terminal grain elevators; I say, let the good work go on."

Yours very truly,

J. W. Higgins.

Chairman General Manager's
Association.

A Get Together at Ottumwa.

Last month Superintendent B. F. Hoehn of the Kansas City Division was host at a get-together dinner, the guests being members of the railroad staff and business men of the city. Mr. Hoehn was master of ceremonies and the principal subject under discussion was the extent and character of the railroad service at the Ottumwa terminal.

He called the railroad a "Transportation Factory" and his function for the evening was to introduce the Factory and its managers to Ottumwa. Division engineer W. H. Vosburg gave a description of the property and the Ottumwa plant. Division master mechanic R. C. Hempstead explained the operation of the engine terminals. Car foreman L. B. Faltynski's subject was the care and maintenance of cars, all kinds. General yardmaster C. W. Jordan; the industry switching and making up of trains; Trainmaster T. P. Horton told about the train and enginemen of Ottumwa. Chief Dispatcher E. J. Klahn, the distribution of cars and engines. Roadmaster Wm. Metcalf spoke on maintenance of tracks and right-of-way. Chief carpenter John Evans' subject was bridge and building department. Storekeeper O. G. Thomas, the care and distribution of supplies. Agent J. W. Calvert, talked on "Selling the finished product." J. W. Souder, chief clerk to superintendent, gave some "facts and figures as they relate to Ottumwa".

Other representatives of the railroad present were E. G. Woodward, Gen. Agent, Pass'r Dept., Kansas City. H. W. Warren, D. P. A., Des Moines. C. E. Hilliker, D. F. & P. A., Des Moines. R. H. Cunningham, roadmaster, Chillicothe, Mo. J. Henberger, roadmaster, Washington, Iowa. I. Numan, Ass't. Chief Dispatcher; F. M. Barnoske, roadmaster; E. Schmidt, Trav. Engineer; T. L. Holland, District Special Agent; A. C. Daacke, Div. Acct.; D. R. Davis, R. H. F.; Daniel Hall, Ass't. R. H. F.; Wm. Fitzmorris, foreman boiler shop; C. Brown, foreman wrecking crew; E. R. Hammond, chief clerk to agent; W. I. Wendell, ticket agent, all of Ottumwa. The guests included Messrs. P. P. Phillips, president Ottumwa Chamber of Commerce; Carl T. Haw, W. H. McElroy, W. A. Flansburg, T. J. Madden, W. H. Powell, W. G. Mann, J. A. Espey, George Haw and A. G. Peterson, all prominent in Ottumwa's industrial and commercial activities.

Heavens!

"Why, Hannah, your boy seems to be the star patient here."

"Yes, sir. They done cut out his asteroids, sir."

Current News of the Railroad

The New Cars

As we go to press, the new coal cars, now being turned out by the Pullman and Bettendorf Companies, are coming to us at the rate of about fifty per day, so before long we should have the entire twenty-five hundred.

In the May Magazine we will have something to say concerning four thousand new 80,000 pound capacity box cars now under consideration by the management.

Restrictive Legislation

The state of Wisconsin has on its statute books a Full Crew Bill which calls for a second brakeman on passenger trains of over three cars. This law is not a general one in this country, is not required by the Federal Government, or by regulation of the Interstate Commerce Commission and has been recalled in certain states. It costs us \$4,500 per month to comply with it within this one state with absolutely no benefit to either the public or the railroad company.

The Southeastern

How preponderantly coal was the reason the Milwaukee took over the C., T. H. & S. E. is emphasized by the following tabulation of car loadings. Note also the consistent increase from a daily average of 352 during July, the first month of Milwaukee operation, to a March daily of 854:

	July	Oct.	Jan.	Feb.	Mar.
Grain	248	148	143	210	59
Flour and Millstuffs	48	24	20	15	6
Stock	54	58	33	27	16
Coal—Commercial	5124	9339	10668	11694	6234
Coal—Company	1807	2717	3968	4965	3864
Lumber	94	182	74	90	56
Brick, Stone, etc.	689	1386	372	346	186
Other Freight	747	1295	1440	1254	683
Total	8811	15149	16718	18601	11104
Average per business day	352	583	669	809	854

As "Company Coal" contracts in other fields expire and are given to this territory and as the dealers' extensive advertising program begins to bear fruit, the loadings will show continued increases.

Crops

Looking through the files, we find an item in the Magazine of last July which, were it not so tragic, would appear ludicrous; at least, it proves the unwisdom of counting chickens before they are hatched.

The item reads: "Reports from all over the line indicate that unless something unforeseen occurs, the harvest of small grain and corn will be a bumper one. Rumors of damage when run down prove to be either greatly exaggerated or absolutely without foundation. The fall months will, without a doubt, witness a record movement to market."

It was not very long after this expression of optimism was made that the drought set in with results all too well remembered. It seems a little early to even mention crops yet, but it may be interesting to be reminded that from Minnesota West our territory has been covered by a heavy blanket of snow. At least the farmer will start out with sufficient moisture and if he gets the bumper crop the Northwest is hoping and praying for, the silver lining of the cloud of gloom is going to be very much in evidence.

Special Party Performance

A migration of perhaps fifteen thousand Mennonites from Canada to Mexico is in special trains, Minneapolis to Kansas City. These people are moving, bag and baggage, so in addition to a large passenger business there is an enormous amount of household goods to transport. It is expected the movement will continue for a couple of years.

Miss Mary Garden and her Chicago grand opera company, numbering 250 persons, in two special trains, are using our line on the annual spring tour to California, the party requiring twelve sleeping cars and eighteen baggage cars. "Our Mary" has patronized the Milwaukee ever since the year we stopped her special along a particularly inviting mountain stream somewhere out west, thus permitting her to indulge in her favorite outdoor sport. The way that dining-car chef fixed those trout so tickled the opera queen's epicurean taste that she has been our devoted friend "ever after."

Things We Are Doing to Promote Teamwork

Co-operation is not merely a word on our railroad. It is a familiar fact, carried on every day between employes and between officials and employes. Interest is promoted and

ways and means studied through the medium of meetings held monthly, at each division headquarters and at the large stations over the entire eleven thousand miles of the System. These meetings are for the purpose of getting together, working out operating problems and better serving the shipping and traveling public. They give employes an opportunity to make suggestions based on their personal experiences in the various departments. Improvements in methods and economies involving millions of dollars yearly are realized from the close teamwork between the employes and officers of this railroad.

Conservation and Savings

On the Milwaukee's purchasing list there are 72000 items, steel and stationery, linen and lumber, pins and padlocks, coal and cabbages, etc., for which it spends close to fifty millions of dollars every year. As this material is spread over the wide territory covering the entire System, careful supervision is necessary to prevent waste and misuse. That this careful supervision is effective, is evidenced by the reports of the Conservation Committee's campaigns, which have been under way for many years; and every month there come hundreds of letters from employes, showing what they individually have been doing in the salvage work; and by otherwise avoiding waste and loss.



After The Big Storm at Winneconne, Wisconsin.



The Devastation at Brandon, Wisconsin.

The two pictures above are part of a group showing the devastation caused on the Northern and Superior Divisions by the severe sleet storm that visited northern Wisconsin February 22nd to 26th. The other cuts went astray somewhere between the engraver and Magazine office. If they are found, they will be shown in the May number.

Editor.

C. & M. Division.
Buck

Just received a communication from Agent N. E. Thompson at Somers in appreciation of humble efforts of Ye Scribe to chronicle the events of the C. & M. Division each month. Agent Thompson is the oldest operator or agent on the division, possibly one of the oldest in the

system, service date of 1874 and has been in active service all the time.

Section Foreman Chas. Reikoff, of Oakwood, deserves special mention for discovering loose wheel on S. I. 4040 while extra was passing. Upon investigation after train stopped it was found that car was in very bad condition and no doubt trouble was averted.

Meet Sir Walter Clink! Saw him on his knees fixing Miss B's chair the other day.

Chief Timekeeper Anderson was out sick several days but came back smiling. Atta boy Andy, they can't keep a good man down. Glad to see you back and all that bunk!

Hats off to Agent Kemper of Caledonia, who discovered broken rail 400 ft. east of station and took immediate action to have the service protected. We should have a few more men like this, 100% on the job at all times as services of this kind means more than the mere performance of routine duty.

Passenger Brakeman Gibbons comes to the front with the remark that he has a steady job every day—first out.

Most sincere good wishes for the future to Mrs. T. C. Bassett, formerly Mrs. Tucker, guardian of the trainmen's time.

G. T. C. is getting out his old geography books as he just bought a dandy new auto. Sure we all will take a ride, George.

We have a new dispatcher by the name of Shaft; do not know what the rest of his name is, as Charley has not named the youngster yet.

W. P. Thompson at Ranney became a member of the "Live Wire Employes" March 14 when he stopped No. 15 to set out coach with hot box and burnt journal. Work of this kind is appreciated by every official on the railroad.

Tommy Hughes is back on the J. Line, running baggage. You are on the right layover job now, eh, Tommy?

Some one says it is too hard for one of our passenger brakemen to call off Grayland station that we will have to change the name of this station. What say, Henry?

Our division slogan for next month will be, "If it is not worth doing well, it is not worth doing at all." Come on, everybody, let's do it well.

Brakeman McRae, better known as Sandy, is a man loyal through and through. While present at a convention recently one of the topics was transportation over various railroads for the next year's convention. It was pointed out that the St. Paul had not given the best of service at a convention held at Oshkosh and Mr. McRae promptly stood up and said, "Gentlemen, that was over a branch line. Give the St. Paul road a chance of the main line and you will not regret it; the service will be perfect in every respect." A good champion for a splendid cause, appreciated by all.

Miss Mabel Maloner, formerly C. & M. division superintendent's stenographer and now employed in offices of the employment bureau, smiled "Yes" to Conductor J. H. Costello. Mr. and Mrs. "Red" have been married some months now, so let the bells ring out the secret is no more.

The family of Al Krause, passenger man, now

numbers three as a baby girl was born March 15. Better buy some house slippers now, Al. You surely will need them, ask Joe Horan.

Shop Superintendent's Office
Locomotive Dept.

Rabi

Things ought to be humming in the shop superintendent's office now, Julius C. Guentner has been appointed chief clerk and Ray Baier personal stenographer for J. A. Anderson.

Al Smith has been raising Cain. Some suggestions are wanted to tame him down.

Everybody was smiles this Monday morning. Emma Raschke, who has been oq sick for some time, is back on the job. Seems different around here with her around.

Won't someone please induce Mike or Dell to tell us when it is coming off? We want to prepare for the eventual day.

Every noon hour we have a regular jazz orchestra here. Elmer Oldenberg being conductor. Have room for some classy dancers (female). Instructions free.

The wrens are fluttering around and the plants are doing nicely.

Nothing will escape Eleanor Wissing now, she has a new pair of cheaters, although she couldn't see the big pool of water coming down the other morning. She sat in the water and stood at her desk all day, it being alongside of the radiator.

The storm that raged over the shops and Merrill Park Saturday led evidence in a lot of places.

As usual, Louis Bednar made his quarter-yearly trip up to LaCrosse.

We have noticed that lately Francis and Norma are stepping out to the Marigold quite often. Wonder if they figure on reducing or just enjoy the dance?

Sylvester Gimler, our official messenger, has been bothering us so much lately to mention him in the Magazine that I have decided to give him a space. He will have to do as much for me some day.

A fine big baby boy arrived at the home of Section Foreman Grant Udell, of Bangor. How about the cigars?

C. R. Sowle, chief clerk at Tomah shops, has been left to care for the family and raise the baby since his wife has become interested in politics and been serving on the jury. Perhaps this is why he was heard denouncing woman's suffrage the other day.

Whenever any one goes shopping, Geo. Terry questions them very closely as to prices on spring hats and dresses. If he is worrying about such things, June must mean something to him this year.

Misses Helen Lasbier and Laura Retnehr of Tomah shops spent the day in LaCrosse. Spring lids were the main attraction, and we understand that they even had to have help to get them home. For particulars enquire of train crew No. 58.

Carl Fick has been wearing his rubbers for several weeks, whether the weather warranted it or not. In local circles this is symbolic of a married state. Perhaps this is his way of breaking the news.

Bill Sheely, round house foreman of Portage, has undergone a very serious operation. And we are glad to know that he is on the road to recovery.

Engineer Ame Schneider says that he can use a white handkerchief now since he has been regularly assigned to the 3611. Understand the tallow keeps her all shined up.

Conductor Wm. Clasen has just returned home from the hospital where he underwent an operation.

Freight Auditor's Office.

Ecin and Rott

While we were in deep meditation Laura Hinely, the diminutive little section head of the Waybill Filing Bureau, tiptoed up to the desk and begged without tears in her eyes that we refrain from mentioning her name in the Magazine.

Letter of thanks has been received from Mr. and Mrs. McGowan located at Phoenix, Ariz., expressing their appreciation for what the clerks in the Freight Auditor's office have done for them.

C. Vendigna, of the Interline Bureau, purchased a "gas" wagon recently. The other day he drove to the office and tried to knock a Western Avenue Street car off the track. He did not meet with much success as Stanley Pufundt, the "Apollo" of the Claim Checking Bureau, was on the street car and his slight "bulk" together with the weight of the hundred passenger bus proved to be more than a match for Van's new car "Accident."

On February 17th, Joe Wager made the fatal step by embarking on the raft of matrimony and on March 8th, E. Eldridge announced he had forsaken his liberty also. Well, congratulations boys. Here's hoping your future life will be a happy one.

A few nice people went to see "Some Nice People" a few weeks ago and among these present were the Misses Gladys Goodman, Frances Mezzo, Helen Flint, Anna Anderson, Amelia Kellner and Freda Glauner.

The Railway Exchange have strengthened their team considerable by the addition of Howell. They trimmed Car Accountant No. 1 three games, piling up a total of 2682.

The Switching Bureau still retain their lead of three games in the league as the Revising Bureau cannot seem to win games when they have an opportunity to overcome the lead.

Pallock of Switching Bureau took the lead in individual high three games series by topping the maples for 655 getting 242 for high. Gavin is second with 645, Faus is third with 642.

Revising Bureau holds the lead in high three games with 2728, and also is high with single team game getting 1046.

Enthusiasm is still running high in the league and we must say that the race has been a hot one all the way and still no one is assured of what place they will be in when the gong rings for the close of the season.

What say Peterson have you been able to find the head pin yet? Pete lost it and only rolled 119. Some say simple stuff but we have to hand the steam roller to Maday who knocked em dead for 99 one night.

Overcharge Claim have come to the front again since Foreman has returned to the team. Foreman rolled a pretty series getting 635, helping Overcharge to win the game.

Some say the games are all won without the handicap. Well Revising Bureau dropped a game by one pin to the Freight Claim twice this season. Nuf said. Lets all boost for a no handicap league next year.

Card of Thanks

Mrs. Alice M. Philips and family wish to express their sincere and heartfelt thanks for the kindness and sympathy shown them at the time of the loss of their dear husband and father.

Twin City Transfer.

E. N.

The Twin City Transfer has just celebrated its 11th anniversary. The old Frisco line map upstairs and Mr. Beckstrom, downstairs, are still to be seen. The newest thing we have is a coat of paint, which brightens up the place quite a bit. There is one thing the boys are still in hopes of saying, that is, Louie please turn on the steam heat.

I am quite sure everybody has heard of Thor's fishing trip, also the 18 pounder he landed. We expect to see the mounted head of this monster adorning the radiator of his sedan.

On the card list for April we have booked as follows: Martin Moen vs. Emil Skarin to a finish—Cockran referee. Doherty vs. Monroe 3 rounds. Monroe claims it will not take three, but he wishes to make a complete job. Referee job for this bout still open. Apply Mr. Monroe.

Baader and Coskran have formed partnership in buying morning papers. Baader has not yet shown his. If this keeps up, Coskran claims he will have Ass't Foreman Anderson take the honor away from Baader.

Wanted—Manager to look after our feather-weight Rocky La-Mere.

It is a long time since Charles Monroe swallowed any tacks. We are glad to hear that he has changed his diet.

At Home

Hazel M. Merrill, Editor

Sports

In the spring, a lady's fancy lightly turns to thoughts of sports—clothes.

Do I hear someone say a lady's fancy always turns to thoughts of clothes—say not so.

Has it ever occurred to you what a vast difference there is between "Sport clothes" and clothes for sports? Riding habits, camping costumes, knickers, etc., may be properly termed clothes for sports, but there are many so-called sports clothes that never have and never will see a sport. The call of the golf-course and tennis court has never been any stronger or louder in clothes in general than it is this spring. It may be very pronounced as in the knickers, or merely a suggestion as in the jaunty capes, knitted dresses, and bright scarves and sweaters, and here it may be said that checks have found their way into sports wear also. We are commencing to realize how good looking are these less-formal, bright-colored duds. Capes are only just making their debut, as it were, in sports wear, but with a suit of knickers, or short skirt, they are very convenient for golf or mountain climbing. However they do say that knickers should only be worn by slender, young people, then they are sure to be becoming. Especially "fetching" are the bright, tailored, tweed suits, of rose, violet, periwinkle blue, old cornflower blue, Princess Mary blue, mahogany, hennas, browns, etc. A little round felt sports hat with stiff quill at a jaunty angle, and non-fastening, low-heeled slippers, complete the costume. Some of the real sports girls bind up their hair with a gay silk handkerchief while playing tennis and golf.

For those on the sidelines, or those not actively engaging in sports, but who wish to be properly gowned for country club fetes, the new chenille-like Velette sports silk, and a high-crowned hat of faille, offers a pleasing variety; then there are beautiful silk sweaters, sports skirts with fringe, also lovely crepe de chine dresses with bright-colored stitching and middie collar, which promise to be very popular this season.

Notes on Early Gardening

There are many things which a gardener can do to have everything ready before the weather gets warm enough to plant, and it is very important to start early and have things in good shape. The garden plot should all be cleaned off before the frost is all out of the ground. During the winter, the garden plots become covered with leaves mixed in with stocks of last season's crops. This refuse should be raked into piles and burned, which will destroy insects and fungus that live in the refuse, and also provide

fertilizer. Fertilizer may be scattered over the ground any time between now and the planting time. Limestone is sometimes used with the fertilizer or put on later, after the plants come through the ground.

Now is the time to start your hotbed. It is an easy matter to operate a hotbed after the seeds are planted, but those inexperienced in hotbeds often get into trouble right at the start. Fermentation is violent at first, and seed should not be planted the first few days, as it is necessary to raise the sash and let the gas escape and the bed cool off. A thermometer should be hung in the hotbed, and when the temperature registers about 85 or 90 degrees, planting may be safely done. The plants should be watered early in the morning so that the leaves may dry before night, and the soil should never be drenched or allowed to become too dry. Tomatoes, cabbage, cauliflower, celery, lettuce, kohlrabi, egg plant, and peppers are started in hot beds, and melons, sweet corn, and cucumbers, are sometimes given a start in this way and are planted later. Many annual flowers may be given a lift indoors or in a hotbed, such as sweet-peas, astors, snap-dragons, petunias, pansies, salvias, cosmos, etc.

CATALOGUE NOTICE

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1922 CATALOGUE, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (Illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

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

The Patterns

3926. Misses' Dress—Cut in 3 Sizes: 16, 18 and 20 years. To make the dress for an 18 year size requires 4 yards of 44 inch material. The width at the foot is about 2½ yards. Price 10 cents.

3312-2939. An "Up-to-date" Frock—Waist 3312 cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Over Dress 2939 cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the waist will require 2½ yards of 36 inch material. The Over Dress requires 3½ yards of 40 inch material. TWO separate patterns 10 cents FOR EACH pattern.

3912. Ladies' Coat Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4½ yards of 44 inch material. The width of the dress at the foot is about 2 yards. Price 10 cents.

3910. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. The 38 inch size requires 3¼ yards for the Slip of 48 inch material and 2¼ yards of 40 inch material for the Bolero. The width at the foot is 2½ yards. Price 10 cents.

3919. Junior's Dress—Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size requires 3½ yards of 40 inch material. The width of the skirt at the foot is about 2 yards. Price 10 cents.

3930. Girls' Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 3¼ yards of 32 inch material. Price 10 cents.

3646. Girl's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires 3¼ yards of 27 inch material. Price 10 cents.

3918. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 4¾ yards of 36 inch material. Price 10 cents.

3909. Ladies' Apron Dress—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. For a Medium size it will require 4¾ yards of 36 inch material. Price 10 cents.

Household Hints

If you wish bread to have a soft crust, dampen with milk and wrap in clean cloth as soon as it comes from the oven.

Sweet potatoes will keep for weeks if put into a strong bag and placed in the refrigerator.

Baste a roasting ham with grape-juice. This gives a delicious flavor.

Soft gingerbread may be improved by spreading with marshmallow cream as soon as it is cool.

If a few drops of lemon juice are added to the water used when making your pastry, you'll find that the crust will be much lighter, and you will not taste the lard or fat used.

Ducks are delicious cooked with turnips in the same vessel.

White satin may be cleansed by rubbing according to the grain with very dry bread crumbs. A scrap of old white silk should be used to apply the crumbs, and the satin well brushed afterwards with a very soft brush.

Dates are a very delicious wholesome food, and should be served with hot cereal for breakfast.

To keep a house free from ants leave no food lying about on shelves or in open places where they can reach it. If food supplies are kept in metal containers, and if food scattered by children is swept up promptly, the ant nuisance will be slight.

**Good Things to Eat
Spring Salads**

Five medium-sized beets; 1 pound cottage cheese; 2 tablespoons cream; lettuce, salt, 1/2 teaspoon white pepper; 1/4 teaspoon paprika; mayonnaise dressing. Wash beets and boil until tender. Remove skins and chill. Scoop out center. Season cottage cheese with pepper and paprika, and add salt if necessary. Moisten with cream. Fill the beets with this mixture and place bits of beet taken from center on top. Place on bed of crisp lettuce and serve with mayonnaise dressing.

One bunch watercress, 1/4 pound bacon, 6 hard-cooked eggs, and French dressing. Wash watercress, dry thoroughly, and place on salad plates. Cut bacon in tiny tubes and fry until crisp, drain, and cool. Slice the eggs and arrange one for each serving. Scatter the bacon cubes over the egg, and serve with French dressing.

