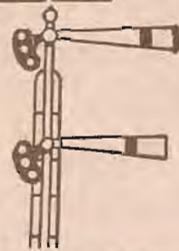
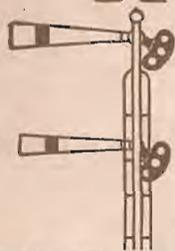


THE MILWAUKEE MAGAZINE



Michigan Boulevard, Chicago

APRIL, 1923

SEND \$1⁰⁰ WITH YOUR LETTER

Don't Send Cash

We prefer to have you try our monthly payment system. It enables the average man to have the better quality for real economy and is a double guarantee for satisfaction and wear.

Neat English Last-Oxford

Its beauty is in its neat, plain lines and medium narrow toe which many men prefer. Wide across the ball and tapering to the English last toe. Probably the most standard, universal popular last made. Cordovan shade soft uppers which take a most beautiful polish. Heavy single oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels on every pair. This oxford also comes in big sizes at no extra charge. Send pencil outline of foot as per directions below. No. 8213 **\$5⁴⁵** Sizes 6 to 12.

\$1
First Payment
\$1.25
A Month

Free Catalog

We only ask the privilege of sending our free catalog showing everything that men and boys need to wear, all sold on 6 months payment terms. The finest catalog in the United States of exclusive men's and boys' wear.

Sent
On Approval
6 Months
to Pay

French Toe Oxford



The same popular French toe last in the oxford.

We consider the best young man's style this spring. Four neat rows of stitching across the tip and at the vamp with the neatly pinked edge tip and vamp. Cordovan shade uppers of soft pliable stock that will give the most wonderful wear and take a beautiful polish. Single heavy oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels on every pair. We sell only finer grades and guarantee service and satisfaction. Cordovan shade only. Order on approval and if thoroughly pleased take six full months to pay. **\$5⁴⁵** No. 8113 Sizes 6 to 11.

FRENCH SQUARE TOE

Extremely popular French toe last. Both very dressy and an excellent foot fitting style. 4 rows of plain stitching across the tip and around vamp and pinked edge vamp and tip give a very neat appearance. Cordovan shade extra fine quality uppers. Single heavy oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels on every pair. Genuine leather trimmings throughout and every detail of fine shoe making. Just see a pair on approval and if thoroughly pleased spread the cost over six months. No. 5612 Sizes 6 to 11. **\$5⁸⁵**



GENUINE AUSTRALIAN KANGAROO LEATHER FINEST UPPER LEATHER TANNED

Not many men have had the pleasure of wearing these wonderful kangaroo leather shoes for they generally sell in exclusive Boot Shops for \$12.00 to \$18 a pair. Many men wrote us who could hardly believe that we were selling the genuine kangaroo at this popular price. The many thousands of men to whom we have sent them, many of whom have bought a second and third pair, will testify to the exceptional quality and genuineness of these shoes. You know that we could not advertise them as genuine kangaroo if they were not the real article. So, do not delay but just order on approval at once and examine them right in your own home. We are the only losers if they are not thoroughly satisfactory, for we agree to refund any payment made and also the cost for return postage if you are not highly pleased.

BANKER LAST

This picture gives a particularly clear view of the neat lines to this famous Banker last. You will say it's rightly named and it's the style worn by the best dressed business men. Fairly wide across the ball tapering gently to a semi-square toe. Extra fine plain neat stitching that gives a very dignified and dressy appearance. Add to this the wonderful fine grain soft kangaroo leather which takes a polish like patent leather and you can imagine the result.

Brisk—Keen and Dressy—Famous Straight Last
Don't hesitate or delay. This is probably the last season we can offer these genuine kangaroo shoes at this popular price. Our contract is filled and leather prices advanced considerably. Just pin a dollar to the coupon below, give us the size and we will send them right to your door on approval. No. 6013 Sizes 6 **\$7⁴⁵** to 11. Black only.....

ADMIRAL LAST

We consider this the very finest foot fitting last ever built for the man with the medium wide or wide foot. Cut wide across the ball in the blucher style which gives the fullness for the high instep. Rounded to a semi-round toe to conform perfectly with the lines of the proper shape foot and we guarantee it to give perfect foot comfort. It will absolutely help correct foot trouble caused by improper shoe fitting.