Dressing

One tablespoon sugar, 1 teaspoon mustard, 1 teaspoon salt, 1/4 teaspoon paprika, 1 tablespoon corn starch, 1/4 teaspoon onion salt, few grains cayenne pepper, 2 eggs, 1 cupful buttermilk, 2 tablespoonsful butter, 1 cupful vinegar. Mix together the dry ingredients in top of double boiler. Moisten with 2 tablespoons buttermilk. Add eggs beaten slightly and remainder of buttermilk. Stir well together and cook over hot water until it begins to thicken. Add butter and vinegar, little at time. If it curdles, beat well with Dover egg-beater several times during cooking.

One head lettuce, 1 cupful cottage cheese, 1/2 cupful seedless raisins, 1/2 cupful chopped walnut meats, 1/2 cupful mayonnaise, salt. Mix together the cottage cheese, raisins, and nuts. Add mayonnaise and mix thoroughly. Add salt if needed. Use the larger leaves of crisp lettuce; spread them with the cheese mixture and roll up like jelly roll. This recipe will make about 12 rolls. If difficult to keep rolls together, use small wooden toothpicks. In season, the rolls may be tied with long, high-stemmed nasturtiums, leaving flowers on top; in season, clover blossoms may also be used.

R. R. Mother Goose

Sing a song of switching,
The yards are full of cars;
Four and ninety box and gons
Scattered every wheres.

When the 'jine comes on the scene,
The Con begins to cuss,
Wasn't he a silly thing
To make a petty fuss?

—G. O. Lightly.

**Missoula Misgivings
Pete and George**

Remember, a long time ago, we used to hear so much about "The Man Without a Country" and then just lately there has been a great deal of palaver about the "Man Without a Job," and now we have with us a shining example of a "Man Without an Inspiration." We have just been reliably informed that genius and inspiration aren't in it with hard work, and as we found someone to do the work, think maybe we can get by.

H. F. Schmalhorst is no longer in our midst, but the dope artists tell us that he has departed to Charleston, S. C., to take unto himself a bride. A lengthy honeymoon, including New York, Boston, Chicago, and "Smalley" will return and make his home in Avery. The boys will see to it that there is plenty of water in the fish pond.

W. L. Ennis, supervisor of refrigerator service, passed through our enterprising village the other day, after a visit to California, and had a brief chat with the boys.

E. A. Peterson, P. F. I., otherwise known as "Pete, the Iceman," has been exhibiting an interest in St. Maries, Idaho, or rather, in something in that neck of the woods. This has been going on for about four months now, and it looks serious. We are all on edge, and are waiting for "the day" just as anxiously as Pete.

George Lautman, clerk for Mr. Hamilton, has just returned from a four day visit in Butte. He reports cold weather, skiing, and a general good time.

Curtis W. Lee, skipper, coach and crack center of the "Employee" Basketball Team, seems rather glum these days, and never mentions that sport now. How come, Curt?

Save It for the Minstrels

Pete—"The wages of sin is death."

George—"Yah, and the wages of gin is breath."

Operator Ross, the first trick wizard of the key, is composing a singularly beautiful ballad entitled, "Of All My Mother's Children, I Love Myself the Best." He always was a demon for song.

Household hint from Cashier Abbott: A few drops of oil on the baby's dress will keep the floor well oiled.

Marley Brown, cellar packer, recently returned from an extended trip through California, where he had a pleasant visit with relatives. Marley has filled us full of tales of California's beauties, but seems rather reticent about his side trip to Tia Juana.

C. B. Brown, yard brakeman at Avery, never used to walk ten steps if he could get a hand car. Of late he has become an enthusiastic hiker and just recently we have discovered the why and wherefore. Cherchez la femme? Uh-huh.

Stanley Van Antwerp, lantern king from Falcon, has been helping out in the Avery yard now and then.

Milwaukee Shops Foundry

Ed Williamson, machinist at foundry, found it too dry in the United States, so he has gone to Cuba, intending to make a stop at Miami, Fla., on his return. He will return to Milwaukee with the rest of the birds in the spring.

John Reschlein, a veteran moulder, died suddenly on February 10, at the age of 72 years. He has been employed at the foundry for the past 39 years. He will be greatly missed by his fellow workmen.

Louis Bartmann, foreman of the grey iron foundry, went to Pewaukee for the ice fishing, but we did not see any of the fish he caught. We don't think they were many. We believe Mr. Bartmann is more successful hunting mushrooms in the spring.

Vincent Pradelski, a moulder, lost his daughter recently. Our sympathy, Vincent.

Chas. Wilde attended the safety meeting in place of Ed. Williamson, and he reported that the chairman of the S. F. committee said the foundry had the fewest accidents although the work is among the most hazardous.

John Marshall is seriously sick again. We hope for a speedy recovery.

Special Commendation

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

Section Foreman Charles Reickhoff, Oakwood, Wis., discovered a loose wheel on a car in a passing train. He signalled the conductor, train was stopped and car set before any serious damage resulted.

Signal Maintainer R. Abrams, Shermerville, Ill., discovered broken rail about three-quarters of a mile east of Techny, on February 3.

C. & M. Division Fireman Werner Kaddatz and Conductor A. J. Polzin for strict watchfulness and attention to duty. Recently Fireman Kaddatz saw something wrong with Mr. Polzin's train which was passing him. Conductor Polzin being on the lookout saw Mr. Kaddatz signal him and train was stopped, when a car in Polzin's train was found to be in very bad order, necessitating setting out.

K. & S. W. Division Flagman J. A. Perham, 9th Street, Racine, Wis., on the morning of January 22, hearing an unusual noise on track after passenger train had passed, made an investigation and found a broken rail with broken part out of track. He promptly notified the track men by telephone, then replaced the broken part and protected the place by a flag until the section men arrived. Mr. Perham also, on January 7, noticed a broken brake hanger on lead truck of combination car 2803, train 138, and notified train crew when the train stopped at the passenger station.

R. & S. W. Division Conductor Wm. Carmody reported a broken rail 700 feet east of switch at Kausaville, Wis.

Section Foreman Vance Macha, Beulah, Ia., found a 21-inch piece of flange on the morning of March 14. He reported the matter promptly to the agent which enabled the dispatcher to catch No. 91 and have train looked over. Flange was found to be off tank wheel of 91's engine, and would no doubt have resulted in a bad accident had the discovery not been made.

Section Laborer John Abbas, Elgin, noticed brake beam down on extra east 8248 and gave conductor stop signals. The beam was removed before causing further damage.

Illinois Division Section Foreman George Abbas, on February 28, noticed sand board down on a car in middle of extra east 8256, about three miles east of Forreston, Ill. He gave conductor stop signal and sand board was removed before further damage resulted.

K. C. Division Engineer Wm. Rawlings, for prompt action to avoid a collision with cars standing on M. P. crossing at East Bottom Tower, while he was in charge of engine 8032, train 65, February 23. After he had been given clear signals over the crossing he discovered these cars were fouled, having broken off a Missouri Pacific Transfer. The fact that he was able to stop his train and avoid collision indicates that he was attending strictly to his duties.

K. C. Division Engineer Wm. Rawlings discovered broken angle bar at the west-end of Missouri River bridge, Kansas City, March 1, and stopped his train after engine and one car had passed over the break.

Mail Clerk J. E. Stover, K. C. division, moving from Ottumwa to Ottumwa Junction on train 8, March 2, noticed unusual movement of car, indicating something wrong. Upon investigation a loose wheel was found on the car. Had this discovery not been made, it is probable a serious derailment would have occurred.

Machinists Woods and Lindquist, Mitchell, S. D., discovered a switch chain lying in a frog, which they removed and reported the occurrence to the roundhouse foreman. Their watchfulness undoubtedly prevented a serious derailment.

Locomotive Inspector G. Hubert, Bellingham, Wash., for vigilance in discovering crack in tender wheel of engine 233, March 3, 1922.

Inspector M. McElliott, Bellingham, Wash., for vigilance, discovering a concealed crack in main pinion, engine 2335, February 9.

S. C. & D. Division Brakeman Roy Wright, for attention to duties, discovering sand board down on St. P. car 100996 in train No. 61, February 23. He caught the caboose and notified the conductor, who stopped the train and had car set out.

S. C. & D. Division Brakeman Adolph Hegg, on extra east 8049, February 27, while passing Charter Oak, Ia., saw brake shoe fly out from underneath the train. Investigation disclosed an inside brake beam down. His timely discovery no doubt prevented a more or less serious derailment.

C. & M. Division Passenger Brakeman C. T. Kinsella in handling C. & M. No. 21, discovered that a movable point frog was not properly set, which, if it had not been seen, would have caused a very serious accident, as his train would have probably struck No. 151 outbound, and passing that point at same time.

Signal Maintainer Walter Raddatz, tower A, Western Avenue, Chicago, for prompt action in running to engine of Pennsylvania train at the crossing February 21, and advising engineer to stop, which no doubt resulted in a less serious derailment than would otherwise have occurred.

Section Foreman Leo Lombardo, Cragin, Ill., for discovering brake beam down on B. & M. car 64737, on February 23.

An Appreciation of Courteous Attention From a Member of a Prominent Grain Firm in Minneapolis

The following letter addressed to General Superintendent J. H. Foster is an appreciation of courteous service on the part of River division trainmen which is highly deserved:

My dear Mr. Foster:

I cannot refrain from sending you these lines to say that I rode to Winona on your train, leaving here at 12 o'clock, noon, and was very much impressed by the consistent and courteous treatment accorded, and the care given by both conductor and brakeman. Without being obtrusive or subservient, they made everyone feel that they were a part of the Milwaukee system, and were anxious to have the passengers feel that they were riding on a good train, owned by a good company, and operated by men who had the interest of that company and their patrons at heart.

I came home on a train due to leave Winona at 6:20—the same care was given and I reached home feeling that the morale of train service was on the up-grade, and that you were fortunate in having such men. In these days when so many disquieting things happen, and when people are hard up and liable to be critical, I feel certain these lines will not be unwelcome. With kindest personal regards, I am,

Yours sincerely,
(Signed) E. S. Woodworth.

Boosting for His Railroad

H. & D. Division Conductor C. J. Tice is a literal interpreter of the idea of every employe a business-getter, and in line with suggestions through the Magazine and otherwise, to "boost for the Milwaukee," he writes that he secured a passenger over our line from Minneapolis to Spokane, and also the promise of this passenger to ship over the Milwaukee. Later Mr. Tice received word that this patron had sent forward one car of ranges, with two more to follow—freight about \$600 per car. Good work.

The March Storms

During the severe weather, amounting to blizzard conditions in many sections, much heroic work was performed by employes in extraordinary effort to keep the line open. Where so much loyalty was displayed it is difficult to select single instances of exceptional devotion, but following are a few instances which have come to the attention of the Magazine.

During the high water on the LaFarge line, a bridge was raised from the caps, but the work train passed over and supposed that it had been

pushed back into place. The next day Section Foreman Frank Mercer of Wauzeka found a limb of a tree three inches thick, fast between the stringers and cap of bridge. He put up a slow order as he could not remove the limb.

Section Foreman Robert York at Readstown, Wis., had at least one and one-half miles of track where five inches of new ice was frozen solid to the rail and 12 cakes of float ice from the river, 28 inches thick and varying in size from 12 by 20 feet to 20 by 30 feet. This was all picked up and track cleared when work train arrived. This man did the greatest amount of work with three laborers that could have possibly been expected.

A severe storm on February 21 put the Mineral Point division between Brownston and Mineral Point out of commission. Ice gorges had formed at different points on the Pecatonica River and the water was backed up over the tracks at some places four feet deep in other places there was ice over the tracks from three to seven feet deep. All wires were down and no communication was possible with Mineral Point. Conductor Thos. Brennan and Engineer G. W. Allen were on No. 91 the previous day and were tied up at the Point. As soon as the storm subsided they got section foreman and organized an extra gang, borrowed tools from the Mineral Point Zinc Co., and got that firm to load up several cars of cinders and started out with the work train as soon as the water commenced to fall. Much credit is due to Agent Thos. L. Pagel, who made the arrangements to get the tools and cinders. Operator John Sickert borrowed tools from the telephone company, got hip rubber boots and accompanied the train, repairing line as they went.

The superintendent, with chief carpenter and linemen working west from Brownston, and the two forces joined at Gratiot, got wires working through to Mineral Point and the road open to traffic.

A. G. Verch, agent at Gratiot, did heroic work in saving all the freight, baggage, express and station records. The water was three feet deep in the station.

Geo. Reisel, agent at Darlington, started for the station late at night, but could not get near it as the entire town was under water. He called a section man to help, and they finally reached the station in time to get baggage, express and freight on the high platform. The next morning there were ten inches of water in the depot and office.

Got the Silk Train Through on Schedule Time

On February 24, engine 8066 arrived at Aberdeen, S. D., with stoker out of commission. This engine stood for the silk train. To avoid delay to this train, which ran as second 18, engine was turned without cleaning fire, and without repairs being made to stoker. Fireman Allan Cushman took this engine and fired it by hand from Aberdeen to Montevideo, the silk train making the schedule time. This train was received immediately after the severe blizzard in South Dakota and conditions at roundhouses and terminals were very difficult; and knowing these difficulties and that it was impossible to overcome them at the time, Fireman Cushman took this engine and fired it by hand cheerfully and without a word of complaint of any kind.

Some Good Individual Performances

On January 24 machinists Roy Murray and Charles Gillespie of Jackson, Minn., stripped an H-15 engine for tire changes. Removed old tires, took a set off of another engine, applied them, rebolted deck castings and had engine ready for service again in nine and one-half hours. This engine broke a tire, and by these men getting it ready for No. 22 the next morning, avoided sending another engine to Jackson with additional expense.

On February 4 Machinist Wilfrid LeMay of Jackson removed a cross head, turned and refitted new cross head pin, put cross head back in place, completing the job in two hours, ten minutes. This engine stood for train No. 1 and the defective cross head pin was not discovered until late in the morning, leaving only two hours and thirty minutes to do this job and get engine out on time.

On February 16, engine 2391 went into Jackson, Minn., with a broken engine truck center casting

and pilot knocked off. Machinists Wilfrid LeMay and LeRoy Brakke removed center casting from engine 2163, applied it to engine 2391, renewed No. 2 tank wheels of this same engine and replaced the pilot. This work was done in addition to taking care of the running repairs on six other engines, and work accomplished in only forty minutes overtime.

Southern Minnesota Division Engineer Wilson, while helping to open the north line with a snow plow discovered that the tank valve of his engine had disconnect closed. To avoid delay to this important service, and an engine failure, it was necessary that the tank valve be opened up, and Mr. Wilson waded in ice water up to his knees to get forward to the tank valve and open it.

Ticket Auditors office A. M. D.

Our "flu" roll for the month consisted of the following: T. McKenna, Joe Polluch, Ed Kusch, C. Markstahler, R. C. Chessman, S. Pelligrini, F. Hume.

We are glad to say that all have recovered and returned to their desks in good shape.

Have you seen Mac since his return to the ranks? Yes, that's him behind the "cookie dust-er."

Ray Olson, an old-timer, after several years absence, has returned to the office, and is at present toiling in the local department. Who says they never come back?

Kid Cupid seems to find plenty to do in this office. His latest willing victim is Miss Helen Abbott, who joined in a matrimonial venture with T. E. Smith, of Mankato, Minn., March 18, 1922. Best wishes go with you, Helen.

Joe Polluch and Tom Garin are still holding first and second place in the C. M. & St. P. bowling league, averaging 186 and 184 respectively. Joe had an exceptionally good night on Tuesday, February 28, socking the maples for a count of 218½ per game. He is at present bowling with the switching team and Tom with the revising. Here's hoping that next year the ticket auditor's office will be represented by a team of its own.

It is the intention of various railroads having their main offices in Chicago, to organize a baseball league. Harry Earl will represent the C. M. & St. P. All those wishing to play should turn in their names at once in order to ascertain the material on hand.

On April 18, 19 and 20 the Fullerton Social & Glee Club will present an original musical frolic entitled "The Boob" at the DePaul Auditorium. It is a three act play and includes five scenes. The cast is made up of members of the club who are working nightly to make this venture a great success.

Engineer Auditor's Office

Two of our stenos—Lillian Gobeille and Gert Farmar—have been on the sick list, but are now in our midst again. Better not discard the galoshes again, girls.

Mr. Peterson, our accounting assistant, is the proud father of a girl, born March 5. Congratulations are extended.

Allan Hill was busily employed last week cleaning up some of the old records of the office. Can't say as to how much work he did, but he sure got his hands dirty.

The boys sure missed a good time at Ruth Barry Engstrom's home, especially when we started to play "Coo-Coo". It would have been a dandy opportunity for them to show us what good acrobats some of them are.

Wonder why Mike Larson always blushes whenever he gets a 'phone call? Bet there is some sweet reason behind it.

Mr. Gault and Mr. Clausen have been sick, but are back in the office again.

Our office boy, Adolph, was also on the sick list, but is now well again.

Marie Kelly is homesick. Also Mr. Ackley. Hope they improve very shortly.

Understand that Harry Wade is going to build in Wilmette this summer. Why so far out of Chicago, Harry?

R. J. Middleton, assistant engineer, and J. M. Gilman, both of Seattle, were recent visitors in the office.

"A notice to Mr. Mouse!"—Please stay away from Tabby Karch as she is awfully 'fraid of you.

Hamilton Watch

"The Railroad Timekeeper of America"

"My Hamilton enlisted in the 90's"

"I bought this Hamilton in the nineties and am still running trains by it", said Conductor Patrick J. Landy, the efficient Conductor who takes the fast mail No. 9 on the Chicago and North Western out of Chicago.

A feeling of affection is displayed by veteran Railroad men for their Hamiltons, a feeling that has been inspired by the unflinching service which the Hamilton Watch has given them under all the strenuous conditions of railroading. The accuracy and durability of the Hamilton Watch is the result of the skill and brains employed in making it the dependable servant of the Railroad man. "Quality First, to meet Railroad requirements" is the motto of the Hamilton factory.

The Engineers and Conductors who have been long in the service have tested and proven the accuracy and dependability of the Hamilton. To the younger generation of Railroad men we say

Own a Watch with a Service Record

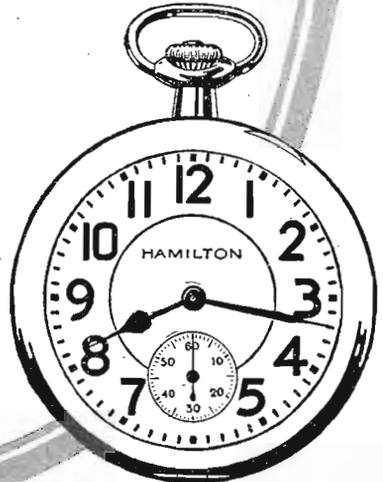
The Hamilton Watch has been keeping trains on time for thirty years.

That is the kind of watch you need.

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

HAMILTON WATCH COMPANY

Lancaster, Penna., U. S. A.



On the Steel Trail

Drippings from the Ice Bunkers

Spud Bar

L. Mylott, P. F. I. at Seattle, Wash., has a well improved farm on the outside skirts of Seattle but if one wishes to call on him at night it might be well to have a search light handy or be apt to go for a swim in lieu of a look at the farm.

W. L. Ennis, supervisor of refrigerator service, and Mrs. W. L. Ennis just completed a trip to California and returned via Seattle and the C. M. & St. P. to Chicago. They both reported fine weather in the land of oranges and lemons but from what Mrs. Ennis stated we take it that the Davenport Hotel at Spokane beats California a thousand ways.

E. A. Petersen, P. F. I. at Avery, Idaho, contemplates entering into matrimony. We know who she is but we are anxious to find out when. Anyway, we will all enjoy the cigars, Pete.

Ray Larson, recently accepted a position as perishable freight inspector at Miles City, Mont. He was formerly employed on the Idaho Division, at Othello, Wash.

Steward Philpot, former fireman on the Trans-Missouri Division, is now working at Marmarth, N. D., for the refrigerator department.

If one should say that it was cold when the thermometer went to 30 below Floyd Nave would say, "That's normal."

B. C. Root, P. F. I. of Othello, and B. F. Nave, of Malden, were visitors at Spokane recently, attending a division claim prevention meeting.

Now that the ice houses are all refilled with the new crop of ice it would be well for us not to direct the section men's attention to it lest they might begin to figure how much they will have to handle this coming season when icing cars. Best we let them have a rest for a while.

R. B. Smith, the sleepless wonder at Moberg, S. D., has a cute little bungalow and the Mrs. is some cook. Ask Roy, he knows; but the hours are so irregular.

One of the clerks in the Spokane freight house wanted to know if C. R. Kamm belonged to the Boy Scouts, but we informed him that he was just on his way to Appletunity with his little sack.

Berries in the summer,
Apples in the fall;
Meat and eggs any time,
Spuds come last of all.

Twin City Terminal Division

Molly O.

Joe Kilgref of Minneapolis passenger station is known as one of the best callers on Milwaukee System. His calling has been recognized by the general passenger department which has summoned him to Chicago to appear as caller in a moving picture now being staged there of the Olympian Coast train. Joe has been in the service of the Milwaukee—as a veteran conductor once replied when asked how long he had been in the service—"always." The selection of Mr. Kilgref to appear in this special service is a well-deserved recognition of his ability and personality, and is a distinction of which the Minneapolis passenger station is very proud. He is succeeded on the floor as caller by August Johnson of the information bureau. John R. Ambli of depot ticket office is looking after the information bureau.

And speaking of information bureaus, a record kept for two weeks gives some idea of the business secured for the C. M. & St. P. through this source. August says it is surprising the number of people arriving on trains who walk right through the station to ask "Information" for directions to reach other stations. With a little adroit questioning on the part of the "information" man, it frequently develops they are going to points on Milwaukee line, and are both surprised and pleased to learn they can reach their destination without changing stations. A two weeks' record kept by Mr. Johnson indicates over eight hundred dollars of business secured for the C. M. & St. P. in this way.

Don McMillan of city ticket office force has returned from a trip to Florida and Cuba where he went to recuperate. He reports a wonderful trip down the coast of Florida and through Cuba—where the Eighteenth Amendment is unheard of.

Howard Marshall has been ill for a couple days with neuritis.

Miss Edith Arnold has been granted two weeks' leave of absence account illness. Her place in Chief Quirk's office is being taken by Ethel N. Wheeler.

There has been a shake-up in the Terminal bowling team in a frantic effort to break the toboggan slide. "Stock-pile" Hancer has been elected captain, but the jinx still hangs on. And that Chicago tournament so near.

Seems to have been a general upheaval on third floor. The engineering department exchanged room 23 for room 26 with legal department. This gives engineering department five connected rooms. All the rooms are being given an Easter outfit of new coat paint and varnish. And in the matter of cleaning up the engineering department are trying to discover who took his annual bath in the blue print tank. Not having a Bertillon expert they are unable to identify the guilty person.

Rail Rumbblings from St. Paul

Allen

Welcome, spring. We have been awaiting all the sunshine you bring forth.

But I do not suppose it will be long, not very long, before we will again be reminded with the old familiar, "Shopping days left before Christmas."

I do remember though, of reading a well-balanced "recipe" on how to spend a short winter, and here it is: "Sign a note payable in spring."

We just learned that our old friend Dan Rossini, who is spending the winter in Italy, will return to the good old U. S. A. with a bride.

Mr. Rossini is proprietor of several stores near this office and has a large circle of C. M. & St. P. friends who wish him all the luck in the world.

I imagine the winter was a very short interval for Dan.

Our bowling team did not lose a single game this season. Reason, no games played. One thousand per cent, boys.

Mr. McCool suggests that each and every employe of the office living on the Bluff, buy a pair of roller skates and coast to work each morning, thereby saving shoe leather and time. It's a good suggestion. Hoop'er up, boys.

And all you "out of towners", what did you think of St. Paul's hockey team?

Well, la grippe seems to have a good grip on me so I shall not bore you further 'till next month.

R. & S. W. Division

M. J. Cavey

Traveling Engineer Hughes has completed the wiring on the engines pulling trains 23, 24, 21 and 36 so that the coaches are lighted from the power furnished by them.

The engines on the Rockford Branch are equipped likewise.

Around the first of March, while Section Foreman L. Mosher and other trackmen were loading scrap at Bardwell, Mr. Mosher misstepped, catching his foot in the bottom hand rung on the side of the car, and fell to the ground, his foot being held fast, twisting his leg severely, and he narrowly escaped a broken limb.

Timekeeper Heine Funk visited friends in Delavan, February 18. And he didn't bring us a thing.

Business is picking up around Racine, two switch engines are working at present.

Conductor Frank Kennedy is rapidly recovering from his operation, and is expected to be out of the hospital about March 15.

Harry Hill, G. Y. M. from Dubuque, visited his family at Racine the first part of March.

At this writing Roscoe Askey, demurrage clerk at Freeport, is on the sick list.

Conductor McIntyre on 72, March 1 had a car derailed by a broken truck between Freeport and Dakotah, which required the derrick from Savanna to re-rail. Traffic was delayed about an hour.

Flowers, more flowers, is what he said it with as he passed the window and handed in a large bouquet of roses, and since that day "Ruth" has been all smiles.

Howard (Jack) Hanscom is all smiles these days all on account of the spick and span condition of the Master Mechanic's Office, where he holds forth. Jack says he don't know whether he is at home in the parlor or really in the office.

The Superintendent's Office girls went to Chicago on Washington's birthday. They all reported such a beautiful day there that we have our doubts. (Not so here.)

Our fair Lillian had the misfortune to break her window opticals recently and was so badly handicapped that she almost missed her train next day.

Master Mechanic Hughes has been busy these days cleaning house as it were, he has the parlor office of the building at present. But from the looks of things Superintendent Devlin intends to go him one better as we have noticed the janitor has been very active in his office lately. John C., your turn next.

Grace Brodeman, who has been employed in the Superintendent's Office for the past three years, has resigned her position and is to be married to Harry Bronson of Oshkosh, by gosh, on April 18. A number of showers and entertainments were given her by the office force. The best of wishes goes with them from us all.

Conductor Henry Buege held the lucky number which won the beautiful bed spread raffled by Mrs. A. B. Batty.

Mr. and Mrs. Jos. Helms are rejoicing over the arrival of an 8 pound daughter. Mother and child doing well. (Cigars, Joe.)

Conductor Chas. Dohert on 61, February 22, had a car of merchandise derailed at the east end of Freeport yard. Fortunately the passing track was available, and no delay caused to other trains.

Superintendent F. E. Devlin, accompanied by Trainmaster Connors, Roadmasters Hubenthal and Zimmerman, Chief Clerk Chambers, and Civil Engineer Johnson, made an inspection trip on No. 95 March 6; also looked over the ground for the purpose of building a side track to the Marketing Company's plant at Delavan.

Agent Sweeney of Freeport called on friends at Burlington March 8.

Ladd Car Department

Business has increased on the repair track over last month.

Our 1922 motto—"Forward".

Car Inspector Geo. Plym is still on the job picking out bad ones.

Jas. Eustice, car Inspector, has been placed on the night shift on account reduction in force. And he is learning to see fairly well by lantern light.

Albert Meek, who is now employed at Faithorn, and who was formerly a carman there, spent a few days here last week visiting his friends and relatives.

R. & S. Line. S. R. Collier

Engineer Dave Jones spent a few days with his father in Mineral Point, Wis.

Firemen Joe Marrietta and Aug. Trivier have returned and are now working out of here.

Conductor W. A. Morgan spent a few days here from his run on C. M. & G. and was all ready to go back when he was called to make a trip here account shortage of conductors that day.

Conductor E. J. Mason is home from Joliet, undergoing treatment for his throat, and while here has decided he better do his share of carrying the packages on the east local.

Engineer Geo. Kuckuck had the misfortune to injure his hand with a rusty wire while repairing injector on the 1171.

If that 6:20 A. M. train should happen to be late some morning the crew on 492 would be shy one breakfast. "How about it, Pete?"

Fireman Wm. Benster is back on the job out of Ladd. He is now feeding the 402 on No. 416.

Agent H. Dwyer attended car service meeting in N. Y. C. Trainmaster's Office at Kankakee on March 9.

"Jibo" has decided that the R. & S. Line is the best place to work after all.

Conductor I. L. Batten attended the regular "Safety First" meeting in Beloit this month.

Brakeman Robt. Wolfe received a broken rib or two and was squeezed pretty when he got caught between the miners' coach and engine while making coupling on W. Y. E. at Granville. He will be off duty 3 or 4 weeks.

Conductor—"Good morning, Tony. How many west cars here this morning?"

Tony—"Only nineteen."

Conductor—"How many pref. cars among 'em?"

Tony—"Only nineteen."

Conductor Chas. Conway on 498 had his caboose and 3 cars derailed at Oglesby first part of March. No one injured in the accident, but it was a nice job for "Boots" and his crew.

The other morning at Davis Junction Brake-man Pete Grivetti, who acts as "chef" on W. Ziel's run, was preparing breakfast and noticed Conductor Kenny's train pull in. "Pete" kept one eye on the pancakes and one eye on what was going on around him. Result: he discovered a brakebeam down on a car in Kenny's train and right pronto left the pancakes on the stove and goes out and stops Kenny's crew just as they were starting to shove to the west yard. "Pete's" prompt action no doubt averted what might have been a very serious derailment.

Conductor W. Ziel picked up an elderly lady passenger that had got off at Rochelle by mistake and was playing the good Samaritan until she asked him to fill her clay pipe with "corn cake" tobacco. Right there is where Teddy fell down on the job.

The coal movement has increased a little here the past week or more. Leave it to the R. & S. Line when coal is wanted in a hurry. This division is the one that can sure get it moving. Would like to see more of it.

Black Hills Division J. R. Quass

Conductor W. C. Hynes and wife have returned from Savanna, Mo., where Mrs. Hynes underwent an operation.

District Safety First Committeeman Bauer of this district held his first meeting in Mitchell February 21. Mr. Bauer is a man that understands his business and there was good turn out.

Fireman Ed Rutan has taken the east way-freight with Engineer Forrest; Sunday layover at Chamberlain.

Conductor A. G. Enright had charge of C. C. Smoot work train, redriving bridge 46 at Kings Dam.

Since the runs on west end have been split at Kadoka, Conductor Penrose and Engineer Jas. Johnson have Sunday at Rapid City; Conductor Slagle and Engineer Bert Gardner Sunday at Kadoka.

Brakeman John Penticoff is getting along as well as can be expected after his operation at Murdo Hospital.

Trainmaster R. D. Miller has good turn out at class on Book Rules second Sunday each month.

Conductor W. H. Stewart, who spends the most of his time on his farm in sunny California, has been with us this winter a couple months on run west on 103 and 104.

I guess the boys on this division are glad to see spring come at last as we have had more than our share of snow the past winter. Now we can lay the snow shovels away.

Agent Wm. Bower of Murdo was a business caller at Mitchell a couple days.

Section Foreman Andy Mittett of Stamford was an east-bound passenger the other day.

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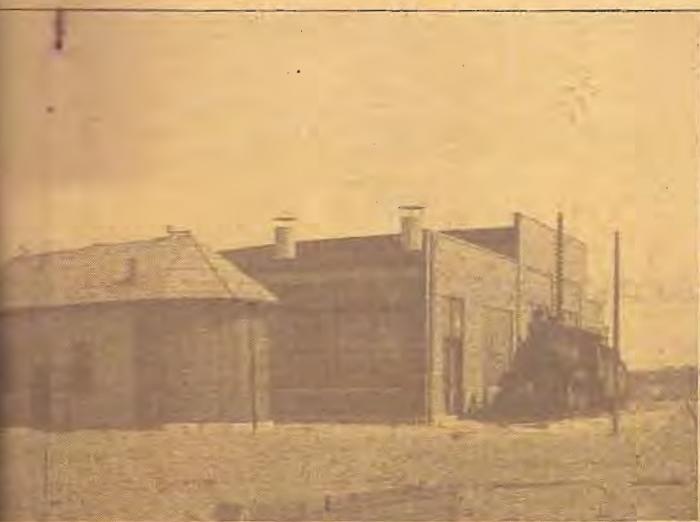
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NATIONAL Railway Car Drop Pits

Tacoma, Tide Flats
R. R. R.

Greetings, folks.

Everyone is busy with the spring styles, and baseball so can't report very much news this time.

A. L. Pentecost is at Miles City, relieving H. E. Reccuis, who is off sick. We hope to soon have A. L. back again. In the meantime, everybody is trying to keep happy.

The "Milwaukee" is entered in the City League this year, and most of the spare minutes during the noon hours are devoted to tryouts. Everyone must and should show keen interest in our ball team, as there is nothing like encouragement and support in putting the team to the front and bringing home the victories.

Mr. and Mrs. A. J. Kroha are at home in Tacoma to their many friends, after a delightful honeymoon spent in California.

A party of our young folks from the Car, Store and D. M. M. Offices spent a week-end in Aberdeen. Judging from some of the pictures everyone had a nice time.

Everyone in the accounting department were curious to know why a certain clerk was so anxious to get off on Saturday, A. M., about February 25. However, the mystery is solved, as he was up to the fashion show. Everyone appreciates the interest shown in the spring styles by him, and we are looking forward to seeing the "Mrs." blossom out in the latest styles on her return to town.

The infection of "The White Engraved Gold Watches" has claimed another victim in the time department, Miss Ethel Thompson having just become the proud owner of the latest one.

L. Johnson has been off sick for a few days during the past month, but returned to work feeling much better. However, he has not found his watch.

Earl treated us to a "cookie spread" the other day, having gone on a sweet diet. However, several sandwiches were exchanged for the sweeter food, and we later learned Earl mistook the cookie bag for his lunch that morning starting on his dash for the car.

Mr. and Mrs. P. R. Horr are at home to their many friends in Tacoma, having returned home from their honeymoon spent in Vancouver and Victoria, B. C.

Rose says she only misses the punctures she used to help fix on her morning rides to town, now that they have sold the Ford, but we doubt her, as the driver is now in the sunny south, where we notice several letters go each week.

We wish to express our sincere sympathy to Mr. Haugen, who lost his beloved father and little niece during the past month.

Mr. and Mrs. N. B. Footitt are leaving soon for a few weeks' visit in the East with relatives and friends.

C. Heward is at work again after a few weeks of sickness. We are glad to see him back with us again and hope he will continue to feel fine.

News Items from the Northern Division
Hazel E. Whitty

Can you imagine Skinny Young in tights?

Conductor Leland made his annual trip as passenger-engineer lately.

Wm. O'Rourke took Joe Manning's place as conductor on No. 6 and 10, March 6. Will made a fine looking conductor and he did not forget to wear his green necktie.

George, the little four-year-old son of John Gorman, section foreman at Beaver Dam, passed away February 1 very suddenly of convulsions. Employees of the division extend sympathy to John in his hour of bereavement.

Earl Burns is the proud daddy of another son, born March 3.

Ardin Kreps, our promising young section foreman at Picketts, has been laid up for some time. At first it was feared that he had leakage of the heart, and that his section days were over, but his case has been pronounced as some lesser ailment, and we hope to see him back at work soon.

On March 2 our train was delayed at Waupun for nearly an hour account of the fire which destroyed the entire Shaler Vulcanizer and Umla plants, the Althouse Wheeler Co., and

several residences. The train was unable to pass as the fire was right next to our track and hose was spread across the track. Also the engine of train was used to switch the box cars out of danger although one was completely destroyed. Employees of the factory could do nothing but make their escape in the quickest way possible, but, at that, there were 3 girls who were at the point where the fire first started, and were either stunned or overcome by the fumes or smoke and were unable to escape. Their bodies were later found and buried with honor at Waupun.

The following was received by E. H. Bannon from Conductor Coe in regard to the good work done by Engineer Paul Brodda and Fireman John Reilly during the recent storm:

During the storm of February 22 the turn table pit at Markesan filled up with water and froze so that it was impossible to turn the engines, and as there was considerable water over the tracks, it was not a safe proposition to run the train out of Markesan backing up. Engineer Paul Brodda and Fireman John Reilly procured a pump and worked about three hours pumping out the pit and putting it in shape so they could turn the engines for their run on train 606. I

Mr. Thurber replied with a letter of commendation to both these worthy employees as such work is surely appreciated by the officials and they are glad to be able to commend these men. Such employees are invaluable as it shows they have the Company's interests at heart, as well as the public's.

"Necessity is the mother of invention. It took Frosty Monogue to find this out. He had no oil in his lantern one night and perhaps it was also minus a wick, but this did not daunt Frosty any. He spied a candle on some shelf and sticking it down in the place where the wick ought to go, he put on his globe and had the nicest little light that you ever saw. He thinks he has discovered a great money saver and perhaps he has. When questioned about it, he simply grinned and said, "You tell 'em."

"Can you keep a secret?" said Joe Barnish to a friend the other day. "Certainly," replied the friend, I will be as secret as the grave. "Well, then," said Joe, "I have pressing need for two bucks." "Fear not," replied the friend, "it is as if I had heard nothing."

A quick lunch: Pig and hen trotting down the railroad track chatting together. Toof-toot. Ham and eggs.

What our ticket agents are up against: Traveler—"Gimme a round trip ticket." "Where to?" "Why, back here of course, where did you suppose?"

So. Minn., East
I. McCarthy

Operator Charles Canfield of Winnebago has resigned his position and has taken up the duties as postmaster at Winnebago.

Engineer Wm. Anderson and wife have returned from a two months' visit in the West. They spent several days with Engineer Ryel and wife in California.

Roadmaster Larson has a new Ford Sedan. One of his friends was heard to make the following remark one day shortly after Mr. Larson had passed, "That's just the car for Larson. If anything goes wrong with it, he can put the car under his arm and go right along."

I think that some one in the Superintendent's Office at Austin could inform "Scoop" of the Aberdeen Division a little more about the time-keepers' meeting in Minneapolis and the interest that some of the Aberdeen delegates took.

Herbert Norgorden, formerly of Wells, has accepted a position as timekeeper in the Master Mechanic's Office at Austin. Herbert Noer of Wells has taken the position as clerk for Chief Carpenter Auge and Roadmaster Walsh.

Chief Dispatcher Sorensen spent one day last month in Hastings. No, it wasn't any vacation. He had to get up at 3:00 A. M. to catch the train.

The Misses Elenor Moran, Rose Krulish, Ethel Mady of the Superintendent's Office and Inez McCarthy of the Dispatcher's Office spent February 22 in LaCrosse.

Ed. Horrigan was a Minneapolis caller the lat-

ter part of February. Why always rushing out of town, Ed? There are some pretty girls in Austin.

We are glad to see Conductor Murphy back on the job between LaCrosse and Lakefield. Mr. Murphy has been in poor health and unable to work since last fall.

Louis Kaiser of the store department has been on the sick list.

W. H. Ohnesorg from Miles City, Mont., is our new roundhouse foreman.

The sympathy of all goes out to Engineer Edward Dovenberg in the loss of his wife. Among those who attended the funeral were Operator W. H. Woolworth of Jackson and Agent B. E. Woolworth of Waldorf.

Am afraid Machinist Helper Ed. Blomily will be going on the stage shortly. He has had plenty of practice this winter, having taken an important part in "Honeymoon Town," given by the Business Girls Club and also as end man in the Elk's Minstrel. Good work, Ed!

Water, water everywhere, is what Gussie thought when she went to dinner February 22. When she started to slip she said, "Good Heavens!" But—when she sat in the water she exclaimed, "Oh! H——!" If you wish to see the picture of the terrible event step in the Master Mechanic's Office.

The Superintendent's Office calendar should be moved. It caused considerable trouble one day when one of the girls was merely looking at a date on the calendar when one of the boys thought she was trying to get a date with him.

Iowa (East) and Calmar Line
J. L. Raymond

Conductor J. Dignan resumed work about March 5 after spending the winter in California.

Brakeman P. Arubuckle is off duty with a sprained ankle; Brakeman H. W. Orvis relieving. Brakeman L. R. Curtis is taking an extended leave of absence account ill health.

Conductor J. F. Coakley was off duty fore part of March, spending the time at Excelsior Springs, Mo.

Brakeman M. D. Smith, with Conductor Shank on trains 20 and 19 between Marion and Chicago, was taken suddenly ill in Chicago, March 7, and taken to St. Luke's Hospital at that place. It is not known definitely just what his condition is.

Born to Passenger Conductor and Mrs. F. S. Craig at St. Luke's Hospital, Cedar Rapids, about the first of March, a daughter, weight 8½ pounds. Congratulations extended.

Richard Love, one of the Pioneer Milwaukee conductors, was calling on the boys at the Marion office March 10, having just returned from Hot Springs, Ark., where he and Mrs. Love have been sojourning for several weeks for the benefit of their health. They reside at the Allison Hotel, Cedar Rapids, during the winter months.

R. L. Taylor, second trick "Ma" office Marion while chopping wood on his timber tract south of town a chip flew up, striking him in the eye ball, injuring eye quite badly, necessitated his laying off for several days. It will be all right again before long.

Engineer H. S. Scampton has resumed work after a vacation visiting at Moberly and Excelsior Springs, Mo.

Conductor Steve A. Parmenter was off duty for a couple weeks "hobnobbing" with a dentist most of the time. Steve carried around a couple of rooster's spurs and made a good many people believe that they are a sample of some of his teeth that the dentist had just extracted.

W. E. Owen, agent at Long Grove, is on an extended vacation this winter, F. H. Beheras relieving.

Mrs. W. C. Mouser, wife of W. C. Mouser, operator at Council Bluffs, passed away at their home at Fayette, Ia., Tuesday morning, February 28.

Funeral was held at Fayette March 2 and remains were taken to Council Bluffs for interment.

Mr. Mouser has the sympathy of many friends on the division in his bereavement.

Agent M. E. Burns, Green Island, was compelled to lay off March 11 owing to a rheumatic attack, Ed Claussen relieving and W. K. Hodgson working second trick.

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Conductor J. J. Troy was off duty about 2 weeks on account of suffering injury to his thumb on left hand while trying to open a car door at Monticello.

S. M. Clink, clerk in superintendent's office, was absent from duty for 3 weeks account undergoing an operation for appendicitis at St. Luke's Hospital. Just previous to this time Mrs. Klink was taken to hospital with broken limb and their son David for removal of tonsils.

August Petersen, a long time and well known employe, died suddenly at the supper table Wednesday, February 22. He had been in usual good health except that he had complained of headache during the afternoon.

He was born in Sweden in 1867 and had been in the service of this company more than thirty years; for a long time was a foreman in the B. & B. department. He was a man of strict integrity and a faithful employe and friend. Surviving him are his wife, six children and one sister, Mrs. Olaf Andersen of Des Moines. The funeral was held at Marion from the Methodist Church. The family have the sympathy of many friends among the employes on the division in their great loss.

Mrs. Delia Turner, mother of Trainmaster Turner, passed away January 26 at Waverly, Ill., where she resided. Mr. Turner went to Waverly to visit his mother shortly before her death.

The entire division unite with Mr. Turner's many friends in expressing their sympathy to Mr. and Mrs. Turner in their bereavement. This item was omitted from our February notes in some unaccountable way, which we greatly regret.

Announcement has been received of the marriage of Lola Cornelius, daughter of Conductor E. E. Cornelius, to William Bloch, Jr., of Seattle, Wash. Magazine extends congratulations.

Kansas City Terminals L. E.

J. T. Clark, general car foreman, has returned to duty after having been absent account of illness for several weeks. Glad to see you back.

One of the first trains of Mennonites from Canada enroute to Mexico passed through Kansas City via the C. M. & St. P. March 3. The splendid service rendered by the Milwaukee was highly praised by the men in charge.

The Chicago Mercantile Exchange and National Poultry Butter & Egg Association's special train arrived in Kansas City March 5 to attend a convention here.

Lawrence Flagler is the new clerk in the car department at Coburg. Glad to welcome you to the Milwaukee family.

Miss King, stenographer in Mr. Adsit's Office, resigned from her duties some time ago. Her position was taken by Dorothy Kaufholz whose position in turn was taken by Miss Landers.

Al Lindner, operator at Liberty Street, became a Shriner this past month. The secrets that man can keep now would fill volumes.

Lawrence McDaniel, employed at the round house, was injured March 7.

T. P. Horton, trainmaster, was in the terminals last week bidding everyone "good-bye". He leaves many warm friends in Kansas City who wish him every success in his new position on the LaCrosse Division.

Edna Craig, clerk at Liberty Street, spent the week-end at Topeka February 25.