"SOFTER THAN KID" "TOUGH AS HICKORY"

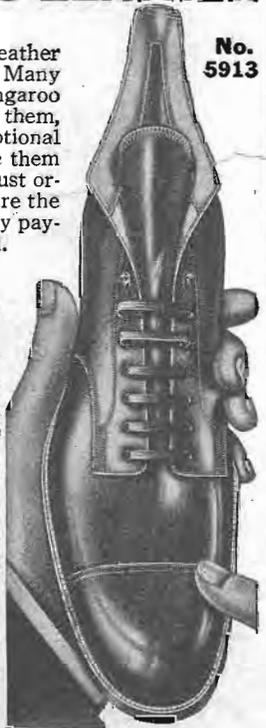
We demanded in our contract for these shoes every specification for the finer shoe construction. Single heavy oak soles, Goodyear Welt sewed. Genuine Goodyear "Wingfoot" rubber heels. Genuine leather trimmings throughout. Padded stitched tongue. Full grain leather insole. Genuine leather counter and all details which come in the higher grade shoes. We believe that every man understands the economy of good quality, and we only ask the privilege of sending you a pair of our shoes on approval for you to be the judge. If thoroughly pleased spread the cost over six full months. No. 5913 Sizes 6 to 11. Black only.....

Our iron clad guarantee is backed by 15 years successful merchandising of quality clothing for men and boys. Every article must give you satisfactory service or we agree to replace free or make any reasonable adjustment any fair minded man will ask. Order on approval—today. **\$7⁴⁵**

No. 6013



No. 5913



THE CLEMENT COMPANY,
1530 Indiana Avenue, Chicago, Illinois

Gentlemen: Enclosed find \$1.00 as first payment for which please send me a pair of shoes as noted below. If shoes are as you say, I agree to send \$1.25 each month until paid for—otherwise I will return in 48 hours, you to refund my \$1.00 and return postage.

Style No. Size Leather

Name

Address

Employer's Name

Get your name on our big list of satisfied customers and receive immediately our Big Money Saving Catalog of men's and boys' clothing—just off the press. Start right now to save money on quality wearing apparel.



WE GUARANTEE FIT
Send us exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you of a perfect fit.

The Clement Company
1530 INDIANA AVE.-CHICAGO, ILL.



Rates or Prices

So many unfair things are being said and written about the railroads, by men who are opposed to private ownership, that possibly some of the Milwaukee employes may believe these charges if they have no opportunity to learn the truth.

For this reason I have furnished, on this page, for the last few months, facts showing there has been absolutely no "Guaranty" since August 31, 1920; that the valuation of the railroads had nothing to do with stocks and bonds, but was based on property value using wages and prices paid before the war; that freight rates were reduced continuously during private control and are now at a lower level than the prices of other products of industry; and that the roads have not broken down as charged, but in the last quarter of 1922 handled more business than in the same quarter of any previous year, in spite of the Coal and Shopmen's strike.

Other misleading statements of various sorts are constantly being made, calculated to direct unfavorable attention to the carriers. Nothing helpful or constructive is ever offered in connection with these things, so the purpose of the critics is plain.

One favorite method is to publish an account of some shipment that cost the shipper a great deal for freight charges and incidental expenses, and out of which he netted little or nothing.

A case of this kind has recently gone the rounds of the press in the shape of a photographic reproduction of a Minneapolis Potato Exchange sales slip, indicating that a shipment from Leal, N. D., sold at Minneapolis for \$336.00, but the producer got but \$1.30.

The freight rate was shown as 43 cents per 100 pounds, amounting to \$180.00; broker's commission and other miscellaneous charges made up the balance of \$334.70. Criticism was directed against the freight charges.

In the first place the rate shown—43 cents—is not the rate from Leal to Minneapolis, 307 miles; 24 cents is the correct rate. The rate for the 767 mile haul to Chicago is 43 cents per 100 pounds. Apparently the shipment was reconsigned and hauled the much greater distance.

While the failure to correctly represent the transaction is important, the most important feature involved is this:

Wisconsin has had a large surplus of potatoes, a great deal of which will probably not be shipped because of the poor market—24 cents a bushel being the governing price last week. Chicago and Minneapolis are both close by but the market conditions have been so unfavorable that the local potato grower has found it unprofitable to ship even short distances where the freight rate is only a few cents a bushel.

Regardless of this situation producers who know exactly what the freight charges due to the long haul will amount to, and what the market conditions are, ship in from distant points, even as far as Montana, and expect to make a profit where the local grower fails to make any money.

If the higher prices of former periods had prevailed, the shipper would have made a profit and the freight rate would not have been noticed. The only recent change in the freight rate has been downward so no one can reasonably say it is responsible for the situation.

The same principle applies to other commodities, of course, such as grain, live stock, etc., for the fluctuations in prices in a few months are of far greater importance to the producer than any suggested reduction in freight rates.