Harry Hayes, wiper at the roundhouse, was caught under an engine March 9. He was not seriously injured, however.

Sue Conwell gave a Valentine party at her home for the girls at Liberty Street Office. A delightful time was had by all.

No wonder Jesse Epperson goes around with a broad grin on his face. We hear that he has a fine nine pound girl at his house. Congratulations.

Earl Grammer, machinist helper, was married about two months ago. We're rather late in getting the news but extend best wishes nevertheless.

The lady clerks at Coburg spent Saturday, March 11, in Ottumwa, Flossie going to learn about reports in the Master Mechanic's Office. The fine way we were treated while there makes us glad we belong to the Milwaukee family.

Is St. Paul on the Milwaukee? See the Red Book for instructions.

Iowa & Minnesota Division
D. M. W.

Well, the trainmasters, have put away their snowshoes and got out their hip boots, looks like the bustin' up of a hard winter.

Engineer Ed Brook was on the flu list, but he is back on the job again.

Engineer Fred Keeler was off couple or three days also. We have been unable to learn the cause, but it was during the storm period in February, that we know.

The following men have been appointed to represent the different crafts on the I. & M. Division for the Safety First Committee during the ensuing year:

Dan Dovenberg, Oscar Haverberg, W. R. Smith, H. B. Corkill, R. H. Kral and W. A. Gleason.

Engineer James Cane, the best looking engineer between Mason City and Austin, is sojourning in the south land, playing Romeo with the Georgia Crackers and playing golf with the 'gators of Florida. By the way, I wonder if he remembers the time he came very near speaking out of turn at the wedding at Rosemount. Inasmuch as the first robin has made its appearance we hope to see Jim back on the job soon and if he does not return single we will all be at the shivaree.

Our friend and young "Hogger" John Anderson, at present spading black diamonds between Minneapolis and Wells, is on a fair road to riches owing to the latest song hit written and composed by himself. "Mary, Oh I Love My Mary Ann. She is the sweetest girl this side the Yucatan." To let the cat out of the bag, John has been making frequent trips to LaCrosse with the sole purpose of winning one of LaCrosse's fairest Irish lassies. Owing to the latest dope from the bench committee, she is not very well pleased with the change of name Noonan to Anderson (being of good old Irish stock she takes pride in the fact that she can trace her ancestors back to the days of St. Patrick, and also the fact that John is a little flat footed because he used to go fishing barefooted when a kid and would stay in one place too long waiting for a bite. We do not know the date of this ceremony for "better" or for "worse", but if possible will try and announce the date later.

No more Blue Monday wash days for Stack, ask "Bill", he knows.

Our Division Accountant T. M. Hartz is all ready for the west again. He is going out to get the Mrs. He says he is getting tired of baching it, also of "bacon and."

Splinters from the Wooden Shoe
"Red"

Fireman Ernest Ellis is improving nicely, having been injured while firing the Appleton Branch. A piece of metal supposed to have been a dynamite cap in the coal, exploded, entering his chest, lodging above his heart.

Blacksmith Eli Francis has retired after performing thirty-two years of continuous service in the mechanical department of this company. Mr. Francis started work at Green Bay in 1890 as wiper and performed services in the oil house, sand house, repair track and through the back shop—finally coming under the blacksmiths. Mr. Francis is sixty-two years of age and of his thirty-two years' service was off two weeks on account of an injury.

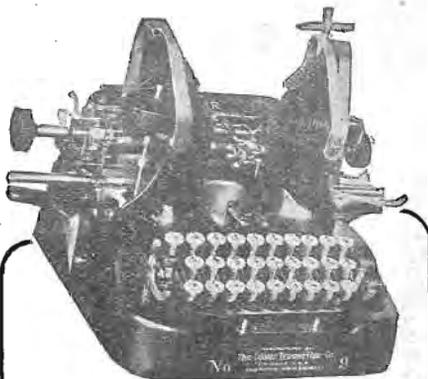
Engineer A. Proctor and Fireman J. Scholten had a narrow escape from serious injury when their engine turned over a mile west of Chilton during the storm. Engineer Proctor received a broken rib while Fireman Scholten got off with a few bruises.

West End business is picking up a little—another crew cut in.

Boilermaker Foreman John Christiansen has been buying hay by the bale. His mules should be in a pretty good shape.

Mrs. Allen Robinson resigned her position as stenographer in the car department. Henry Kohls, an old time friend around the shops, fills her position temporarily.

Tim O'Connor, shipping clerk in the store



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Send no money. Write for big, illustrated, free Ranger Catalog. Prices and Payment Terms.....
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Dept. F247 Chicago

Advertise in the "Milwaukee"

room, has arrived on the scenes after an absence of one week. Where goest thou, Timothy?

Marion Paenen, stenographer in the store department, entertained the St. Paul girls at a party February 28. A good time was enjoyed by all.

We wonder why Lester, bill clerk in the car department, always misses his train or gets delayed at Milwaukee. What is the attraction, Les?

Items from Terre Haute Division
Roberta Carmichael

Theo. Mishefske is here holding school of instruction relative to Safety Appliance for Firemen who are up for promotion.

Frank C. Kubeck has been appointed round house foreman, Faithorn, Ill., vice W. H. Strang, who resigned. We wish Mr. Kubeck much success.

Martha E. Skirvin, chief clerk to the division master mechanic, visited West Clinton and Faithorn, February 15th and 16th.

R. E. Elstrom, assistant division engineer, with face all abeam, passed a box of cigars a few days ago and announced the arrival of a fine little girl at his home. Her name is Kathryn Margaret.

Excellent work has been done by the extra gang on the yards and mine leads at Latta, making it possible to use heavier engines without derailments which facilitates the handling of mines.

Conductor "Billie" Bastain would rather ride by himself than sit with a victim smoking Martin's cigars.

Conductor Ball would like to know where to get some cigars loaded with "TNT". He is going to get even with Conductor Martin some way.

388 cars were loaded in the Latta District yesterday, one mine with a 20 car capacity shut down in the forenoon. Otherwise we would have exceeded the 40 mark. West Clinton will have to drop a "Flag" because we are coming.

The repair track at Lata has undergone a general renovation under the supervision of Car Foreman F. Perdiew. New buildings have been substituted for the old; all buildings, newly painted and all material carefully stacked. The General Yard Master, A. F. Stalcup says it looks like Zion City in the distance. Mr. Perdiew says the work will stand inspection. He is heavy for the Milwaukee idea for doing things.

The monkey gland argument and Ponce De Leon's theory are all wrong. Fergie says an old man at his home town, Elnora, has the right idea. What is it Fergie?

Assistant Car Foreman, G. H. Michael, of Latta, voiced the fatal words, "I do" a few days ago. Mr. Michael is all smiles and says no more single life for him. "Gid", we have heard that expression many times before. Ask us old guys.

Twice a week No. 3 arrives at Seymour with Agent C. C. King's lunch. Mr. King can't understand why the brakeman fails to call his attention, when he unloads at Jasonville without the grub.

With the abnormal condition of business in the past few weeks, Latta has been able to keep the current traffic moving without the closing down of any mines that wished to run. This is largely due to the co-operation of our yardmasters and train dispatchers.

We wonder if everyone has noticed that worried expression on the countenance of E. C. Hey, division accountant, in the last month or so, in fact, since the day he hit the "Lizzie" at the corner of 8th and Wabash Ave.

We wonder if it is account of the damages which they say are due or if—?

The Terre Haute Division feel proud of the fact that in the last week they were favored with a visit from the worthy editor of our magazine, Mrs. Kendall.

We are all looking forward to a nice write-up in the magazine, in the near future, telling you all what a wonderful land we live in down here.

Everybody watch for F. G. Pearce's diagnosis of the Hollywood High Jinks. Mr. Pearce believes that boys will be boys and girls—girls, wherever they be and scoffs at the idea that the environment at Hollywood does more than re-

lease the hounds of human instincts. Mr. Pearce's observations, based on a lifetime of nature study, richly augmented from the field of his own personal experiences, are expected to create quite a stir.

This, That—and the Other
West Clinton, Terre Haute Div.
E. H. Lehman

Effective March 1, W. G. Pate was appointed night yardmaster at West Clinton. A. J. Amunson was made his assistant. Mr. Amunson is from Milwaukee.

Why, Horace!

One night while Horace Ford was working as night yardmaster he took some switch lists to the men out in the yard and in going he met a fellow workman—by the way—Horace sells a fire insurance policy as a side line, and it was only natural that he should try to interest his friend in this protection, but in his eagerness to sell, he thoughtlessly dropped and lost the switch lists, and when he realized his loss he became speechless!

NOTE:—Some of the February items were criticized, and it should be understood that any help in making West Clinton items a success will be greatly appreciated. Maybe Engineer Vanbrunt can offer some suggestions.

Miss Edith Adams, agent at St. Bernice station, spent a few days visiting relatives at Norman, Ind.

West Clinton will again have a strong baseball team this season. From all we can learn, Engineer Ben Gaither will be manager again.

Freight Claim Department

W. Enthof, since having the old funeral ball embalmed, has been going strong of late. They say the dope on his ball knocks the pins dead.

J. Hamm has been hitting the pins for an average of 185 since he wears the bowling shoes presented to him by his mother-in-law.

C. Larson has not been shooting his regular average since the Milwaukee blond turned him down. For the good of the bowling team will some blond come to the rescue.

J. Gleason has finally struck his stride so watch out from now on. 200 or no count is his motto.

E. P. Heyn, who has slumped recently, is about due to come back, and when he does, watch out, for the Freight Claim team are bad actors when they get going.

The regulars and the second team had quite an interesting series at the Crystal Alleys, the regulars giving a handicap of 25 pins per game took first series by 79 pins, including the handicap while they won three straight in second series, they could not overcome the handicap and lost by 20 pins. A great rivalry exists between the two teams, the play off, which will be next Saturday, will be closely contested.

Subs	Scores of games played.					
H. Young	192	174	193	167	194	193
F. Brodhagen	140	201	155	187	186	172
W. Enthof	158	144	146	162	148	160
J. Crosby	130	172	148	123	151	163
G. Shay	171	165	154	183	161	158
Total	791	856	796	822	840	840
Regulars						
C. Larsen	143	151	142	144	160	173
J. Hamm	198	146	180	153	217	199
J. Goodenough	160	154	171	164	144	132
J. Gleason	192	205	205	212	198	200
E. Heyn	166	187	197	169	143	156
Total	859	843	895	842	862	860

J. Gleason averaged 202½ and was closely pressed by J. Hamm who bit them for 185½. H. Young was the shining star of the subs, his average of 185½ made things interesting and was largely responsible in the subs' good showing.

J. B. Hopkins, one of our old employees, passed away at his home in Elgin after a short illness. He was former agent at Elgin.

Our chief clerk, Mr. M. B. Mortensen, met a very wonderful young lady several months ago and is now buying many household articles with which he is not very familiar, but all the old married men are coming to his rescue.

Safety First in General Electric Company Plants

Every morning when the whistle blows, 2,500,000 workers are missing. Every day 3% of all workers are absent on account of sickness. This means that each year we lose 1,320,000 work years on account of sick men and women. At the low average wage of three dollars daily this means a yearly loss of over a billion dollars in wages and an additional amount lost to the manufacturer through loss of service. This becomes truly significant when we learn that 75% of these losses are unnecessary—human waste. Seventy-five per cent of all plant diseases and accidents are wholly avoidable.

Industrial Statistics.

Two words, the war cry of a wide campaign, have battled victoriously with those spectres of industry, Injury and Death. "Safety First," a motive-phrase not yet a decade old, has become the factory worker's champion against peril to life and limb.

Conditions in large manufacturing plants reveal this as an impressive reality. Fewer accidents, especially fewer fatal accidents, are on the records. The safety idea has been hammered home to countless industrial workers by various means, including particularly in this instance the employe's publications and shop newspapers.

The preaching of the safety first gospel by the employe's magazines has demonstrated that these publications are possessed of an influence seldom realized. Working in close co-operation with safety committees, which have their own well planned methods of safety education, shop newspapers have helped put the safety idea across, and have shown proof that it has been put across.

A safety puzzle picture contest, recently closed by the Schenectady Works News, an employe's publication of the General Electric Co., gives graphic illustration of how the minds of industrial workers have been centered on accident prevention. These pictures contained deliberate defects of drawing, which the contestants were required to discover.

Many of them, in addition, illustrated an unsafe practice, or violation of safety rules. Insecure scaffolding was shown, poorly constructed ladders, boards with protruding nails, workmen grinding, chiseling or using a sledge hammer without wearing safety goggles. Detecting and explaining these safety defects became the most remarkable element in the entire competition. The safety puzzle pictures led all the others in popularity. They, almost without exception, drew the larger number of answers.

Invariably the contestants picked out the safety violations involved. Sometimes they did more; they found fancied safety defects in other parts of the picture, or pointed out apparently dangerous situations in pictures which were not intended to illustrate safety violations.

The last departure from prescribed safety practice was picked out immediately—universally. Be they most insignificant to the eye or most unobtrusively handled by the artist, the keen eyes of the shop workers, stimulated by their safety-imbued mind, unflinching perceived them.

Other shop publications have further reinforced the great "Safety First" army, each in its own way. A safety first week is held in a growing number of plants, and the shop newspaper has proclaimed dramatically the occasion and the cause.

"Stop!" in staring red letters, above an arresting hand, fearfully emphasized by a grinning skull and crossbones, on a blood-red circle, startled and roused the workers in one plant when they saw it on the front page of their employe's paper.

A winsome baby girl, with arms outstretched in a good-bye greeting to her father, was the pictorial punch given to the campaign by another shop newspaper. "Don't get hurt, daddy," she was calling, and the picture was every whit what

it was entitled—"the best reason for being careful."

Influential—all this. It is, however, only a small part of the great safety first movement in American industry. It is one particularly successful manner of delivering the message. But back of the message there had to be, and there has been, action—achievement—to actually bring about safety, not merely talk it and preach it. Organized effort—unspectacular and undragging—has steadily gained the upper hand until "Safety First," the war cry of a great campaign, has blown away the black pall that formerly hung unseen above the heads of men in manufacturing plants.

They do it differently, but with the same completeness in different establishments. The Loose-Wiles Biscuit Company, in its plants in Chicago, Buffalo, Detroit, Pittsburgh and elsewhere, has a safety organization centering in three committees—a general committee, a foremen's committee and a workmen's committee. The National Cash Register Co. of Dayton, O., gives every new employe a half hour lecture on safety and health.

In the General Electric Company's plants at Schenectady, Pittsfield and Lynn, safety surveys were made, to discover what seem to be the most prolific causes of accidents. The result was extremely profitable. It disclosed that 31½ per cent of all accidents on record were caused by four factors.

There were: the handling of materials, the slipping of hand tools, stepping on chips, scrap or nails, and machine accidents. The data derived from this investigation was used in promulgating better safety methods and in designing guards for machines and workers.

Many concerns have done everything possible, frequently at large expense, to protect machines, do away with accident-engendering methods, safeguard, by mechanical means, every worker in their employe.

The truism contained in one of the National Cash Register Company's safety lectures, however, that "Safe men are far more important than safety devices," remains the great ideal of safety work.

The numerous small kick presses used in one department of the General Electric Co. for perforating metal are ingeniously protected by a metal finger attached to a swivel guard. This finger automatically pushes aside the hand of the operator before the ram descends to pierce the metal.

As one girl operator described it, this machine would not only take her hand out of the danger zone, if she chanced to leave it exposed, but would furthermore slap her on the wrist for her carelessness.

The principle has been followed by the G-E of completely enclosing all moving parts on the one hand, and of bringing the work to the tool, rather than the tool to the work, on the other hand. This led one girl employe to exclaim:

"Everything that is movable cannot be touched, and everything that can be touched is not movable."

Safety measures at the big electric plants of the G-E are innumerable. Many types of belt guards and wide use of goggles are mere routine features. Ventilation and exhaust systems, to keep the air healthy, are elaborate. Where they cannot be practically used, a special respirator is provided for workers, to protect them from injurious dust. All arc welders are equipped with helmets to defend them from light and heat which would injure their eyes.

There are many effective machine guards used by the General Electric Company which work in such a manner that the machine cannot be operated until the guard is in place and the operator's hand is removed. As a consequence of these measures, accidents at the G-E plants have been reduced to a surprisingly small proportion of the number employed.

Chicago Terminals
Guy E. Sampson

As lightning is never supposed to strike twice in the same place we are sure that our items this month will appear in our magazine. No doubt the mail was delayed last month as we were not forgetful enough to overlook our duty "Big Bill" Luek surprised the natives when he silently slipped away to Milwaukee and returned with a blushing bride. The cigars were fine and all join in wishing them happiness and a place in our midst.

The sympathy of all employees is extended to Yardmaster Harry Stockwell and family over the loss of the infant son.

February 27 friends of William Caneen silently crept up to his back door and just as William was preparing to lock the door it suddenly opened and "surprise" was shouted in his ear. And all because he was 7 years old on that date. All report an excellent time. No doubt friend wife was let in on the secret which sure was a complete surprise to "Billy."

H. Wagner and wife are the proud parents of a baby girl. Oh, yes, and Geo. Stoddard and wife are the proud parents of two of a kind, twins. Girls? Yes. Geo. says, "No reduction in wages can be considered now and a little back pay would not come amiss."

Switchman Jas. Davis suddenly dropped dead while at work at Mannheim. Not a word was uttered by him as he passed away. He was hurried to the doctor at Franklin Park but life had left him even before reaching there. Being of a quiet, steady nature, almost nothing was known of his relatives but we understand a daughter was found at Wichita, Kan.

Walter Peterson has been making some improvements on his cottage on Pine Avenue.

Switchman Mathison is back on the job after being laid up several months since his caboose with crew in it was demolished by a S. & N. W. crew at the stock yards.

Says Mary to Perry: Now take my advice. Go buy a razor and shave yourself nice.

Then wait at Hermosa instead of 48th. People think they are wise, but we can fool them, at that rate.

C. T. H. & S. E. business out of Chicago is surely on the gain. The "Red Ball", as the merchandise run on that line is called, has from 50 to 60 loads daily and one day they had 67 cars and this run handles loaded cars only.

Ed Johnson went to Janesville Tuesday, March 7, but it seems that since Ed has been riding our "Oriental Limited" between Cicero Avenue and Bensenville, he is not posted on how to make connections on these slow trains for small towns, the result was that Ed missed connections in Milwaukee.

W. H. Donald is our new timekeeper and places the men at Bensenville. Greetings, Mr. Donald.

Have you noticed our pretty bobbed hair? It isn't Margie any more. It's "Bobby."

Signs of Spring—Our janitor, Chapman, is going to have his winter beard taken off tomorrow.

We have entered a new candidate in our Marathon contest. Miss Florence Donohoe ran from North Avenue to the Belt switches in one minute and ten seconds. When Miss Florence got on the train she looked like the first rose of summer. This ought to bear out what the dean of one of our universities said, that if girls would run a little more they would soon have a complexion that would permit of their eliminating the use of all cosmetics. Any of the other girls desirous of entering our Marathon contest?

Wisconsin Valley Division Notes
Lillian

The passing away of Ralph Slaymaker, which occurred on February 28, cast a gloom over the entire office force, as well as many other employees on the division. Mr. Slaymaker was associated with the Railroad Company since 1891. He was operator at different points along the division, and for some time was stationed as operator at Wausau, later joining the clerical force as abstract clerk, which position he held

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up to the time of his death. He was ill only a few days and the news of his passing on came as a shock to us all. The entire division offer sympathy to Mrs. Slaymaker.

Mr. and Mrs. J. W. Held and Mr. and Mrs. J. Horn spent a few days at Milwaukee visiting friends and having a good time.

Louis Wilcox dropped into the office recently for a little chat—such visits have become rare and we hope it will not be necessary to wait for another snow storm before he will call again.

Margaret McGinley, bill clerk, has been ill for the past week. Mrs. Clem Helling is filling the vacancy.

Mr. and Mrs. Eugene Stoddard of Bensonville, Ill., are entertaining two new baby girls, which arrived on March 6.

Mr. and Mrs. Frank Gilham visited with their son at Milwaukee, the latter part of February.

Business has been very brisk, and it has been necessary to call for additional help. The following men assisted during the rush: R. Gerich and R. Assels, C. & N. W. Ry.; F. Gerstenhorn and M. Hutchins from the LaCrosse Division; M. Crapeo, Glea Watson and Geo. McGlynn, Mineral Point Division, and H. E. Dernbach, from Moberidge. We hope to see business continue in this manner for some time to come.

"The other day Old Man Boreas threw 'er in high, stepped on the accelerator and we had a conglomeration of snow, hail, thunder and lightning, that caused a tie-up of the railroads, a caving-in of roofs, a widespread and unusual amount of snow shovelling and profanity.

"Judging from the thunder and lightning, we knew that Jupiter Pluvius, the rainstorm kid, was in the vicinity viewing and applauding the work of his old pal, Boreas, and bearing in mind the abnormal craving of our division correspondent for items to fill her allotted space, I booked a ride on the tail end of an aeroplane and looked the old boy up for an interview. I found him sitting on a thunder storm which was anchored to Rib Hill.

"Yes," he replied, in answer to a question, "I heard that Boreas was going to put on a show today and I came up looking for a few pointers. Oh, yes, it's a nice job, pretty is the word. I ain't the man to go round criticizing other people's work, and when I say pretty, I mean it. But between you an' me, it ain't efficient, either. Why, he hasn't put as much as one telegraph pole across the track. Them drifts here and there is pretty, and they tie things up, all right, for the time being, but they ain't to be compared with a first class wash-out. Wait till they get a snowplow hitched on ahead of a double-header, and see what your drifts will amount to. Now you didn't ever hear of a washout bein' pushed off the track with a plow, did you? Nosirce. Why, I remember a job of that kind I pulled off in '99; the boys came from all over the country to see it. Some of 'em said it was the best one since we all got together that time and worked forty days and nights to make a pond for Noah to sail his Ark in. Had headlines in all the papers, too. Big scareheads! I'll never forget 'em to my dying day; like this: "Big Washout on the P. D. Q.; Ice, Ties, Logs and Buildings Piled Across Tracks. Fast Freight Wrecked. Nobody Hurt. Ten Cows and a Brakeman Killed." No, sir, son, just wait till my term starts in March, and I'll turn all this wasted snows and ice into water that a body can work with and I'll pull a job that will make this one look smaller than a prohibitionist's soul." With this J. Pluvius, Esq., combed his fingers through his whiskers, carelessly threw a handful of thunderbolts at a stray flock of snow-birds, heaved up his anchor, and with a farewell wave sailed off southwards."