While the argument frequently is heard that freight rates are so high that farmers and others cannot afford to ship, that only means that the demand for their products is not great enough to keep up the prices. If rates were reduced under such conditions, and a heavy movement followed, prices would immediately sink because of lack of demand, so that the shipper would not come out ahead but would likely lose more than the difference in rates.

It is well that officers and employes understand this phase of the business in which they are engaged so as to be able to discuss the subject intelligently when opportunities occur.

President.

Freight Train Inspection on the Milwaukee

Being Article No 2 of a series dealing with the work of the Car Dept.

C. G. JUNEAU

The problems of the teacher are many. At one time a lady teacher had occasion to send a boy home, on account of his being so dirty, and gave him a note to his mother suggesting that she should give the boy a bath, as he smelt unpleasantly. The mother sent the boy back with a letter, stating: "Jim ain't no violet, but it's your place to learn him, not to smell him."

During strenuous periods railroads have had to employ all classes of labor to handle their work—often entirely unsuited for the duties required of them, but representing the only labor available. The Milwaukee has been no exception to the rule, and following government control men were to be found in the ranks of the car department that knew more about horses than freight cars. To correct this situation many things were necessary, and the great tool used was education. The same procedure as described for the training and examination of passenger train inspectors was applied to freight train inspectors, and today a man failing to satisfactorily pass each regular monthly examination has to sit for a supplementary examination, and unless he passes that he is removed as an inspector.

It may seem a simple matter to run over a train and pronounce it "O K to go." But as a matter of fact a man has to look for 257 possible safety appliance defects on each car, as well as observe that the air brakes are working properly, that the physical condition of the car is all right, that wheels are free from 21 possible defects, that journals are all right, and that draft gear, side bearings, center plates, arch bars, trucksides, roofs, floors and doors are in proper condition, that outlet valve caps of tank cars are in position, and that loading rules have been complied with in so far as the safety of movement is concerned.

At all terminals on the Milwaukee, incoming freight trains are inspected, and a test of air brakes is made. When trains have been switched and are again made up ready for departure, they are once more inspected and air tested. It is worthy of note that trains leaving terminals must have 100% air brakes operative.

As far as is practicable cars are repaired in trains, to facilitate which boxes are placed at convenient points throughout the yards, in which all necessary material is kept. Considerable good judgment must be used between the repairing of cars in trains or transportation yards, as against switching them to repair tracks. On the one hand there is the advantage of a facilitated movement of the car, and avoidance of switching costs, and on the other possibility of delay to the train itself, congestion of the yard, and inability to handle other light repairs on account of time being limited.

Between terminals are second and

third class inspection points, in accordance with requirements peculiar to the territory concerned. While the work of terminals is classified as first-class inspection, and that of intermediate points as second or third class, no rigid definition of each class of inspection is made, inasmuch as local conditions enter largely into the case. At certain third-class inspection points the attention given to say air brakes, or wheels, or draft gears is often fully the equivalent of that given cars at a second-class point. This is to take care of certain local conditions, and a visit from inspection point to inspection point will reveal that few if any places that have not certain added features, peculiar to their own stations, to be looked after in the regular routine of the day's work.

The same system of providing a 975 report to be carried by the conductor from one inspection point to the next, as described in Article No. 1 on Passenger Train Inspection, is used for all freight trains.

The expansion of the Milwaukee road has been such as to outgrow its freight car equipment, and it is only recently that it has been possible to make the necessary progress in putting equipment in shape by new construction or reconstruction to meet the demands made upon it by transcontinental haulage. While we are compelled to operate with a mixture of new powerfully constructed steel underframe cars and obsolete weak wooden underframe cars, the work of the inspector is going to be fraught with many difficulties. He has to be tremendously resourceful in order to facilitate the movement of freight and at the same time keep within the defined limits of safety. His work is further complicated by our having to handle a large proportion of foreign cars, to repair which he must have on

hand or know where to obtain or produce an enormous number of individual items of car material. At the points where we receive cars from foreign roads, called interchange points, the inspectors must be exceptionally resourceful, in order to protect the company against receiving cars on which wrong repairs have been made, as if accepted we assume the responsibility and have to bear the cost of correcting such wrong repairs when cars are returned to owners.

The whole work of inspection of freight cars has been carefully mapped out after careful study, and reviewed from time to time so as to ensure that it is meeting the requirements of changed circumstances. Competing roads are at times able to show greater car mileage, or better time freight performances, than the Milwaukee. Many factors enter into this condition, and considerable analysis is necessary to arrive at the reason or reasons for it. But in one respect the Milwaukee acknowledges no superior, viz., its inspection of freight trains, and, furthermore, day by day in every way it's getting better and better.

Joe's Afternoon Job

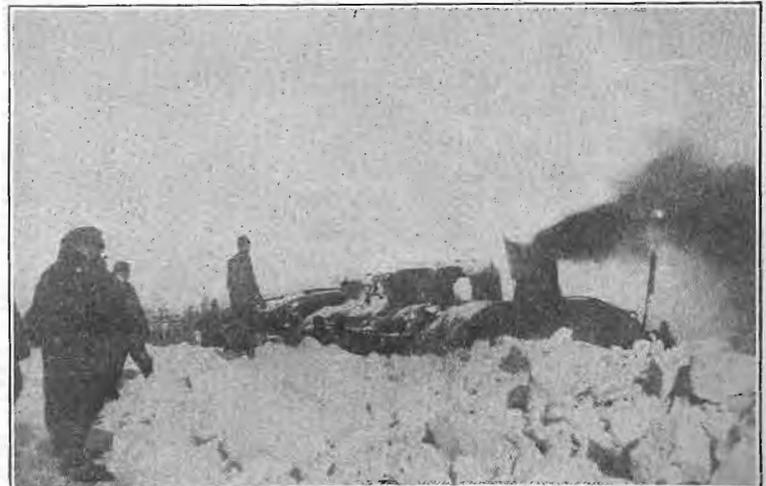
Samuel Gomper's favorite labor story is of Joe Gillingovitch. Joe was busily engaged smoking and watching a large building operation when the boss came up to him and said:

"Want a job?"

Leisurely removing his pipe, Joe said: "I can only work in the mornings."

"Why can't you work afternoons?" suspiciously demanded the boss.

"In the afternoons," Joe unblushingly explained, "I have to carry a banner in the unemployed parade."—*Pgh. Chronicle Telegraph.*



Snowbound At New Holstein, Wis., February 15th, 1923

Radio for Everybody

By the Radio Editor

Radio reception of broadcasted programs has drawn so much attention among our readers and in fact has become such a topic of every day discussion that we feel we would like to convey what knowledge we have on the subject to you through these columns, in an endeavor to give the layman an understanding of this popular science.

In order that you who have not as yet, by reason of location or lack of finances, been able to join the mighty throng of radio fans and enjoy with them the thrill of hearing programs of music and speech come to your ears through miles of space, we are first going to give a detailed de-

1. The Tuning Coil

Materials needed:

(1) One Quaker Rolled Oats, (one pound, four ounce) cylindrical cardboard container.

(2) A quarter pound cake of Parawax (paraffin) or the equivalent, in quantity.

(3) Eighty feet No. 18 insulated bell wire.

Cut the Quaker Oats container to $5\frac{1}{2}$ inch length (see figure 1), measuring from the sealed end. This will form a cylindrical cup 4 inches in outside diameter.

Peel off any superfluous printed wrapping paper being careful not to damage the cardboard "core" (as we will now speak of it) by moisture, or from careless handling.

Melt the paraffin in a shallow tin of

D in the direction in which the winding of the coil just completed was done. Insert one end of the roll of bell wire still remaining in at F and out at E, leaving about five inches of free end as at (3).

Wind a single layer of the bell wire as in the first coil (1) (2) and in the same direction around the cardboard core until you have wound fifty turns. Add about four inches more of wire than this and cut the wire at that length. Save what you have left.

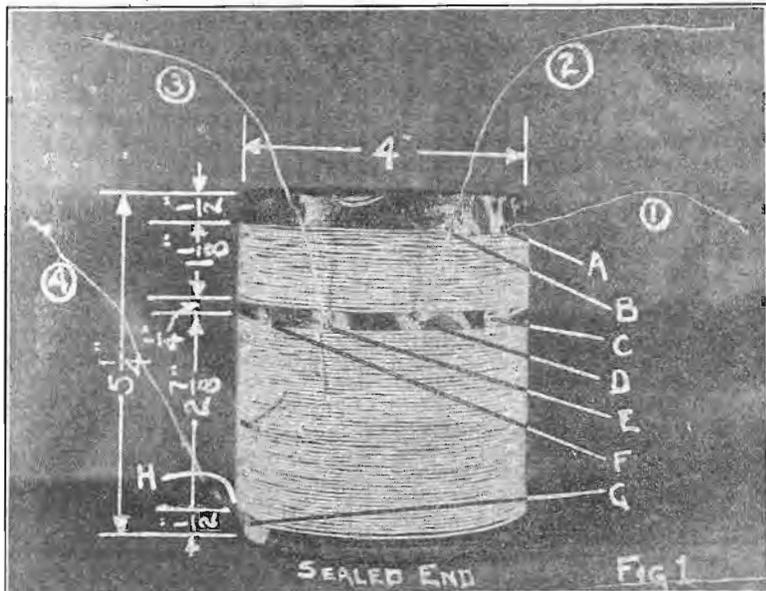
At a point directly below F and which will be about two and seven-eighths inches below point F, punch a hole, and one inch farther along around the outer surface of the core punch another hole H. As before insert the free end in at G and out again at H, which will then leave the free end (4), about three inches in length. This should bring you to within about one-half an inch of the sealed end.