The above was submitted by a member of the force at Wausaun whom, being of the male persuasion, we do not consider responsible. Therefore, we do not endorse the above interview. Moreover, the reference to prohibitionists sounds suspicious.

Notes from the Local Office, Tacoma

The Honorable Editor and the readers of this magazine please take notice that the notes from the Docks at Tacoma will go into a more or less temporary eclipse for the time being. The reason

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THE BANKING HOME OF
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for this is the sad fact that the entire Dock office force—what there was left of it—was moved over to the Local Office recently, leaving only the general foreman and his force in the warehouse to hold the Docks, while the import bill clerk will make temporary pilgrimages to the Docks when import freight is discharged there in order to bill it out. The view from Dock Two Office was nothing to brag about compared with the magnificent outlook we used to enjoy at Dock One, but at the Local Office we have a perfectly lovely view of the back yard of a pickle factory on one side and a fine brick pavement on the other side, so that our minds are not likely to be distracted from our work by the scenery.

The chief clerk's position at the Docks being abolished when the forces were moved to the Local Office, Ed Collins, who has filled that position with dignity, efficiency and courtesy, bid in the position of claim clerk, to handle both local and dock claims. However, we regret that his health is still in an unsatisfactory state, and that he has therefore taken thirty days' layoff in order to recuperate. Mr. Clover is handling the claims in the meanwhile. We hope that Brother Collins will soon be well enough again to favor us with his genial presence.

Bernie Bartels, the handsome chief bill clerk at the docks, was bumped from that position by Fay Clover and bid in the chief bill clerk's position at the Local Office. He is now wrestling with the rates on postholes, knocked down, in bundles, and similar groceries for the logging camps instead of worrying over Oriental distribution lots, but his good looks have not suffered; in fact, he has added to them by growing a very handsome mustache, which is already casting a perceptible shadow over the office and bids fair to be a notable specimen of its kind.

Emmett Maloney, our athletic wharfage clerk, is still on that desk with some additional duties added, but these do not prevent him from retaining full charge of our famous Milwaukee Matrimonial and Detective Bureau. He already has developed several very promising trails which are likely to develop into regular thrillers. We learn, for instance, that a certain lady (as to whose identity we are merely permitted to state that she hailed from Montana once upon a time) is making dates for the movies with the B. & B. department. While we entertain the highest respect for that department, we yet think she might have bestowed her favors nearer home. The Detective Bureau has also developed the fact that Tom Dolle of the demurrage desk has bought a house in the Sixth Avenue district. As a bachelor has no more use for a house than a jackrabbit the deductions to be drawn are obvious.

Ed Mider, the tall and handsome foreman in charge of the switch engine at the passenger station, was sick recently and some of his sympathizing friends at these offices sent him a magnificent bouquet as a mark of affection, the bouquet being composed of all the dry weeds they could find. Ed laughed so much over the bouquet that he straightway recovered and he is now laying plans to get even with those "sympathizing friends."

Quite a number of the Milwaukee family, including Mr. Alleman, our genial agent; Mr. Bennett, assistant agent; Mr. Burroughs, cashier; and his assistant, Mr. MacLennon: "Alkali Ike," alias Al Goldsborough, revising clerk, and Bernie Bartels, chief bill clerk, were guests at the recent Traffic Convention Banquet at the Commercial Club Rooms. E. A. Laik, our division freight agent, very ably presided; Ralph Budd, President of the Great Northern, made the principal address. While we are convinced that our delegation, as listed above, far outshone that of any other road as far as looks are concerned, we did not notice any of them in the list of speakers; doubtless this is due to their modesty, for all of them are fluent speakers.

The other day in trucking furniture from a car "Tubby" Gleb, the fattest and best-natured trucker we have in the warehouse, is reported to have seen a ghost, or rather a corpse which came to life again. "Tubby" was unable to speak for five minutes by the clock and even now does not like to refer to the experience. Jack

McKay has asked the Society for Physical Research to investigate the matter.

Howard Baldwin, former warehouse foreman, is now industry checker and is developing into a long-distance pedestrian. His beat from the smelter to Buffen Mill covers the entire waterfront of Tacoma Harbor, but Howard can't see the scenery for car numbers.

Sioux City & Dakota Division
H. B. Olsen

Railroads are not made by men afraid lest somebody else gets ahead. When everyone works and nobody shirks, you can raise a road from the dead.

An estimate of over nine thousand people attended the Egan-McMasters debate at Sioux Falls on March 9th, which necessitated extra coaches and a special train to Madison which was in charge of Conductor Regan.

We regret to mention the serious illness of section foreman John Beck at Sioux Falls. He has been confined to his home for several months and very little gain can be noticed. A collection among the employes was recently taken up for Mr. Beck who wishes to thank each and every contributor, as it was highly appreciated.

Miss Anna Petrie is now filling the position of bill and voucher clerk recently vacated by Miss Myrtle Irish, Superintendent's Office.

Dan Cupid seems to have rather made his headquarters at the superintendent's office for now Miss _____ alias "Feathers" well things look suspicious but we are not saying a word.

Mr. Jack Loreg has accepted the position of track pay-roll clerk at Sioux City.

Things seldom seen over the Division.

George Francis without a grievance.

Ethel without her powder puff.

Marie without her ditto.

Hildred without her ditto.

Some one without a note for the magazine.

Chief Dispatcher without a smile.

Conductor Buck Jenkins without a new story.

Agent Doering at Delmont has set an example for the rest of us in the manner in which he keeps his office and waiting room. The waiting-room has easy chairs, beautiful flowers and song birds, is clean and tidy at all times. He shows an unusual interest in his station and the patrons enjoy the home-like place to wait for trains.

Considerable delay due to heavy snow was encountered on various parts of the division up to the first of March. However, old Sol has now melted most of the snow and water is reported over the rails in places.

Engineer John West had the misfortune to fall in a cinder pit at West Yard recently but outside of getting a good soaking he is none the worse off for the experience.

John Smith, flagman 6th Street crossing, Sioux Falls, has fully regained his health and resumed work.

Leonard Mostrom O. S. & D. clerk, Sioux Falls and Miss Mabel Erickson of Canton were married at the latter place some time last week. The occasion was made known only by the treats which were passed to the office force. Here's congratulations and best wishes.

Agent W. E. Beck, through a popular vote over the Division was elected to represent agents and operators in the Safety First movement.

The way to work for safety,
Make Safety work for you.
Let Safety be your watchword
In every thing you do.

Agent D. E. Sullivan Vermillion and wife recently attended a wedding in Sioux Falls. Mr. Sullivan's sister being the happy bride.

We are sorry to learn of Agent McClaneham, Gayville, being on the sick list and hope for speedy recovery. Relief Agent G. H. Nance is relieving.

Plans have been completed whereby Vermillion will get a new freight and passenger station this summer.

Mr. C. G. Vollmer of the B. & B. Dept. and Traveling Engineer "Sandy" Rowland were distinguished visitors at Sioux Falls yesterday.

A slight accident occurred at Madison, S. D. just after train No. 75 had tied up and put their

Baldwin Duplicate and Repair Parts for Locomotives of all Types

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

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

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

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"CONTINENTAL"

on your Policy means
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for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

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I am employed by the MILWAUKEE SYSTEM

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes.

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My occupation is

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ADDRESS

NO MATTER

what the route or destination be on the railway ticket that you sell you can sell a Travelers accident ticket to go with it and feel sure that the ticket-holder will get service and satisfaction if he meets with an accident that entitles him to indemnity under his policy. The Travelers has seventy-three branch claim offices in the United States and Canada—one or more within a few hours ride of every railway station in the two countries. Travelers claim service is famous because it is good and has been good for fifty-eight years.

Fifty-eight years of honorable dealing with the public.

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**THE TRAVELERS
INSURANCE COMPANY
HARTFORD :: CONNECTICUT**

The Massachusetts Bonding and Insurance Company

will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our "Paramount" Accident and Health Policies from the C.M. & St. P. Employes

All of our representatives are making a good income selling our "Paramount" Policies. If you are a "salesman" you can do the same.

General Offices

**Accident and Health Department
Saginaw, Michigan**

caboose on the coach track. While the switch engine was making a drop, the engine struck the caboose and slightly injured brakeman Cummings. Conductor Gamel and Brakeman Robinson were in their bunks and did not receive the severe jolt. This is a case where the Safety movement should be watched as well as the engine.

Heard Above the Air-Hammers' Rat-a-tat-tat At Bedford "Red"

Howdy again.

Howdja likus?

Noticed we've changed our headlines, didja? Machinist Earl Wible, boiler-maker helper apprentice, Dick Bex, switchman, Jimmy Bastian and car-repairer, Calvin Tungate, are each reported as having received an increase. Yep, they were all girls.

Former roundhouse foreman E. L. (Boody) Wedekind, who has for some time past been at Rochester, Minn., under the care of the Mayo Clinic, was in town the other day and paid a brief visit to the shops. Boody's looking better but he reported Mrs. Wedekind as being in a serious condition with spinal trouble at the home of her father in Louisville, Ky., and stated that he was taking her to Rochester the next morning.

Tool-Room Foreman Jesse Laux (no relation to Yale) is now a member of the "landed gentry." Jesse recently moved into his newly completed bungalow on West Third.

Our new shop superintendent, Joe Miller, has moved his family here. They moved into the cottage vacated by Jesse Laux on North L.

"I'm getting ready to sow oats."

"Say! I've sure got a dandy cow."

"My hogs are just doing fine."

"I'm satisfied. I'll have a world of fruit."

Thought at first we'd butted into a secret session of the Farmers' Grange or a meeting of the Agricultural Bloc, but closer investigation proved it to be merely a conversation between Boilermakers Schaff and Ethridge regarding agricultural prospects.

Official car No. 555 arrived in Bedford February 24 and several of the officials, accompanied by Local Superintendent Miller, inspected the different shop departments.

We have it on good authority that the local car repair shops have been allotted 900 steel hopper cars, 100 wood-steel coal cars and 408 wooden cars to be converted to steel underframes in the forty million dollar rebuilding program which the officials have prepared.

Recent improvements:

Mill room. Flooring repaired.

Power plant. New cinder runway.

Transfer pit. New board walks.

Back shop. New caustic soda-ash tank.

Ikey Owens. New cap.

Thornt Mikels. New overalls.

Tom Green. Three new cuss words.

Gleanings from the C. V. & Wabasha Divisions M. M.

Spring is lurking in this vicinity. Robins have put in their appearance and they seem to have come to stay. However, we have not noticed any symptoms of "spring fever" among our employes.

The coaling plant at this station which was out of working order for a few days has been repaired and is now working in good condition.

Superintendent D. E. Rossiter and General Claim Agent Willoughby made an inspection tour over the C. V. & Wabasha Divisions March 2.

The other morning we noticed Roadmaster A. D. Schader coming in with his motor car from a trip over the Wabasha Division. Evidently Mr. Schader must be working on the night shift now. Our attention was called to the neat attire of the roadmaster. Perhaps he needed those eight-buckled galoshes when inspecting the track with four feet of water on it. Nevertheless, these difficulties do not affect his disposition.

District Safety First Inspector C. L. Sauer made an inspection of the buildings and grounds at this point on March 14.

Engineer Jerry McGraw is enjoying a real vacation during the high water on the track of the Wabasha Division as this train has not been

running for a few days. But Jerry tells us there isn't much money in this kind of a vacation.

During the heavy snow and sleet storm the latter part of February Lineman W. W. Dinneels was kept very busy and it was necessary for him to call for extra help as the lines on his territory all needed repairs. Weather is never too cold nor too slippery for "Dinny".

One day while we were experiencing the extreme slippery walks one of the employes perchanced to see Roundhouse Foreman Fleming on the walk between the roundhouse and the freight depot picking himself up and brushing off what debris he had accumulated through his descent. Watch your step on the icy walks, John.

Trainmaster W. J. Lieb of the I. & M. Division is relieving Trainmaster J. E. Hills on account of the serious illness of Mrs. Hills. The many friends of the trainmaster wish a speedy and safe recovery for Mrs. Hills.

Train No. 91, which is very lively when leaving stations, had to stop at Reads Landing, three miles from Wabasha, in order to allow a passenger to get off the top of a box car and walk back to the car shops. This happened to be our genial Car Foreman J. C. Houts who, it is learned, was inspecting the roof of a car and was unable to get off when train started. However, John advises the walking was good and just what he needed.

Engine 325 arrived here from Minneapolis shops all equipped electrically from dynamo for the purpose of lighting the three-car train which is on the Wabasha Division. This is the first electrically equipped train that went over this division. Conductor John Hayes informs us that it was with some difficulty that he convinced one of the passengers boarding this train at about 9:00 P. M. the first night that this was the right train for Wabasha. This was a real surprise for the patrons at points on this division as the train was illuminated so that it dazzled their eyes.

Iowa Division Ruby Eckman

Edward Burns, for many years a boilermaker in the Perry round house, passed away March 11 at a hospital where he had been for several months for treatment. His father and brothers who are also Milwaukee employes in Wisconsin and Dubuque, were in Perry to attend the funeral.

Conductor W. E. Harvey, who has been off duty for several months on account of an injured arm, was able to resume work on the middle division way freight on March 13. Billie is relieving Conductor George Robinson, who is taking treatment with the Mayos in Rochester, Minn.

Conductor H. W. Lee, who has been assigned to the middle division way freight, was off duty a week in March to do some work about the house. During his stay at home he was using a ladder which fell from under him and he broke a rib so that his lay-off was longer than he anticipated.

W. F. Smith, a relief operator who has been working in the Council Bluffs freight office, was rooming at a hotel in Council Bluffs in which a fire started about the first of March. W. F. had to make a hurried departure from his room by sliding down a rope. Not having done any acrobatic stunts for some time his hands were quite badly burned in the descent, but he considers himself fortunate in that he did not lose more than he did by the fire.

On account of the heavy way freight work on the middle division an extra swing man has been assigned to the way freights between Perry and Ferguson, instead of having one man work half a day with each crew. H. J. Fuller has taken the new job.

Engineer Milo Dillon has returned to work on the way freight between Ferguson and Atkins after having been on the switch engine in Perry yard for a while.

Mrs. Wm. Leaf and daughter Maxine of Marmarth, N. D., have been spending some time in Perry at the home of Engineer John Leaf. Mr. Leaf went out to Marmouth to visit his son and family and Mrs. Leaf and the little girl came back home with him. Engineer Leaf's son is

ARC WELDING EQUIPMENT FOR RAILWAY SHOP USE.

Arc welding finds an unlimited field in railroad shops in that it produces the hottest flame known to science; consequently it is particularly well adapted to welding, adding on metal, and cutting. It is extensively used in making repairs to fire boxes, smoke boxes, locomotive frames, flue welding, building up mud rings, adding material on cupped rails, worn track frogs and cross overs, welding roofs, side sheets, cutting rivets, maintaining steel driving wheel centers and in the manufacture of fire boxes and smoke boxes.

The saving of time and expense ($\frac{1}{2}$ to $\frac{1}{3}$ cheaper than oxy-acetylene) over former methods of repairing and reclaiming worn equipment, proves arc welding the most economical.

There are two systems in vogue, namely, single-operator system and multiple-operator system. The single-operator equipment provides a welding circuit for one operator and the equipment may be stationary or portable. The portable type differs from the stationary type in that it is mounted on trucks and may be moved from place to place as the occasion demands, receiving power from outlets on supply circuits conveniently located. The multiple-operator equipment provides welding circuits from the same machine which is centrally located in the shop for two or more operators. There is provided for each operator a control panel which enables current of different values to be obtained in any circuit without interference with the other operators.

The prime requisites of electric arc welding equipments are:

- (a) Proper current at starting.
- (b) Sufficient potential capacity to sustain the arc when lengthened.
- (c) Constant heat at the arc in order to produce a constant flow of metal.

Obviously the principal advantages of arc welding are:

- (1) Low cost.
- (2) Ease and convenience of application.
- (3) Speed of operation.
- (4) Reliability of results.
- (5) Possibility of reclaiming defective material.
- (6) Safety.
- (7) Conservation of material.
- (8) Less skilled labor required.

It's the Men Behind A Railway That Make It--or Break It



A railway is not a dead thing of engines, cars, rails and ties--it's an organization of living, thinking, working men. It's the same way with the things a railway buys--the reason our products serve the railways so well is because they have the spirit of **organized quality work** behind them.

Huntoon Brake Beams
Huntoon Truck Bolsters
Joliet Journal Boxes
Pilcher Side Frames

Joliet Railway Supply Co
NORTHWESTERN MALLEABLE IRON CO. PRIOR
Railway Exchange Bldg. CHICAGO

an engineer running out of Marmouth.

Machinist A. J. White, who has been working on the force at Perry for a long time, has transferred to a similar position in Council Bluffs.

Reuben Wagner, who has been firing switch engine in Perry Yard for a long time, has transferred to pool service and has taken a pool with Engineer Frank Bayard.

Harley Woods, son of Engineer Oscar Woods, has made his student trips and has made a service date as a fireman on the Iowa division.

Harry Smith, a coal shed laborer at Ferguson, had his left jaw dislocated and partly fractured the fore part of March. He was opening the dump of a hopper bottom coal car when the wrench slipped and struck him in the face.

Joe Sierra and Jim Gonzales, a couple of section laborers for the Milwaukee at Council Bluffs, got into a gun battle over the affections of a pretty Mexican senorita with the result that Joe landed in the hospital.

Engineer John Conway has been off duty about a month on account of a carbuncle on the back of his neck.

Orin Lutze, a machinist apprentice in the Perry round house, completed his apprenticeship the fore part of March and is now a full-fledged machinist.

Switchman Cummings of the Perry yard force slipped from the foot board of the switch engine the fore part of March, injuring his ankle very badly. He will be off duty about a month with the injury.

Charles Lutze, who works on the repair track and car inspector's force at Perry, had the misfortune to have his arm badly hurt February 21 when a sledge hammer which his helper was using slipped. Charles was at the Washington Boulevard Hospital in Chicago for some time, taking treatment for the injured member.

Conductor Nell Horrine and wife have recently adopted a baby boy. The lad was two weeks old when they got him and has already found his place in their affections.

February 19 Marian Bernece Jacobs arrived at the home of Ticket Clerk M. C. Jacobs of the Perry depot force. The little miss weighed eight pounds. She is the first baby in the family and according to "Jake's" tell, is the best ever.

Richard Voss Adams, an eight pound boy, arrived at the home of Editor H. L. Adams of the Perry Chief in Perry, Ia. The lad happens to be the first grandchild in the home of Agent E. W. Voss of Mazomanie, Wis., and Grandma Voss was out to help welcome the young man.

Perry friends were grieved to hear of the death of F. S. Rodger, former general foreman on the Iowa division.

An additional force of five men was authorized for the Perry car department the latter part of February and five old employes, who have been laid off for some time were put back to work.

C. F. Urbutt, who has been trainmaster at Perry for the last year, has been transferred to Savanna. W. G. Bowen of Portage has been transferred to Perry.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Divn. Nora B. Decco

The reason there won't be any news in this writeup is because I am scared of the editor, and if I can help it she isn't going to have to send me any more messages to hurry along the month's items, no, sir, not if I have to "make it up as I go along."

Did you notice the classy front on the March magazine? That is a real picture now, and gives the folks back east an idea of what motoring on the Rocky Mountain means.

First here seems to be something of very great importance, especially to the folks most concerned. Born to Mr. and Mrs. Pavey evening of March 13 a fine Baby girl. Mr. Pavey is section foreman at Cardinal and wants to know who ever said that the thirteenth was an unlucky day. We offer our congratulations.

Jack Troupe of the Butte freight office has been very badly treated lately but is recovering. He went to the hospital with a cold and stayed there. He says he never is going inside one of those places again. He knows he did not have appendicitis and that's all there is to it. Still,

why kick, he is out and back to work again.

Fireman Driscoll and Engineer McCullough of Butte yard were burned quite badly during some trouble with their motor first of the month, but are back on the job again. Sub-station Operator Johnson was injured at the same time but understand he is working again at Piedmont.

A card from the Rogers family, bearing a lovely picture of palm trees, states they expect to return home again and so Ralph and his little wife have again packed up their trunks to move.

Engineer M. F. Elliott is back again on the main line after some time on the Northern Montana division. Also fireman Mondlock, Dickerson and Brasch have been recalled from the N. M.

A card from Mrs. Charles Rader from Minneapolis says the shop windows are full of new spring clothes but it's too cold to look at them.

The grand opera specials which will pass over our line from Chicago for Helena are the subject of much comment. S'pose Conductor Hamp will soon take up the study of something in this line now as he gets all the specials. Understand he speaks several modern languages very well now, and has taken a great interest in some of the dead ones. From the number and variety of people who are going over the road to study the electrification there is no telling when this will come in handy. He says the minister called at his house the other day and asked his small daughter June if she knew a verse from the Bible. "I'll say so," said Miss June. "Well, let's hear it," said the minister. "The Lord is my shepherd, I should worry," answered this bright young lady and Mr. Hamp says something must be done with that child at once. But what?

A wedding of interest to more than local folks occurred the first of March when Earl Shock, car foreman at Three Forks, and Mrs. Becky Shaw were married in Butte. They will make their home in Three Forks and everyone extends congratulations and wishes for a long and happy life. Mrs. Shock is the only daughter of Conductor and Mrs. Joseph Wright.

Commenting on the grand opera at Helena the 20th. Tim Joy remarked, "Helena always was a good show town."

Operator Josephson of the Deer Lodge side table who married a few months ago said he opened the kitchen door one afternoon and his wife said, "Oh, goodness, now the draught has blown the cook book shut and I don't know what I am cooking."

Charlie Fisher having nothing else to do got an A. F. E. and took the inside of the office clock out and laid it on the floor and then he couldn't get it back again so sent it up the street to have it fixed, and spent four more days taking out a perfectly good switch board and putting in another that was so old it rattled when the wind blew. No one has any idea what will happen when "R. R." over in G. S. gets peevish some day. The train dispatcher can't hear anything we say over the 'fone because we can't reach it without a step ladder, that is, I can't, but Mr. Fisher doesn't care, it looks wise, so why worry?