The purpose of the doubling in and out of the wire at A-B, C-D, E-F, and G-H, is to hold the windings in position.

The winding of twenty turns (1) (2), which you would first will be known as the "tickler" coil hereafter, and the winding of fifty turns (3) (4), will be known as the "close coupled primary-secondary" coil, or for short the "tuner."

Put the tuning coil away until you are ready to assemble your complete outfit.

The next item will be described in the next regular issue of the *Employees' Magazine*.



The Tuning Coil

scription of the construction of a satisfactory and up-to-date, yet simple, radio broadcasting receiver. We wish to impress on the mind of the experienced amateur that this is not for him, but rather for the man, and especially our younger readers, who would take pride in exhibiting a worthwhile radio broadcasting receiving set that he has made with his own hands.

We do not intend to dabble in technical terms that are of no meaning to you. We are going to tell how to construct practically every part of your outfit yourself with the idea of acquainting you with the details of construction of the various parts. After these have then been made, the assembly and operation will be described. Then we will give you a brief explanation as to how the music and song so mysteriously reach your ears, all of this to be given in these columns each issue of the magazine.

We make no false claims as to the distances you may reach, but the design is that of an outfit which has and is now operating of an evening in a large city of the middle west and has recorded programs from the east and south coasts and as far west as Denver. You who live out on the prairies and can get away from the limitations of a big city should be able to do much better than this.

If at any time the description of this little receiver is not clear, write to the Radio Editor, care of The Magazine, and state your troubles clearly to him.

such a size as to allow the cardboard core to be twirled through this paraffin bath and every part become thoroughly soaked with it. This is to prevent shrinkage and at the same time use an element which has good insulating properties, namely the paraffin. Don't turn the fire too high or the paraffin will ignite. Very little heat is needed to turn it to a liquid.

With a fork or other similarly shaped article punch two small holes on the side of this cardboard core no larger than the outside diameter of the insulated bell wire, one inch apart and one-half inch down from the open end of the cardboard core. This is indicated at A and B in Figure 1.

Insert one end of the roll of bell wire in at hole B, doubling back and out of hole A, leaving a free end of about six inches as at (1).

With the terminal at A and B as a starter, continue winding the bell wire around the core in a single layer to point C being careful to keep the kinks out of the wire by keeping the wire taut during winding. There must be 20 turns of wire. Cut the wire six inches beyond point C which should be directly below B and as at A and B, insert wire in a hole punched at C and 1 inch further along; out of a hole punched as at D, C and D should be about one and five-eighths inches down from the open end. This leaves the free end (2).

Punch holes at E and F an inch apart and one-fourth inch farther down the core from the winding just completed, and also about an inch farther around the core from

The Old Wooden Shoe

Some time ago the old Milwaukee took over a line of railroad called the Milwaukee and Northern, now known as the Superior division, commonly called the "Wooden Shoe."

This might have been a small wooden shoe at that time, but this shoe has grown larger in business than any division the old Milwaukee has. Our tonnage per mile has no equal on the St. Paul with the ore business in the summer, eighty to one hundred thousand capacity cars, C.5 engines in our trains and now according to all reports the railroad all combined can not furnish flats enough to handle the log business that is going on. Our sand and gravel business from Elkhart Lake is also first class if we can get the cars and our passenger trains are as fine as any road and just as fast and always on time, or nearly so.

So please look this over kind reader and see if the Milwaukee road from Milwaukee to the copper country, lumber fields and ore mines was not given the name it so well deserves, the Superior division, superior to all.

Wife—"My dear, you've forgotten again that today is my birthday."

Husband—"Er—listen, love, I know I forgot it, but there isn't a thing about you to remind me that you are a day older than you were a year ago."—*London Opinion*.

Josephine (reading aloud conclusion of long letter)—"Then I will come home and marry the sweetest little girl on earth."

Juliet—"What a dirty trick! After being engaged to you!"

**ERRORS CAUSE
CLAIMS.
WHAT CAUSES
ERRORS?**

A Most Attractive Bungalow

North Prairie, Wis., March 12, 1923.

Editor:

I was pleased to see the picture of your beautiful residence in the March "Employes' Magazine", and the descriptive article which accompanied it was very interesting indeed, and should be an incentive to all possessed of a little imagination and sentiment, to make some effort to own their own homes.

I have followed the suggestion to "Send in a Picture of Your Home", and enclose herewith a picture of our bungalow home, located out here in "a one-horse town", in the land of the vacationist's dreams—Wisconsin.



A North Prairie, Wis. Employee's Home

The plans for this bungalow were drawn, and especially arranged for us by an old time architectural-draftsman friend, who followed exactly our dreams and ideas of a comfortable, *handy* home. Many of our friends and visitors have pronounced it an unusually attractive bungalow, probably due to the handy and convenient arrangement of its eight, rather large rooms.

Thinking perhaps this bungalow might interest some of our readers who may be contemplating building or owning a home of their own, I am enclosing herewith a picture which you may publish if you think it worth while.

The size of this house is 32' x 42', with all rooms on one floor—is equipped with hot-water heating plant, bath-room complete, water works from pressure tank in the basement, narrow maple flooring throughout, and cost a trifle over \$3,200.00 to build in 1910.

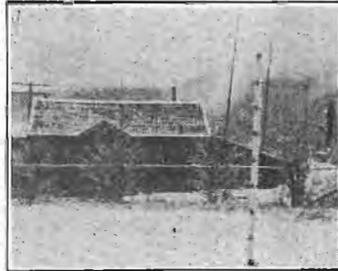
And last, but not least, it is equipped with a first class radio receiving set which

brings all the best things in the United States and Canada right in to our fireside.

My motto is: What is home without a radio set?

Yours truly,

E. W. TUCKER,
Telegrapher.



Home of Mrs. Van Antwerp, Falcon, Idaho

Agent O'Neill of Juda, Wis., Right on the Job

"We have a freight-hauling truck driver who has been trucking freight out of Janesville making the various stops Janesville to Monroe and return, also handling express. He has been doing quite a heavy business.

"I took it upon myself to do a bit of campaigning among our business houses. Brought home to them the fact that myself as well as the section employes and the local drayman were spending our yearly salaries with them while the truckman blew into town and out again without spending a nickel.

"They all seemed very much interested in the matter and was glad I called their attention to various things and brought them back to realize they had a nice little station here and unless they gave it their support, it would not continue to exist.

"As a result of this bit of campaigning our heaviest merchant has cancelled all his truck freight hauling and others are falling in line. I also solicited their passenger business and can see an improvement in our local ticket sales.

"I believe the local agents at our various stations could do much to drive these fellows out of their towns if they would talk the matter over with their local merchants and show them that we are interested in their patronage."

Open Your Own Door to Opportunity

Wm. L. Schmitz

Many a ball player has gone to the plate,

struck out then cussed the umpire, or the bat, or both. The time to hit the ball is after it leaves the pitcher's hand and if we strike out we have missed three chances and an opportunity to make a hit.

Most of us think if we were only given our chance we'd make good and rank with those who count for something in the world. We fancy that if we had some influential friends working for us; some important personage as a friend, we'd at once succeed. This may be true in some cases but those of us who wait for some one else to open the door to success instead of taking the trouble to learn the way to make it open for us are going to experience a lot of disappointments.

If you want to be a success and a real producer, don't sit around and worry about giving your employer a little more than you are paid for. Hard work won't hurt you and there never was a successful man in the world whose attainments came as anything but the result of hard work. No one was born to enjoy work so much that he didn't have to learn to like it. I can name you a great many men on our great Milwaukee system today who have been a success simply because they opened the door of their own personalities. Not one of these men could have been a success and we can't either unless we make the most of ourself and use our own powers to accomplish our own fulfillment and completion.

The first thing we must do if we want to get somewhere in the world is to deal with our own tendency to laziness. A lazy person never accomplished anything worth while because he did not get into the mental habit of throwing himself into the job and wresting his real fun from hammering away at his tasks.

Don't fancy that folks succeed by favor or fate if you do you will always be behind like an old cow's tail. If you want to be a success, work hard, be a real producer, don't sit around and grumble, enjoy your work, then you will breathe the deep satisfaction of constructive living.