P. J. Peckens stopped over between trains from a trip on the G. V. (one day when they got in). He says time was when a fellow used to look up to his girl, now you look down—at their galoshes.

Little drops of water,
That we used to think
Were simply made for chasers
Are now the whole darn drink.
The Agent.

Des Moines Division Items "Frenchy"

Engineer Geo. Finnicum, who recently went to California and was called home on business, expects to return soon to join his wife who is spending several months there.

Mrs. C. E. Elliott, wife of Conductor Elliott, is having some dental work done in Rockwell City.

Mrs. C. E. Kinney, who has been stenographer in the superintendent's office for about two years, resigned her position March 4 to make her home in Savanna, Ill. Her position has been filled by Maude French, formerly trainmen's timekeeper. Mr. Britt Stuber, who has been with the company a number of years, has been appointed trainmen's timekeeper.

Brakeman P. M. Clark has purchased an auto-

From \$600 to \$9000 a year

The Remarkable Story of W. J. McCrary And How He Increased His Income from \$2 a Day to \$1,000 a Month

These are the plain, cold facts about a man who, after twenty-two years of hard work, suddenly learned the secret of success; a man who jumped from debt and poverty to happiness and prosperity.

A few years ago W. J. McCrary was doing clerical work for an insurance organization in a small town in Georgia. His income was \$2.00 a day. He was trying to buy some property and was several thousand dollars in debt. With these obligations, and with the pitifully small income, there didn't seem to be much chance to make ends meet.

And yet, today, McCrary is a successful business man. He has plenty of money for all the things he may need or want. In one month he made \$865.80 clear profit.

I am going to tell you exactly how McCrary became successful and how you, too, can do as he did and secure the same success for yourself.

Remember that McCrary was living on an income of \$2.00 a day. He had no surplus cash, he was in the same fix, or even in a worse position, than nine out of ten other men. He had to do without almost everything that he wanted.

Today, he is out of debt; he is the owner of seven houses, an automobile; he can travel when and where he pleases; he sets his own hours; he is his own boss; his business is growing bigger and bigger from month to month, and his income is about \$9,000 a year.

One day when things were at their worst McCrary read an advertisement which said that a man could make \$50.00 to \$200.00 a week in easy, pleasant employment. He could hardly believe it but, without much hope, he answered the advertisement.

He knew that he couldn't lose anything and that there was just a bare chance of gaining a great deal.

In a few days he received his reply, and with it a book, a little 8-page booklet, that told how to make money. There wasn't anything complicated or hard about it. It showed him how he could start right out without any training and without any previous experience and start making money immediately.

He started to work on Saturday noon and before dark had made \$4.50. It wasn't much, but that first \$4.50 proved to McCrary that he was no longer a two-dollar-a-day man, that after twenty-two years of privation, his opportunity had come.

In a few weeks he was making from \$50.00 to \$75.00 a week. Steadily that income has grown until, today, there is hardly a month that he makes less than \$300.00

How He Did It

McCrary is the representative in his territory for Comer All-Weather Coats. As a representative of The Comer Manufacturing Company, he has built for himself a substantial and permanent business; he is just one of many who have found their

opportunities in this fine business.

You have the same opportunity that McCrary had; you can do just as he did and you can own just as much as he does. It is not necessary for you to be a salesman; it is not necessary for you to know anything about clothing. The Comer Manufacturing Company is a big, substantial, well established manufacturer of fine raincoats. Instead of selling their coats through stores; as other manufacturers do, they appoint local representatives who act as their dealers.

There is no trick to taking orders for Comer raincoats and the reason is simply this: That Comer raincoats are manufactured in the Comer factory and sent direct to their customers by parcel post. You as a representative, will simply take orders; the wonderful values and styles speak for themselves and with such values and such materials, your business will grow just as fast and just as big as you are willing to make it.

If you are interested in increasing your income from \$100 to \$1000 a month and can devote all of your time or an hour or so a day, to this same proposition in your territory, write to the Comer Manufacturing Company of Dayton, Ohio. Simply sign the attached coupon and they will send you, free of charge, and without any obligation, complete details of their remarkable offer.

Mail This Coupon at Once

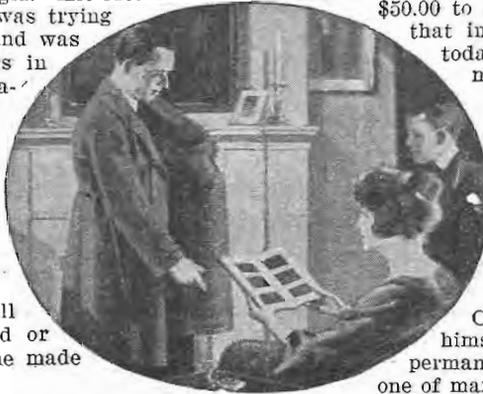
The Comer Manufacturing Co.,
Dept. V-56 Dayton, Ohio.

I would like to know more about your proposition. Please send me, without any expense or obligation, complete details of your offer.

Name

Address

.....



mobile, the make of which has not yet been learned by his friends. All they do know is that he tried to derail a street car with it. In fact has done most everything but drive into the dispatcher's office with it, but they are expecting this to happen most any time.

"Jim" Nunn of the storekeeper's office at Perry paid this office a visit recently.

We regret to announce that N. P. Van Maren, city freight agent, is confined to his home by illness. His many friends hope for a speedy recovery.

Miss Lucille Blodgett has been appointed to fill the position of stenographer in the office of Division Freight & Passenger Agent C. E. Hilliker, formerly held by Mrs. Allen.

Mrs. J. Flanagan, wife of Roadmaster Flanagan, is ill at the hospital, having undergone a very serious operation. We are hoping to hear good news in regard to her condition soon.

Fireman Elmer Bonchard has recently moved his family to Perry, Ia.

One of our brakemen, John Geneser, had the misfortune to be one of the victims of the bombing of the Ozark Cigar Store, in which he was interested, recently. Fortunately, he was not injured but suffered quite a financial loss.

Miss Thelma German, E. & F. timekeeper, recently filled out her income tax statement. Not long after it had been sent in she was very much surprised to be called up over the phone and told that there was something which looked very irregular on her statement, viz., that she had entered a deduction of \$12.00 for fire insurance. We don't know how she managed to straighten it out with the gentleman, but hope she will not try to put anything over on Uncle Sam as he is rather a hard party to do such a thing with.

We regret very much to announce the death of little Jane Elizabeth Webb, daughter of Adjuster E. Webb, which occurred in February from typhoid pneumonia. Mrs. Webb is also very ill with the same trouble but we are all hoping that she will soon regain her usual health.

Illinois Division

Mabel Johnson

The following C. M. & St. P. girls: Margaret McGrail, Betty Cole, Leola Lynn, Eunice Stevens, Yvonne Losey, Doris Calehan, Iona George, Clarabel Frutchey and Mabel Johnson drove to Clinton, Ia., March 7 where they attended the Clinton Theater and witnessed the play, "Three Wise Fools", which was greatly enjoyed.

Conductor O. T. Welch, who was taken sick with rheumatism about six weeks and later moved to Prairie du Chien for treatment, has returned to his home in Savanna with little benefit received.

Many Legion members from Savanna and surrounding towns in Carroll County went to Freeport March 4 to hear National Commander Mac Nider of the American Legion. A special train was run from Savanna to Freeport.

Miss Dorothy Cline of Sioux City was a guest of Miss Helen Manson, daughter of Assistant Yardmaster C. A. Manson, Savanna.

Miss Avis Ostema spent the week-end at Dubuque, visiting her parents, Rev. and Mrs. Ostema, February 25.

C. H. Hanover, chief clerk store department spent Washington's birthday with his parents at Tomah, Wis.

Sympathy is extended to the relatives of Engineer Harry Altenbern account his sudden death which occurred at Savanna February 18, due to complications resulting from an attack of influenza with which both he and Mrs. Altenbern had been afflicted. Funeral services were held at the home in Savanna and body taken to Freeport where interment was made. He is survived by his wife and one child; also parents and sister of Freeport, and brother at Milwaukee.

Mr. Scott from Chicago held impact register demonstration at Savanna the middle of February which proved instructive and interesting.

Adjuster H. L. St. Clair was taken quite sick with the grippe, and it was necessary for him to remain at Savanna a few days before able to return to his home in Chicago. However, we are glad that he is again able to be on duty.

Two promotions have been received by Savanna dispatchers as follows: effective March 1 E. D. Cook, formerly night chief dispatcher at Savanna, was appointed chief dispatcher of the C. M. & G.

lines with headquarters at Joliet; and W. J. Hotchkiss, formerly second trick dispatcher, appointed night chief at Savanna. These are well deserved promotions and we are sure that "Cookie" and "Hotch" will make good.

Conductor A. J. Phillips, one of our oldest conductors on the Illinois division, passed away at his home, 4039 Washington Boulevard, Chicago, February 9. His death was due to stomach trouble. He had been ailing for the past year but was confined to the house only a short time. The funeral was held February 11 at Barkers Undertaker's Chapel, with burial at Arlington Cemetery. Conductor Phillips had railroaded since he was 16 years of age, having been on a passenger train for the past 20 years, and has a clear record. He leaves a wife and three children to mourn him, and heartfelt sympathy is extended to them in their bereavement.

Notice to Chief Dispatcher.

I hereby decline to take any further blame for anything that happens in the office.

(Signed) "Elsie Janis."

Hooray for the New Hanson Cafe. But really that door should be made a little larger! McDevitt (W. O. K.) can't get through except to "saw-by." Eye witness: J. H. V.

Miss Pearl Brink of Davenport is the new comptometer operator at the superintendent's office.

Last, but not least, can you answer this? "Party" conundrum: If W. O. Kuncze's circumference is 6 feet, how does he manage to "hoop" a diameter of 1½ feet?

The banquet given to Trainmaster Allard demonstrates the close co-operation existing on the Illinois division, due to the "Get Together Spirit", which is so highly prized.

While regretting to see Mr. Allard leave us, we welcome to the Illinois division family our new trainmaster, C. F. Urbutt, with the assurance that he will be given the same support and co-operation that was given Mr. Allard during the time that he was on the Illinois division.

Elgin Notes

Conductor Marck Simons returned to work the first of March after having been off several days account of sickness.

Conductor Al Kramp is back on the switch job at Elgin, after serving as passenger conductor, relieving Conductor Simons for a few days.

Wm. A. Moberly, roadmaster, is at the Washington Blvd. Hospital, where he underwent an operation February 28, and is doing nicely now.

Signal Department "Wig Wags"—Lines West

E. F. Seeburger

"TIMELY TOPIC"

"Every Report Has a Meaning, Do your Part"

Isn't that a nice short and snappy timely topic? Steed says if some of the dumbells cluttering up this department don't get this idea through the haired out part of their neck, where brains are supposed to be, a lot more reports will be returned for completion, and if the latter happens several times, new names are apt to show on the pay rolls.

The office is wondering why so many trips are necessary to the "Tide Flats" by the "English Duke", am not in on the secret yet, but—well, anyhow, he says he goes over to see "Roy."

Mike Biddle and Walter Edwards are sojourning among the sage brush and jack rabbits around Corfu, supposedly putting in propulsion bonds. Neither of these birds have been around the office for so long, so Miss Eva says that she has lost all interest and continued "Absence makes the heart grow fonder, of another".

The following overheard in the office: First speaker: "I'm goin' to start a school of instruction so my maintainers will know how to make out time slips, work reports, distribution, etc." Second speaker: "Better take another party's suggestion and get some real maintainers."

The fellows in the Tacoma laboratory including the whole drafting force say they are busy getting ready for spring work and what they might have to say isn't fit for print. We will add one thing though, the foreman swapped his flivver for a new coupe (you know how this is pronounced). Looks like Harry is figuring on hauling the chickens.

Summer Stanley, helper at Warden, Wash., is having bad luck in gobs. He sprained his hip

lifting a barrel of oil, and when the doctor arrived to give him the once over found one of the children ill. Before the doctor left he put up a nice red tag saying "Scarlet Fever—Keep Out."

Supervisor Westermarck thought he had enough trouble on his division due to frost in the signals and broken rails, but he riz on his hind legs when a new style snow machine, sometimes called a Bulldozer, but which Nels calls a *?#!*, started to move snow, and took everything in reach. The crew handling the above nameless machine found the track battery box at Plummer, raked it off, then proceeded to St. Joe when a switch box was discovered which was put in the clear. After this happy thought, another switch box was located, promptly pulled up and destroyed at Avery. This completed the destruction on the main line so Nels sighed rather contentedly thinking he would get no trouble on the branch, but he sighed too quick, because as soon as this outfit got to Elk River some one discovered the train order signal at the end of the line; they got the thing headed in the right direction and evidently had little trouble knocking it down as no complaints were received on damage to the snow machine.

Since form No. 253 has come out numerous requests have been received for speedometers so the men can tell how many gas-car miles were made. So far only one has been applied to check up just how many miles a maintainer does make in a month. Tough luck, fellows, no chance now to use company gasoline in private autos.

For the first time since the memory of chief clerks runneth not to the contrary, the one signal crew foreman that was left on the Lines West got all his reports in on time, but that was due to the foreman having nothing else to do as the crew was pulled off, temporarily, February 20. O'Dore put in his time overhauling his Edison Diamond Desk Phonograph until "Miss Piedmont" returned from Minneapolis, since which James has not been seen. Bill Hammond returned to his ranch at Ballard Beach near Seattle and only came to town a few

times to confer with Shorty Weaver and Smoke Johnson regarding plans for the Old Signalmen's Home, that Bill has hopes will be completed some time. Speaking of Bill's home just recalls that our general inspector, Mr. Tyler, was to receive the "P. R. degree" on Washington's birthday, but so many were laid up from flu, small pox, getting over the effects of Christmas er southin', that this high honor will be delayed, but Tyler says as soon as he gets this degree he will elect the bird who has been removing the load lamps from his hi-tension fuse test set up in the shipping room.

A Missoula Division weekly report for a certain period in December showed delays to our crack Olympian at Stetson, Idaho, charging the delay to "blown hi-tension fuse." How come? We were under the impression that Stetson was in staff territory operated by battery.

M. L. Bales, helper to Pink Fay at Rockdale, took unto himself a wife Monday, February 13, but we couldn't find out the fair lady's name from Supervisor Allen, so we are willing to bet Ed hasn't been around to try out the bride's cooking or he would know all about it.

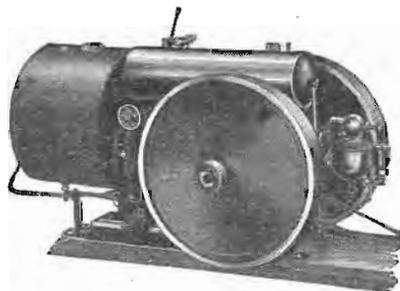
Mr. Smith has had another run of new stenographers, which we all hope has settled down now that a man is on the job. They came and left so fast we didn't get acquainted, but an old friend of Westie and Weaver, P. M. Gorman, is with us now. "Pete" hasn't shown any ability to locate throat lubricants as yet, but we have hopes. Will take enough space to thank "Anonymous" for writing up last month's "Wig Wags", also to thank the Bunch for the flowers, smokes, auto rides, liquor and visits and to assure you all that I'm mighty glad to be back with you.

Our chief draughtsman realizing the good intention of Timely Topics, contributes the following gleaned from Mark Twain as a fitting end to a good start: "Make it a point to do something every day that you don't want to do. This is the golden rule for acquiring the habit of doing your duty without pain."

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Milwaukee Car Shops Superintendent's Sanctum
"Lot"

Hear ye! Hear ye! One and all, ye townie gossip doth tell of many little things which ye brethren shall harken to.

One of the littlest things I have on file is a baby Valentine called "Ruth" sent to the proud Mr. and Mrs. Voth.

Next, I have the marriage of Peggy Peck, covering an entire page which I now condensed into—a lake, a dance with romance, a ring; a trip, another ring—a tip—to all—and Mrs. Weber extends her sincere appreciation for the luncheon given in her honor and the gift of dutch silver which was presented to her by her co-workers.

Then comes the fair Marguerite of the Blacksmith Shop. I have been told she has her ring longer than I knew, but it is never too late to make amends and she must receive our congratulations.

Doctor, doctor, you should have

A cure for lonesome moons.

An office big—a lonely girl in it,

Who fondly dreams of you each minute,

And seems to hear in the typewriter tunes,

Wedding bells on gay honeymoons.

Doctor, doctor, you should shine

Your bright red car a bit.

Or very soon you sure will find

You are no longer "it".

Hasten, man! if you would own a

Sweet little girl we call "Leona".

A meeting of all foremen was held in the Whitehouse on February 13 to discuss the savings effected in the different departments. Similar meetings are being held every Monday to discuss items of interest concerning all departments.

Albert Welnak, painter, while working on a car, caught his finger in a door jamb. Some little fellows carry the trait to manhood of having their fingers in the jam. Those are the things mother used to scold about. The only difference then was that the painful part was not confined to the fingers if caught.

Tom Birch continues in the air brake business. Breaks through the air, then through a chair. Salvage report takes credit for two good legs.

Notice! To the Arcadees! The boys at the shops are commencing to get in some practice games for the coming bowling tournament that will be held in Chicago, April 15 to April 23. Here are a few games that the Webb Barbers reported they rolled on March 7:

Horning	.....189	196	227-612
Scheibel	.....167	183	213-563
Voth	.....212	156	191-559
Dooley	.....212	191	170-573
Williams	.....193	189	173-555
		973	915 974 2862

S. M. West Notes
Ray H. Hoffman

C. G. Vollmer, chief carpenter on the S. C. & D Division, paid the Roadmaster's Office a very pleasant call while at Madison recently.

W. M. Glenny, traveling inspector of stores, passed through Madison recently while on an inspection of material on the S. M. West.

Among those who took advantage of the special train to Sioux Falls to hear the Egan and McMaster debate on Friday evening, March 10, were W. B. Damm, L. S. K.: H. G. Gregerson, agent; Dud Simpson, freight cashier, and Philip Thompson, round house helper.

T. E. Austin, traveling engineer, was at Madison for a few days recently.

Why does C. Baker want to know whether or not No. 76 goes by way of the cut off? He claims he had a carload of hogs, but we believe he deserts the hogs at Colton. We wonder why? What sayest thou, Charley? Does she teach in Colton or in a consolidated school?

Edward Dovenberg, engineer, has moved to Austin, where he will continue his work as engineer. Mr. Dovenberg has a good record on the S. M. West and was well liked by all. It is with regret that we see him leave.

Joe O'Brien, passenger conductor, and wife have returned from an extended visit at the home

of their daughter at Oklahoma City, Okla. They also spent a part of their time enjoying the pleasures of the seashore at Galveston, Tex. Judging from Mr. O'Brien's robust appearance, the sunny south must have agreed with him.

Section Foreman August Kortz of Wessington Springs, paid the Roadmaster's Office a pleasant call during the last month. Call again, August.

Irv. Starr and Halver Severson, section foremen at Woonsocket and Artesian, were at Madison recently, coming in on the snow plow which opened the line between Woonsocket and Madison.

We understand W. B. Damm, L. S. K. at Madison, intends buying a car this spring. What's the attraction, Walt?

F. Washburn, car foreman, and Walter B. Damm, L. S. K. at Madison, are getting quite a reputation in the Madison Firemen's Home Talent play entitled, "Nothing But the Truth."

Northern Montana Division
A. B. G.

Miss Jessie Murray, stenographer in the Superintendent's Office, has returned from Missoula, where she was the guest of friends for several days.

H. F. Dell, chief clerk to the chief division storekeeper of the Milwaukee stationed at Deer Lodge, has been here a few days on official business.

Thos. Livingston has been sick for some time, has had the gripe, also two other members of the family have been in bed with gripe. We are glad to report now that they are all getting along nicely, and Mr. Livingston will doubtless soon be back on the job again.

Conductor Frank Hatton has returned from the coast where he spent the past six weeks looking after his interests, and has again resumed his run on the Milwaukee passenger train between Great Falls and Harlowton.

H. E. Peterson, of Tacoma, general chairman of the American Train Dispatchers' Association, spent several days in the city calling on local members of the organization.

W. H. Sughrone, engineer on the Milwaukee run between here and Great Falls, was the victim of an unfortunate accident, when he had a thumb smashed by being caught at the coal docks at Pownal. He is now laying off and putting in most of his time nursing the injured member.

Miss Minnie Wolter, roundhouse clerk, was out several days, suffering with an attack of gripe. She is back on the job again, and still smiling.

About a week or ten days ago, one morning when the Winifred train left Lewistown, it was derailed shortly after noon about three-fourths of a mile west of Christina. The trouble is believed to have been caused by ice in the flange of the rails at a wagon road crossing. The engine and five freight cars left the track, but the passenger and baggage coaches remained unharmed on the track. Fortunately, no one was injured, and the derailment caused only a temporary blockade of the track. As soon as the word was received here, another engine was sent out from the local yards and the portion of the train still on the track was taken around the wreck on temporary track and on to Winifred, returning to Lewistown the following morning.

Mrs. Earl Crewdson has been quite sick, but is improving rapidly. She had an attack of pleurisy.

Gloom

Spare me from the man you meet
As you are walking down the street,
Who slaps you on the back.
It makes you feel so very sore,
And then when you set up a roar,
He gives another whack.
And tells you that you're looking punk,
And spits a lot of other junk,
When you only have a cold.
He says, "Old man, you must be ill.
Go into Doc's and get a pill.
You are surely growing old."
And as you make your get-away,
You run into another jay.
Who grabs you by the mitt
And shouts, "Your face is pale, your nose
Is red as any flower that blows,

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You are not looking fit,
You'd like to take your foot or fist,
And kill the gloomy pessimist
Who murders all your cheer.
And when from him you turn and flee,
You take a look around to see
If any more are near.
I wonder why they cannot say,
"You are growing spryer every day,
You look too young to vote.
I don't believe you are ever ill,
I can't see how you do it, Bill,
It surely gets my goat."
But I shiver when I meet the gink
Who tries to put us on the blink,
And makes a lot of fuss.
What's the use for them to say,
And remind us of it every day,
That the years are getting us.

—Jack Gavin.