**ERRORS CAUSE
CLAIMS.
WHAT CAUSES
ERRORS?**

RECLAMATION

A Summary of Reclamation Progress for the Year 1922

It is quite evident, as will be noted by a little study of the figures as presented in the table below, that the spirit of co-operation on the C. M. & St. P. Railroad is becoming more and more a reality. In no other way would it be possible for us to present to the readers of this Magazine, to every employe of this railroad, the astonishing figure of \$1,077,319.51 as representing what has been accomplished by the return of discarded materials to serviceable condition during the past year, not, however, losing sight of the fact that, for three months of this period, labor difficulties reduced to nil the thought of anything else but a short cut toward keeping traffic moving.

The figures given in this report do not represent all the savings which have been made. Things are being done every day which mean a saving, avoidance of the necessity for purchasing new materials, which is, in fact, the basic principle of all reclamation, and yet, it is not possible to show these savings in tabulated form on account of absence of data on which to base an actual figure, discounting the expense connected with the individ-

ual operation. At shop points this is regulated by a definite procedure in the form of Store Orders for doing the work and it is from this source that the figures presented here are obtained.

The reclamation of material is not a departmental proposition as the actual saving must begin with the individual workman, it matters not what branch of the service he may be filling, and to each and every one of the employes who have assisted in any way in reducing material purchases during the past year the Reclamation Committee is grateful and we hope that, during the present year, a still greater effort may be put forth. The saving of material is worth doing well and let us all keep in mind, first, the ounce of prevention, and then use every means at our command in seeing that negligence or waste in any form is not allowed to creep into our daily work.

Every employe of this railroad is a member of the Reclamation Committee and should take an active part in the saving of materials. And remember, there are countless ways of making these savings, any or all of which may be of interest to your next door neighbor, ideas which may not have occurred to him.

Reclamation may mean one thing or it may mean something else. However, it spells SAVING and saving means elimination of waste.

In presenting the following tabulation of savings it is hoped that all employes will scrutinize carefully the different items and amounts and offer any suggestions or constructive methods where-by a still greater saving can be made. It is not necessary that you confine yourself to items which may be shown on this sheet.

There are in excess of seventy-two thousand items of material of different character in use on the railroad. The possibilities of saving are unlimited.

Give your suggestions to

H. S. SACKETT,
Chairman,
The Reclamation Committee.

Consolidated Report of Reclamation for the Year 1922.