M. C. B. Gossip
Alby

The yards were so slippery one morning that Julia Weins unfortunately fractured her right wrist in a fall. Six weeks to comb your hair with one hand, Julia. However, the wrist is mending nicely.

Martin Biller also had a fall and his cheek was discolored for a little while, but no boues were broken in his case.

Floyd Streeter found it rather hard to keep secret the fact that he was the proud papa of a bouncing baby girl, born March 5. Virginia Ruth made her appearance with black hair and is as good as gold. We extend our congratulations.

J. A. Deppe was at Bettendorf, Ia. for a short time on company business.

Why does Ed Krohn get all dolled up "of a Wednesday", as Dickens would say? Fine blue suit 'n' everything.

It seems that we have an athlete in our midst. Freddie Koehn hiked out to Waukesha one Sunday morning in the company of other Y. M. C. A. boys. Probably he thought he needed practice for our 101 steps on the west side.

Louise Le Sage is having a three months' leave of absence from work account of ill health. She is now at the hospital. We all hope she is getting well rapidly.

Geraldne Nelson, at Beaver Dam, February 22, found earth, sky and water covered with icy ice, and declares she never experienced such a nightmare of slipperiness before.

For a Valentine gift, Mrs. George Voth, formerly Esther Sovig of this office, welcomed the arrival of a baby girl.

Stand aside! Donald has accused our silk-shirted Emil of wearing the same tie three times, in two weeks. How come? Gets so monotonous that way, you know. Something will have to be done.

Another mustache gone, but the suspicion of another appearing. However, by the time these items appear perhaps Adam will have changed his mind.

One night there was a dauce,
At the Auditorium,
And Wilhelmus was there,
And Norma was there,
It seemed most everybody was there.

Well, the next day,
Norma was sore
In her disposition
And other parts
And said she thought
That some of the people at least
Might have stayed home.
Or else she would
Wear boudoir slippers
The next time.

Free verse makes a great hit with us. No attention need be paid to the feet or metre (no, not gas meter).

Tony Neumann, nicknamed the "Wop",
Had his hair cut at a barber shop
All he needs is a prison bar,
A wide-striped suit and there you are.
And his disguise is completed.

But that is not all. After several days of

threatening us with the deed, a great deal of indecision and a thick slice of courage, Lorene coolly presented herself one dull morning guiltless of a hairpin and the greater part of her hair gone. However, even the fastidious like the shorn lamb effect.

"Milwaukee" Bowlers

On Friday, March 10, a bowling team composed of officials and employes of the accounting department crashed their way to victory over a similar team from the Illinois Central, at Ben-singers' Randolph St. Alleys. The Milwaukee team was submerged in the first game by 78 pins but came back with a rush in the second and third, with a comfortable margin of 118 and 57 pins respectively. However, notwithstanding the above, the teams were closely matched and each game strenuously contested to the end.

The consistent rolling of Knowles and Hoy was a leading factor in the final outcome; the former averaging 181 and the latter 170. As the alleys were strange, the scores were rather low, but the sportsmanship shown was of a caliber to promote goodfellowship, and it was decided to make this match a weekly event.

In the line-up of the Milwaukee team was Conrad, Davies, Kruckstein, Knowles and Dryer, and the Illinois Central: Bristol, Esschen, Jacobs, Nugent, Miller and Breidenstein. The scores were as follows:

C. M. & St. P.	827	930	1014
Illinois Central	905	812	957

East Wind Mile a Minute

Hew to East Wind, let the breezes blow where they may.

On Saturday, March 18, Mrs. J. T. Curren (nee Margaret Bergen) entertained the girls of the engineering department at her home on the north side. Bunco was the game of the afternoon and the Misses Hauner, Bartling and O'Brien were the lucky prize winners. A lovely luncheon was served and a fine time enjoyed by all.

The Railway X is looking forward with fevered anticipation to the rumored bout between "One Round" Ericsson and "Battling Kid" Donald, both aspiring paper weights, the proud fathers of these youngsters being connected with Mr. Bradshaw's office. According to their paters both are as hard as nails, can whip anything on two feet, and are in the pink of condition. A gruelling contest is looked for. A stepsou hat goes to the winner. Of course, by this time you've heard of the favor conferred on one, Mr. Bradshaw's secretary, by Dame Fortune in the person of nine pounds of healthy, energetic, hungry and boisterous baby boyhood. At the last interview Joe seemed to hold the opinion that the advanced age of young Ericsson's rival is going to mean a large handicap in favor of the "One Rounder."

Yep, just found it out. Bill Fagan is the name of the congenial young man now wrestling with the books at the east end of the A. F. E. desk in Mr. Gillick's office. Treat him pretty, John.

Miss Gertrude Kobler, stenographer in Mr. Averitt's office, has been quite ill. She left for Boulder, Colo., with the hopes that the mountain air will restore her health.

On Thursday, March 2, a number of Milwaukee girls wended their way to the suburb of Austin and there joined in a surprise shower for Bertha Melcher, given by her sister Lillian. Bert, you know, on the following Saturday became the bride of H. A. Wicke, and we took our leave in the wee sma' hours, wishing the couple much future happiness and success.

Harry was with us last week and we all enjoyed his visit immensely. Understand wedding bells will ring for him sometime in June and we wish him all the happiness in this big world.

We're going to fool Bill Grill and leave his name out of this edition.

Honorable mention is hereby made of the mail room employes for their conservation in string and we are going to recommend that their names be placed in the Special Commendation section.

A mysterious appearing individual—rubber heels, keen eye, pipe and surrounded by an air of silence—made his appearance on the 12th floor

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the other day, and as mysteriously as he came disappeared. Rumor has it that he is picking up the threads of the lost trail of Louis Gardner. Has anybody seen him? The icy fingers of fear gripping the hearts of his friends crush forward the thought that some flapper may have stolen him. Let's hope for the best.

Gale Meyers says there is no news in their office, only work, and that is not news.

Mrs. Lyons spent a week in little old New York during March.

All the girls who come in the advertising department to the mimeograph think Bill Allison is "just the cutest fellow". You had better disguise yourself, William, and give Ray Johnson a chance. He's a knock-'em-dead kid himself when you're not around.

We all like the Russian boots, Miss Graves.

Merlin Schulkins is wearing a wonderful smile these days. Reason: On February 16 a beautiful baby girl arrived. Congratulations, Sam!

In a bowling match between Cedar Rapids and Chicago's general office team the latter was victorious, winning by 211 pins, and it is with hope and confidence, as this issue goes to press, that we look forward to their return game with the same team at Cedar Rapids on March 19. Give the boys credit; they've got the stuff and are open to all challengers in the St. Paul family. Freight auditor's office kindly take notice.

Anne Lyons has acquired a new vanity box (trunk, if you ask us) which she puts to frequent use. She'll have to remember the baggage regulations that prohibit carrying more than 150 pounds free of charge. The Oak Park "L" Co. will be sending a bill. (What kind of a Bill? What's his last name?)

What do you think of the young Elginites who graces the treasurer's office? He buys Elgin creamery butter in Chicago to take home with him. It must be higher in those foreign climes.

Miss Carlson can't just recall when she did anything new, wild, exciting, novel or interesting to break into print, but here's her name anyway. Looks good, doesn't it?

Mabel Smith, our blond L. C. Smith athlete, of the Oriental freight department, worked up enough courage to have her hair cut the other day. Wonder what to-morrow will bring?

There seems to be some consternation over the author of the following verse, so we will let you guess for yourselves:

Vesper Bell and Evening Star;

A sunset 'cross the sea.

Vagrant thoughts that wander far

Then straightway home to thee.

Mr. Winder, chief clerk in Mr. Averitt's office, has quite recovered from the exhilarating shock of winning \$500.00 in real-honest-to-goodness money in a street-guessing contest conducted by the Evening American. The sudden shock left him in a daze for several days, but after coming to, his mind commenced functioning properly again and he recalled that we all like candy and cigars. We certainly enjoyed them, Felix, and hope that your name will be at the head of the next list of winners, too. Looks like a toss-up now between the first payment on a bungalow and a Ford.

You must have noticed the pink shirt Bill Bernbrock has been sporting lately. The clerks

in the treasurer's office have been forced into smoked glasses and the saving in electric current is startling.

B. B. Meiguard of the purchasing department is spending his evenings trying to get in on the general gossip of the world by way of his wireless phonograph.

Bob McSweeney was seen rambling down the boulevard last week in a Buick. Suppose he is getting her all tuned up for the summer.

Larry O'Sullivan has to get stronger lenses put in his old specs, so he will be able to watch the McClurg building more closely. Deacon is also in the market for some sort of an instrument which will enable him to see distant (movable) objects more clearly. The two victrola hounds, and say, Deacon, now that you have another dog, be careful where you step in the dark recesses of the night.

Marsh Oberg, passenger department, sure looks natural sitting at his old desk, and we are glad to have him with us. Sorry he isn't going to stay.

Miss Monblatt denied that her diamond had any matrimonial connections, but she is in the market for a bungalow. Now what have you to say, Edith?

When Lines West meets Lines East there is somebody smiling all the time.

Mr. Ellemenopee—"Some storm coming. Hear all that thundering?"

Mr. Aixwveezee—"Thundering? No, that's the roller skates in Bartlett."

Car Accountant's News

"Muggie"

Miss Amelia Peterson wishes to be remembered to all. She is getting along just wonderful in her school work, and enjoys it very much.

The young ladies who were responsible for the concert in February, are still holding these affairs secret, as the second concert was given on March 18 without publication. We haven't found out which one is trying for Mary Garden's position, but we are all willing to pay to hear them.

The girls in the typing bureau gave a farewell luncheon spread to Margaret Ayres, who was transferred to the assistant comptroller's office.

Four of the girls from the typing bureau went to Madison, Wis., and from the report we heard they will be going again very soon. What is the attraction?

The Entre Nous girl celebrated their third anniversary on March 17. Understand they had a dinner party at the Blackstone and theater party at the Illinois.

Frida Rupp of the foreign car record bureau was married on March 4. Congratulations and best wishes.

Our bowling team has been materially strengthened by the addition of a new dark horse who has been announced as a big "find" in the bowling game. This man of mystery is none other than Carl Lindbloom. He is filling the place left vacant by Earl Kulton, who has taken to intellectual pursuits. We also note that Clarence Becker has joined the ranks of those following the footprints of King Solomon to wisdom and knowledge. Wonder why Mr. Crowley refused

MANY PROMINENT RAILROAD SYSTEMS

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HEADLIGHTS and TURBO-GENERATORS

the urgent invitation to join team No. 2?

Attention, girls—Verna White has gone in for home dressmaking. Don't crowd, but get your orders in early.

The bunco party given at the Edgewater Beach Hotel by Beta Delta Sigma Sorority was well attended by the girls from the car accountant's office.

Congratulations, Mr. and Mrs. Denz.

Milwaukee Shops

H. W. Griggs

John Reschlein, moulder, died at his home up on Walnut Street February 10, at the age of 72 years. Mr. Reschlein had been with the company for 39 years. He was a member of the Veteran's Association.

Orto Jeske, one of the car carpenters, died at his home January 19.

Some more good cigars handed in the other day, Draftsman Koester was married February 22.

Our old life-long friend Frank Rogers died at his home in Madison, Wis., February 13. The news reached the shops too late for anyone to attend the funeral. Mr. Rogers was born in Plymouth, Mich., in the 50's. He was recently master mechanic at Green Bay and then at Minneapolis. He was formerly an engineer on the P. D. C. division. It was his brother Lew Rogers who was killed in a tip over on the C. & M. division some years ago.

Miss Marie, steno for Mr. Bilty, was at home with a severe case of throat trouble.

Miss Ann Kavanaugh had a similar case.

In the death of W. G. Miller, the freight house and the company lost one of its best men. An all around fine fellow, who is mourned by a host of friends.

In the Lax division items, March Magazine, we notice the death of A. Z. Taylor of LaCrosse, another pioneer of the car department gone from among us. Some years ago Mr. Taylor was car foreman at Portage, Wis., later went west for the company and then to LaCrosse.

To Harry A. Sjogren, congratulations, Harry; same to the Mrs. This reached us too late for the last issue, in fact, he was only a few days of age then.

Miss Hazel Bilty over in the S. M. P. office, was off sick a few days. What has become of Miss Jane Kimmish over there, off for some time. Also what about the correspondent over there, otherwise send them over and we will forward them. Same with the store department.

Idaho Division

R. C. P.

Funny we can't keep this crowd together. This time Tiny and Muggins of the Spokane freight office are missing. However, since I have been told that this magazine is crowded for space, it is just likely we would be decorating someone's waste paper basket if we had any more. We have already contributed our share to that said basket. I suppose it's a part of the game, but I did hate to see the story about Whalen's cow go to waste like that.

Cope' at Blk River was relieved February 17 by Frank Matz for one day while he attended a basket ball game at Fernwood. Mr. Matz also relieved Agent Ashton for a few days while Bill was entertaining the flu.

Said flu has made many calls in these parts of late. Conductor Dan Kelly was taken down suddenly at Avery on the 10th and his train was placed in charge of Conductor Harden. Dan was taken to the St. Marie's Hospital, where he was fixed up and turned loose in a couple of days.

We are pleased to report that our famous steam shovel engineer Wm. O'Brien, who had been very seriously sick with typhoid-pneumonia at the St. Marie's Hospital for many weeks, is now at his home and gaining every day. He had us all worried for a while though.

The death of Blacksmith's Helper Phillip Miller of Malden, February 28, has taken away another one of Malden's pioneers. His many friends will best recall him as Tim Tulen, which name had been given him on account of his very original character.

I'm just a bulletin don't you see
To sort o' bring to memory
The very things before our mind
We should recall in each day's grind.

So read me and, you will agree,
That safety first will always be
An asset to reduce the stain
Of accidents which are to blame.

The way is clear for all mankind
To practice safety each day's grind,
So why not get right into line
And say, "Oh, boy, the world is mine."

The writer asked me not to mention his name so of course I cannot but he was sure *thinking* safety first or he would never have written it.

Jack Cole ripped the seat of his trousers the 9th, no one could state the reason why until the 10th when Jack showed up all dolled up. Understand it was the only way he could get his store of clothes for the dance that evening.

Carman John Crider is violating the company rules, he being employed at other duties after hours. Understand he was nurse maid for O'Leary's children the night of the dance.

Operator Evans was seen as far up as the post office the other day, sure sign of spring.

Fred Brotchi is installing a radio phone. We will soon know what is going on in the outer world.

Ben Root spent a few days at Hanford and White Bluffs inspecting the apples. Ben has great hopes for that country and is talking already about the number of trains of fruit we will have through here when the Wenatchee Southern is completed.

Travelling Auditor Dolle checked the station last week. Mr. Dolle is always willing to give any information and all are benefited by his visits as Mr. Dolle has had vast experiences in the line.

No report to make yet about the electric ligacs, still using the kerosene. Figure on putting on a play a repetition of the Chicago fire, as we have the O'Leary, the cow and the lamp.

Dispatcher Birbeck calls up Beverly to give extra a register check. "Hello, Beverly," get a register check ready for Johnson, as Noble is coming like a bat out of Othello.

Engineer Davis is pulling the passenger trains of late. Chas. still has the old habit of leaving

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Secretary Size - 6 1/2 x 10 1/2	Envelopes 8 1/2 x 5 1/2

607 So. Dearborn Street Chicago, Illinois

chasing a jack rabbit and when he went out of sight they were both walking. Boyer is an unbeliever as he says he has yet to see a jack rabbit walking.

Conductor L. J. Tezzian and Miss Anna Rojasca were married at Malden, started on their honeymoon to Michigan. Understand they were caught in the blizzards in Dakota. Tim Linehan was worrying about them, but after a little explanation by some of the other rails he was contented.

What's all the noise? Dust storm coming up? No. Conductor Shaugnessy working out of Othello. Morrow has hid all his old hats.

Pend O'Reille Ponderings

Snow and flu; snow and flu, that's mostly what we have for you.

To make good our word with regard to the above would say that in the history of the Pend O'Reille line of the Idaho division there has been but one winter prior to this when we had more snow than we have had this winter and even then it did not lie on the ground as long as it has this winter and some of the pessimists say it will be here till April, but we hope not.

At last the Pend O'Reille line is to come into its own as a scenic spot in the west. Nell Shipman, the noted movie actress, has forsaken Hollywood and moved bag, baggage, animals, pretty girls and all to Spokane to make movies. The entire company, including the Alaska dogs and sleds went to Ion, Wash., the first of this week to make several films depicting Alaska scenes among them being "The Grub Stake", an Alaska film. Miss Shipman, after looking over several places for an ideal setting, chose Lone, Wash., as the most nearly realistic to make these films.

Several agents off with flu having to be relieved among those noticed are Bro. Sever at Usk, Wash., Bro. Barrett at Coeur d'Alene, Ida., also Bro. Russell, agent Spirit Lake, has been off for the last three weeks taking treatments in Spokane for a bad case of rheumatism.

Section Foreman H. Johnson at Usk is off with the flu also but as the weather is commencing to get warmer it is hoped we won't have to chronicle any further cases.

Daddy Viets at Metaline Falls, Wash., says his troubles are starting ahead of spring this year as the cement plant at his town started up and is running full blast, which makes an upward trend to traffic on this part of the Idaho division. Lumber mills are also getting ready for spring work and some have already started up and we hope they will all be running before we send in our next month's offerings.

We are advised unofficially that some of the agents on this branch are raising world-beater chickens, but up to the present writing we have not seen any of their ads in the poultry journals but presume they will get there in due course of time. Watch for the ad if you want prize chickens.

News items are scarce this month due to sickness, so if you don't see anything about your town or village take part of the blame this month yourself and send R. C. P. some notes to put with mine and his and maybe you will appear in the journal next time.

River Division J. M. M.

We are sorry to hear that the mother of Conductor Chas. Martin's wife passed away. The funeral was held at Minneapolis February 12. After the ceremonial the body was taken to Middleberry, Ind., by Mr. and Mrs. Martin for burial.

February 13 was unlucky for Trainmaster Hills. The apartment directly under his had an explosion caused by the gas stove. He had just gone to bed, having just gotten in from riding No. 1. J. E. H. says the explosion was enough to jar the teeth of his ancestors. At this writing we are sorry to announce that his wife is not feeling so well, she having been confined to her bed for past eight months.

Traveling Engineer Dick Blase got the grippe riding Nos. 1 and 4 the ten days he was on from pulling the Johnson bar so far ahead that the speed of the engine created a 60 M.P.H. draft.

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MILLS—Milwaukee, Wis.

Miss Cecelia Thorne of Ottumwa was absent from the Master Mechanic's Office several days on account of a light attack of the fashionable flu that is going the rounds.

J. O. Paulley goes from second trick at Chula to Powersville agency. J. O. is now back in his old home town and the folks there will rejoice in his promotion.

Your attention is called to letters of commendation received by West Division Engineer Wm. Rawlings, in another column.

The company's exhibit cars containing the samples of Western farm products passed over the division last month. All who saw the exhibits were surprised at such a wonderful display so well arranged and complete.

Operator Frank Roberts of Linby has taken a leave of absence and has gone to California for a stay of several weeks.

A daughter was born March 5 to Mr. and Mrs. Ray Cole of Ottumwa. Mr. Cole is a middle division brakeman.

Roadmaster F. M. Barnoske of Ottumwa has gone to Louisiana on a business trip.

Representatives of the Jersey Cereal Company, a big Eastern concern, were in Ottumwa looking over the prospects for locating a cereal mill. They were given quite a welcome at Ottumwa and it is hoped they will decide to locate here and build on our tracks.

General Manager J. T. Gillick of Chicago has been sojourning at Excelsior Springs.

Trainmaster Thomas P. Horton left the Kansas City division March 11 to become trainmaster of the LaCrosse division with headquarters at Portage, Wis. Mr. Horton was made trainmaster of the Kansas City division when he returned from overseas at the close of the war as a major in the 13th engineers. In his three years here he made a host of friends. Everyone had a good word to say for "T. P. H." when he left. He will not be a stranger on the La Crosse for he once worked as an operator on that division and was a dispatcher on the S. M., an adjoining division before the war.

Frank H. Allard of Savanna comes here in Mr. Horton's place. He has been trainmaster of the Illinois division and is an ex-Dubuque division conductor. We welcome Mr. Allard and pledge him our hearty support.

Yard Conductor J. O. Parker of West Yard is taking a much needed rest and will probably visit in Rutledge, Albia, Blakesburg, Batavia and Eddyville before returning to work, if his transportation comes.

The Ottumwa car department wrecking crew gave a farewell feast in honor of Trainmaster Horton, who was quite a wrecking master himself, and the dinner was in the way of a tribute from Foreman Faltynski and the car men. The success of the affair was due to Henry Schroeder, the chef of the crew, who added many delicacies to his usual good quality cooking.

A party of lumbermen from the Northwest were handled by special train out of Kansas City bound for Minneapolis the night of March 11. The lumbermen were stalled in the snow for half a day out in Kansas but they met with no delay on this railroad.

Conductor Wm. Carnahan of Ottumwa had the misfortune to be laid up for several days with an attack of the flu.

Conductor John James of the S.-W. Limited has gone back to work after spending most of the winter in California.

The eight-year-old daughter of Fireman John Dubois of Ottumwa was run over by a delivery truck and sustained a broken arm. She is getting along nicely now, however.

Auditor of Expenditure

We have come to the conclusion that it is almost as difficult to prepare news for the Magazine as it is for some people to make the "Line" in the Tribune.

What do you think? February 22 was observed as a holiday by the auditor of expenditure's office by all employees—save one—a comely blond young lady strolled in at eight-thirty A. M. and after a moment's glance around the vacant office, almost collapsed when the full realization of her unnecessary early rising and trip downtown dawned upon her. It is needless to say she toddled out immediately, requesting and obtaining a pledge of secrecy.

Demure Miss Brown is more "vampish" than ever since the event which eliminated quite a large portion of her hair.

Bill Gutfahr is making preparations for many fishing trips this year. Get your orders in early. Isn't it unfortunate to come to the office without your teeth and have to send home for them.

Gertrude Laube has left the service to prepare for "some Saturday in June."

Margaret Harvey was much elated over the serenade given her while in Champaign attending a college military ball. How we love our Alma Mater.

James Vickery, former division accountant at Montevideo, is now located in our office among some of his old Chicago friends.

Walter Maywald still likes a hello girl, so we understand. Keep on, Wally, maybe you'll win yet.

John Carr, what makes you travel so far out north so often? We didn't know you were contemplating buying property so far out—or is that the only attraction?

Miss Lela Hjerstedt of the paymaster's office returned after a few days' absence wearing a beautiful solitaire. She will most likely be bidding us adieu soon.

H. & D. J. D.

About 8 P. M. February 23 a Russell double track snow plow and engine 8069, Engineer Walters, Conductor Barrett, while opening up east bound track 8 miles east of Andover, tipped over. Engineer Walters was injured in back and head and Fireman Nider had burnt face and hands, also one rib broken. The plow struck a drift 6 feet deep and 30 feet long, left track and went toward south bank and engine toward north bank of cut. Two steam derricks will be needed to put engine back on track. Plow was demolished.

New Ireland in South Dakota

That man Flanigan, division superintendent of the C. M. & St. P., the same man who gave the Courier editor a tie-pass over this line last year, was in town again this year, but he didn't have time to call on the Courier this trip. The occasion of his call was a hearing staged in the Commercial club rooms before J. J. Murphy, a member of the State Railway Commission, concerning the restoration of the evening mail train. The citizens of Wilmot, Peever, Corona, and Sisseton have complained of the one passenger and mail train service daily and requested two trains daily. This reasonable request has been frowned upon by higher officials, but after the hearing in which a large number of citizens were heard, Mr. Flanigan, bless his homely Irish face, said he'd try and persuade the big officials to bless us with two trains upon Tuesdays, Thursdays and Saturdays and one train upon the other days and the hearing adjourned.—Sisseton Courier.

M. J. Skacel, traveling accountant from Milwaukee, is spending a few weeks on our division. Oscar Erickson, generally known as "Ike", has been appointed division accountant H. & D. Ike was formerly statistician on this division. Elva now has Ike's job and seems to be doing nicely. Miss Hildebrandt is taking Elva's place as stenographer superintendent's office.

J. R. Long, who has been our east end line-man for the past three months, has been relieved by an older man, P. F. Austin, who has been working as telegraph foreman in the east. Glad to see P. F. A. back with us again, even though we miss Long's happy face.

The scribe wishes to announce the arrival of a six pound girl at his house. Both mother and daughter doing fine.

R. E. S. is busy watching and riding snow plows on the division. Passenger trains and freight trains all running late.

Bill Meyers of Milbank has returned from Cincinnati, O., where he went a short time ago in search of a housekeeper. Bill brought the lady back with him, too, and they are keeping house at Milbank, where Bill is employed as operator. Good luck to both of you.

P. T. Buechler has been confined to his bed for the past eight or ten days with la Grippe. It takes a big jolt to put Beek under but he

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finally decided it would be better to go to bed and have it over with.

H. F. Burns of Webster claims to be the champion rabbit hunter on the division.

Baggage man McDonald is always there with a smile for the boys along the line. We wonder how he gets that way. What you got up your sleeve, Mack?

"Slim" Kleminghagen, expressman, Webster, S. D., wishes to have No. 18's time changed so that he won't have to roll out so early each A. M. Between the heavy business and high society, we've often wondered what kind of an alarm clock he has.

J. E. Andres, chief dispatcher, H. & D., was at Minneapolis last week attending company business. Mr. Buechler doubled over while J. E. A. was gone.

C. P. Adams, assistant general yardmaster, Montevideo, was called away account illness of his father, who resides at New Lisbon, Wis. Mr. Adams was relieved by relief yardmaster J. Colburn.

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

Elias Kelroy, fireman at Sanborn, spent several days in Mason City, his home town, visiting friends and relatives.

V. Hansen, chief carpenter, spent several days overseeing the repairing of bridges, damaged by the high water on the Elkader Line.

Miss Mildred Bolton of Savannah, Ill., and sister of Donald Bolton, icing foreman, made a week's visit with him.

The I. & D. division showed a vast increase in freight business during the months of January and February.

Well drillers are busy at Calmar, drilling a four hundred foot well. It is hoped that at four hundred feet they will strike the formation known as St. Peter's sand stone, which should yield an unfauling supply and do away with the unsatisfactory water situation that has existed at Calmar.

Fred Pahl, boiler washer at Calmar roundhouse, had the misfortune to be severely injured by having one of the roundhouse doors strike him on the shoulder during a high wind. Not only a most painful injury, but caused him to lose about three weeks' work. However, he is improving rapidly.

Walter Kaufman, trucker at Calmar, has been laid up for the past few weeks account of fractured rib. He is now back to work.

Our genial and efficient station agent, E. J. Hackett of Calmar, is contemplating taking an extended leave of absence, during which time he will visit several points in the west.

James Kafka, stationary fireman, who has been critically ill with the flu, is reported improving.

Leonard Jacobson, fire builder at Calmar, has developed into a pretty good salesman. Better look out, Len, or you will be outgrowing this little village.

It is rumored that Jimmie Collins, second operator at Emmetsburg, will soon become a benedict.

E. W. Chase, agent at Everly, has returned from a three months' trip in the state of Washington. He resumed work March 13.

The automobile fever has attacked our chief dispatcher, O. A. Beerman, and he is getting lots of free rides from the auto dealers.

Miss Lucille Elson, agent at Hutchins, is enjoying a short vacation. K. S. Lambert is acting as relief agent.

Mrs. L. C. Brooks, formerly operator at Algona, has entered into the state of matrimony, and has taken a position as housekeeper. We did not learn the name of the lucky man.

Miss Ruth Scott, clerk in the superintendent's office, had the misfortune to fall upon the icy sidewalk last Friday morning which resulted in breaking both bones on her right leg just above the ankle. Miss Scott was on her way to work when the accident happened, and was found by Train Dispatcher Higgins, who at once rushed her to a local hospital. She is resting as well as can be expected at this writing and we hope for a speedy recovery.

XTRA—XTRA. O. A. B. bought a Dodge.

Trans Missouri Gossip.
M. F. H.

Mr. and Mrs. W. F. Rose have returned to Moberidge after several months absence.

Paul Kempter, scale inspector, passed through Moberidge on his way west and stopped several days.

Fireman O. L. Petrie, who has been at Long Prairie, Minnesota, for a year or more, has returned to the Trans Missouri division to take up his work.

Mrs. Harry Worix of Marmarth, spent several days in Moberidge recently.

Car Inspector Tom Scholtzen had a very painful accident, having had his foot crushed when the caboose on which he was riding, was damaged. It was thought at first that it would be necessary to amputate his foot but at the present time, it is believed that it can be saved. He is getting along as well as could be expected and everyone hopes for his speedy recovery.

E. E. Clothier has been convalescing from his recent illness and is now back at his desk. He spent some time with his son Elmer, at Perry, Iowa.

Caller Edwin Carlson and Conductor H. T. Johnson attended the basket ball tournament at Sioux Falls.

Mrs. N. H. Fuller and daughter Miss Margaret and Mrs. Thos. McFarlane, attended grand opera at Minneapolis March 16th, 17th and 18th.

Mrs. H. E. Clark met her husband at Minneapolis on his return from Kansas City where he has been the past two months.

Mrs. E. E. Clothier is now at Shakopee, Minn., taking mud baths to relieve her rheumatism. She expects to return to Moberidge in a short time.

Chief Clerk M. Obst has had his trials and tribulations lately due to being inundated and having to dive after potatoes and apples. His temper is still normal notwithstanding.

Geo. Clark and family are leaving for Wausau, Wis., where they expect to make their home for a short time.

During the recent snow blockade Traveling Auditor Steedman and Route Agent Taylor spent a very pleasant week at Faith. On returning from his forced vacation, Mr. Taylor made a flying trip to Miles City.

Gail May, a former resident of Moberidge, but lately of Chicago, has returned to Moberidge to resume his work as fireman.

Dubuque Shops Jingles

"Oosie"

Spring is here; how do I now it? Listen here—other day did show it. Sunday, weather nice and fine; who comes honkin' down the line, but two "bucks" (not in cold cash) driven with—well, quite a dash. Tom and Looie—they're the boys, watch out now for dust and noise. L. H. sez his old home gang now can simply go to—hang. (Chicago papers please copy.)

Have you had the Grippe as yet? It hit our village for sure; those that aren't sick are just over it—had it unadulterated pure. Those "enjoying" it now are A. J. H., E. W. K., Rad and my purp.

Again we speak with glory of our C. M. & St. P. minstrel troupe. Off to Guttenberg our boys did lately go—the town put out the "Welcome" mat and they put on their show, and the house that they attracted was some group. They tried to kidnap "Java" cause all coffee's good when boiled; and Sullivan they wanted for the ring—Schwartz they swore was Kid Caruso and they didn't do a thing but weep when homeward bound our boys had toiled.

A. D. went up to meet Tillie; he claims she is looking fine—travelled with her all the way down our Dubuque division line.

They had the absent-minded blues—

Forgot a coat and also shoes;

Left behind the holy smoke—

Golly, wasn't that a joke?

(Alice at Galewood for full particulars.)

On again, off again, Finnegan—we user her it said—but Finnegan's changed to Clarence that's what is now instead.

Jean (I am told) took a long way round, to find a short way home—was she dreaming, we

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really can't say; but if everyone getting a ring acts like that, where will they all land I do pray?

Said the "Paige" to the "Stephens" outside of our door—

Gee whizz, but it's good to be out of store—

The "Stephens" just snorted and down the street tore!

James and Henry—Oh, mercy, zounds,

They are the gen-u-ine jazz hounds!

Pegg is Lenore's successor (is she gonna make a success, or?) Why, of course, she's gonna make good—that is thor'ly understood!

Lenore, she quit to get married; we think it will be real soon—will jot down all the details—even the wedding tune. (When it happens.)

Our G. F. sez all his men have cars, and he's gonna get one too—a Ford or Rolls-Royce, he can't decide which—but this is what he'll do: when the price of the second is that of the first, the second is what he will try—so watch the stock-markets on these kinds of cars and figure out when he will buy.

LeRoy sez Florida's so far from here—why do you s'pose he sighed "Oh, dear!"

"Red" wherever you are, I take off my lampshade to you—"The boilermaker at the pearly gates" is A1 and sure rings true!

Alma (in Saranna) to us you were not true—next time don't turn up missing, or we'll get off and visit you.

(You will notice, brothers and sisters, the main topic of our sermon this morning seems to be cars. Oh goodness me, ain't it a sin—what a worldly world we are whirling in!)

Prairie du Chien Division Notes

Jack

We wonder what the attraction is at the ticket office of late. We wonder if he tells 'em about his bowling. We have heard several alibis, duck pins and otherwise.

Some of us had our doubts about spring, but now that Jimmy Coleman has shed his fur coat we may rest assured that the robins will soon be singing.

Leo Harrington, clerk, Madison freight house, is with us again after a short lay-off. Better get the "Lizzie" out of winter quarters and avoid further arguments.

It is rumored in the ninth ward that Bernard McNulty, rate clerk, Madison freight office, has been persuaded to enter the field as alderman.

John Romelfanger, car clerk East Madison, better known as "Rummy", has returned to work after an extended absence with the "flu". Glad to see your smiling face again, John.

Chick Connelly and John Digney, of roundhouse fame, have been training faithfully with a view of securing a match with Jack Dempsey, but from appearances at the present time, they have not developed as speedily in the art of self-defence as had been expected, which has caused their many admirers grief.

The Prairie du Chien division will be represented at the C. M. & St. P. bowling tournament, at Chicago, April 15, seven teams have been entered, and the boys expect to make a creditable showing for the division.

Frank Lync, veteran engineer and cheer leader, from Nova Scotia, with his assistant, John Burke, who has also had considerable experience along this line, will lead the cheering at Chicago.

Tim Crimmins and Michael O'Neil, the Irish comedians, will furnish entertainment for the bowlers on the way to and from Chicago.

We understand that Johnie Digney is contemplating entering all track meets as he has proved his ability as a sprinter.

The machine shop at Madison is being changed from the old power house to a place in about the center of the roundhouse to increase the efficiency of the locomotive department.

Richard A. Erdman, roadmaster on East Prairie du Chien division, has made arrangements to move his family from Greenleaf to Madison about April 1. Before coming to Madison, Mr. Erdman was employed on the Superior division with headquarters at Greenleaf.

Two work trains and a big force of men are now at work at Prairie du Chien storing coal in the coal yard. They expect to store at least 50,000 tons.

Joseph Salava of Middleton, section foreman,

who was injured in October, 1921, returned to work March 1.

Miss Lillian Qualman had the misfortune of falling down during the slippery weather. Lil was hurt. Why? Because there was no one to pick her up.

Don Ferris, our new T. A., while making a tour of the division, had the misfortune of getting his feet wet while trying to catch the train in the rain. All of Don's attempts to stay on the rail were in vain; as a result of his derailment he missed his train.

Speaking of traveling on your hands and knees—Mr. Cleveland, hereafter when you travel that way, go head first. Really, it averts much of the danger of suddenly finding yourself in a puddle of water.

West Madison Ticket Office

E. F. Immler is back on the job after a two weeks' illness.

E. Neal Dochterman, the new addition in the ticket force is rated as a pretty nifty bowler (so he says) and also might add that he is just as good with his alibis on hard luck and the "buck."

Wanted—Badly—A wife!

Must be a home-body; good cook; good looking; from 17 to 30 years of age; rather short and plump; and above all have an amiable disposition.

Now take your time, girls, don't crowd! He'll consider each and every application.

Billy Jacobs and his seven piece orchestra furnished great music for the clerks' dance, held in the Park Hotel, Elizabethan Rooms, the 24th of February. If we hadn't known better, would have thought them to be Isham Jones's best.

Mineral Point Division Notes

Jack

This contribution to the Magazine from this end of the line contains much wetness though not to be taken as propaganda for or against the Volstead Act.

The late excessive and continued rains raised the water of the Pecatonica to record height covering the tracks and depositing broken up ice in floes and huge masses on the track at various points between Darlington and Browntown. At some points the ice was several feet in depth, requiring much time and labor to remove it. The bridge at Browntown was almost rendered unsafe. All this caused a suspension of traffic west of Monroe for several days.

The depot at Gratiot was flooded and the agent had to use a boat to reach his place of business. After the water had subsided he found to his great joy that a considerable portion of some of the best farms in Lafavette county was deposited on the floors of the building. Why not a market garden in connection with his station duties?

After several trains on the Shullsburg line had passed over a low piled bridge it was discovered that a number of piles had been washed out. Traffic on the New Glarus line was interrupted for a couple of days.

Conductor James Leahy was off duty a couple of days to attend the wedding of his son. Conductor George Berry directed the movements of the train during this time.

Engineer Wilkinson of the New Glarus run is spending six weeks in Texas combining business with pleasure. Better look out, Billy, there are Ku Klux there and there is no knowing what they might do to a Yankee. During his vacation Engineer Chester Webb is saying "Giddap, gol darn you" to the iron horse.

A carload of cheese was recently shipped from New Glarus to California, the land of climate, roses, earthquakes and movie-picture scandals, the objective point being San Francisco.

LaCrosse Division

C. W. Vélser

The employes of the division express their deep regret on the announcement of the transfer of Trainmaster W. G. Bowen. A farewell party was given Mr. Bowen by the K. P. Lodge of Portage. There were several hundred in attendance.

Brakeman Fred Forkenbridge, of Watertown, is confined to his home on account of sickness

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I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

and easily, by my treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that I would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

HERE'S WHAT KANSAS CITY BANKS SAY ABOUT DR. McCLEARY

Dr. A. S. McCleary, who has a large establishment at Tenth Street and Paseo, Kansas City, is considered very highly in the medical profession in this city.

Dr. McCleary has been established here a great many years and by honesty and square dealing has built up a wonderful practice. His patients come from all parts of the United States and Canada.

We do not hesitate to recommend the Doctor as everything goes to prove that any afflicted person will undoubtedly receive

splendid treatment at his hands. His ability as a rectal specialist is unquestioned and we do not hesitate to commend him to anyone. Write us for any desired information.

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and expects to undergo an operation shortly at the St. Mary's Hospital, of Watertown.

Brakenan A. J. Schmaus has another new baby girl in his home. She arrived on March 5.

Conductor R. W. Moran, who was recently injured in a fall from his train while switching at Fall River is recovering very rapidly and we all hope to see Bob back on the way freight in a short time.

The heartfelt sympathy of the employes of the division is with the bereaved family of Engineer John W. Perkins, who was a veteran employe. Mr. Perkins was promoted to an engineer on December 25, 1902.

Have you seen the smile on Steward Kelley, employe of the LaCrosse roundhouse. Well, there is a reason, a 10-pound baby boy arrived at his home on March 4.

Chief Carpenter Wm. J. O'Brien has been at home on account of sickness. Better get a prescription from the Doc, Bill.

Leo Devine, third trick record clerk of the LaCrosse terminal was quite seriously injured when struck by No. 101's stub on March 1. He was taken to the St. Francis Hospital where 16 stitches were put in his face. Too bad, Muggs.

Mrs. A. M. Leavens, wife of Conductor Leavens, spent several days visiting with friends and relatives in Sparta.

Conductor Mike McQueeney is back on his run after being off all winter.

Milwaukee Terminals.

Renay

Now that business is beginning to "warm up" a bit and we are all just bubbling over with enthusiasm, the only thing we have to worry about is April 1st. Oh, I knew I'd have to spoil it.

Report is that Hazel Whitty, correspondent on the Nor. Divn., forgot to let the boys guess who Rubber Tail is. How come, Hazel?

Since Mrs. Hodgins raised the allowance of doughnuts, George is able to buy his own cigarettes.

The "Butchers Dog" surely has a hard time telling the boys how the Wood ought to be hit in the C. M. & St. P. League.

The stork was very busy last month, leaving a wonderful baby girl at the home of "Mayor" Wood at Pewaukee, and a bouncing baby boy at the home of Chief Car Distributor Berg. Can't touch the dear old Dads with a ten foot pole these days.

Operator Johnson at Muskego Yard, was married on March 4th, to Miss Abel of Portage. We all join in wishing them heaps of luck. The girls at the Car Record can now rest easy.

Mrs. A. J. Elder has been visiting her folks at Savanna and as a result A. J. E. has been "Chief Cook". Practice makes perfect, so keep it up.

Have you heard about the classy new neckwear for the trainmen. It is reported these new railroad ties are all the rage.

W. G. Miller, for many years agent at Milwaukee, died at his residence on February 22nd, after a long illness. His many friends join in tendering the bereaved family their heartfelt sympathy.

Geo. Strong (better known as Daddy Strong) formerly conductor on the C. & M. division for many years, died on Feb. 28th, after a short illness. We wish to extend our sincere sympathy to his many friends and relatives.

"Sprig has cob" and along comes the report "They are wearing 'em longer." Poor boys can now discard the goggles.

Have you noticed that Jimmy has joined the ranks of the capitalists. Put some money in the bank last month and didn't have to draw it out. Go to it, James, and here's hoping others follow.

Al, in the future, please be careful who you call "dear." It's all right, but you know "blondes" are dangerous sometimes.

Have you noticed the smile on Jim Faber's face? Reason? He is the proud father of a wonderful baby boy. Bestest wishes, Jim.

Kitty is now receiving applicants for her class in "Instructions on Bowling." Come on, Terminals, step forward. She may be able to give you a few pointers.

Dorothy, why the lack of interest in school these days. Interests elsewhere?

"Safety-Valve Steve"

Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."



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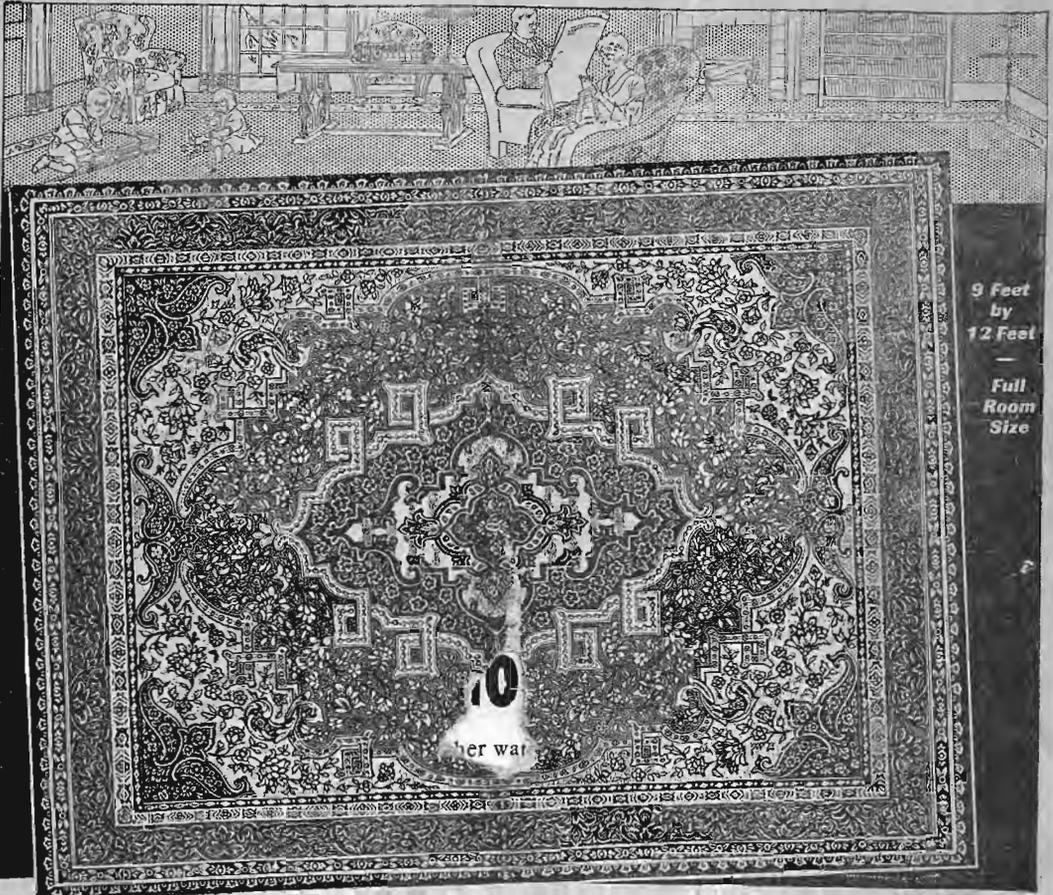
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