Article	Milw. Dist.	Mnpls. Dist.	Dub. Dist.	My Cy. Dist.	D Lodge Dist.	Tacoma	Savanna	Tomah	Total
Axles	\$ 28,742.69			\$ 145.04	\$ 272.10	\$ 3,530.82			\$ 32,418.55
Air Br. Parts, No Hose or Valves	1,633.91	625.26	590.32	1,015.32					4,136.91
Angle Bars	614.45	216.79	110.72	205.10					2,107.84
Asbestos and Covering		43.78							43.78
Bearings, Journal	18,034.27	732.16	1,113.37	6,114.40		18,501.38			44,495.58
Beams, Freight Brake	14,442.18	14,976.59	6,040.99	2,533.92	1,261.21	10,714.12			49,968.95
Beams, Pass. Brake	32,231.27	1,704.13		659.99					34,595.39
Bolsters, Truck and Body	19,191.87	10,668.82	9,470.78			399.99			39,731.46
Bolts	27,497.16	26,128.77	8,124.56	628.74	293.54	2,839.61		1,229.80	66,742.18
Ball Bearings	796.80	3.90			5,264.21				6,064.91
Bar Iron	217.46	5,587.03	735.86						6,540.35
Babbit Metals	13,026.29	234.52	231.98	321.22	78.63				13,892.64
Brake Shoes	607.69			3.31					611.00
Bumping Posts	74.82								74.82
Carpet	2,524.03								2,524.03
Castings, Grey Iron	57.34	3,367.52	203.19	1,633.76				5,291.19	10,553.00
Castings, Mall. Iron		3,530.05	37.17	655.59				304.09	4,527.00
Castings, Steel	20,335.93	2,996.40	3,615.99	1,230.19		58,732.69			86,911.20
Castings, Brass	215.93	39.70	27.60	182.60					465.83
Couplers and Locks	22,043.09	7,305.39	9,363.72	756.67		10,305.80			49,774.67
Cables, Wire	378.74								378.74
Crossings, RR	1,360.78								1,360.78
Cars, Motor, Hand and Velocipede						10,219.61		590.49	10,810.10
Chainels, Truck			296.12		66.31				362.43
Forgings, W. I.	26,096.46	13,399.78	15,465.94	1,779.11	581.65	9,891.71		5,641.76	73,856.41
Forgings, Steel	1,120.19	671.63	17.48	143.40	220.28	1,378.26		600.75	4,152.01
Frogs, Rail	1,391.54					167.63		217.01	1,776.18
Fittings, Air Br. and Steam Hose	81,550.60	552.19		1,140.31					83,243.10
Flues	4,719.60	15,053.13							19,772.73
Gear Cases, Elec. Loco.					1,317.09				1,317.09
Knuckles	925.74	1,035.89	36.07	363.49	64.09				2,425.28
Lead Pipe	13.44								13.44
Leather, Upholstering	65.44								65.44
Lumber, Grain and Coal Doors & Boards	41,637.96	11,465.39	3,271.98	392.22					56,787.55
Lanterns, Lamps and Parts	166.69	55.87	42.83	122.47		2,073.03		6,386.50	8,847.39
Nuts	6,129.87	16,725.65	2,338.03	528.64		858.42			26,634.17
Oil	567.84	274.31		536.37					1,378.52
Pipe, Black and Galv. Iron	10.87	9.29	8.77	135.84		4.00			168.77
Packing Leathers	1,015.27								1,015.27
Rail							126,055.44	753.77	126,809.21
Sides, Truck	21,063.52	23,367.58	16,513.30			11,055.63			72,000.03
Springs, Coil	2,517.49	1,901.04		216.70				264.36	4,899.59
Springs, Elliptic	31,945.87	15,243.25	157.32	324.46	27.57	4,219.12			51,917.59
Signal Materials	6,084.26					3,385.75			9,470.01
Spikes, Track	429.06	334.72		1,396.45	14.65	65.73			2,240.61
Tie Plates				45.47				1,567.34	1,612.81
Tackle Blocks	78.84								78.84
Tin and Sheet Metals, Inc. Roof Iron	5,395.76	3,914.99	1,693.05	82.95	45.06	523.55		170.17	11,825.53
Tools	2,061.43	1,282.22	266.13	17.91	654.43	905.49		9,719.37	14,906.98
Transformers					24.92				24.92
Turbine Cases				6.97					6.97
Valves	1,066.85	405.18	164.36						1,636.39
Waste				602.87					602.87
Washers	100.44	2,808.30	99.59	115.14					3,123.47
Wheels	3,260.86								3,260.86
Water Service Parts								266.92	266.92
Waste Paper and Burlap	233.75								233.75
Plush	4,289.19								4,289.19
Miscellaneous Items									17,232.69
Total Amt. Reclaimed	\$449,320.32	186,661.24	80,747.15	23,443.04	10,126.99	149,318.34	128,048.82	31,970.92	1,077,319.51
Scrap Sales for 1922									
January	\$ 66,515.03	\$ 4,530.66	\$ 148.05			\$ 4,100.89	\$ 11,725.85	\$ 441.52	\$ 87,462.00
February	75,621.90	4,019.20	2,380.12			6,231.22	6,802.01	503.57	95,558.02
March	72,771.88	1,208.27	1,289.84			11,344.72	5,461.63	1,433.37	93,509.71
April	83,142.02	8,730.60	1,371.56			11,972.14	440.25	3,147.55	108,804.12
May	82,194.08	13,923.28	2,465.64			13,332.37	14,690.10	3,591.60	130,197.07
June	83,087.18	4,280.98	4,257.19			17,257.69	12,351.92	3,023.71	124,258.67
July	36,598.95	7,946.37	2,313.79				9,461.33	685.62	57,006.06
August	30,497.25	4,477.78					4,044.36		39,019.39
September	27,057.36	4,324.54	569.03			6,104.52	6,550.41	2,149.95	46,755.81
October	68,306.30	3,690.45				11,266.03	13,172.64	498.75	96,934.17
November	116,451.83	11,218.42	3,578.38			23,921.81	21,576.62	1,262.96	178,010.02
December	102,886.00	13,490.07	6,810.85			4,985.48	18,640.66	30,922.03	181,090.51
Total	\$845,129.78	81,840.62	25,184.45			4,985.48	124,172.05	137,199.15	20,094.02

Deer Lodge Notes
W. B. S.

"Booey" Evans found a box of candy recently and gave the master mechanic's office force a treat. The candy was "hay-wire" and several unpleasant things came up before the party was over. There never was a hospital and but few cemeteries that ever contained a sicker bunch of people.

And Bill O'Reilley is going to play the part of "Father" in the play at the Prison theatre. He expects to confine himself to this one appearance. He'll probably be confined all right if they once get him in-

side. And Ethyle is to be the charming daughter who plays the leads in the love scenes. We are all anxious to see how Ethyle conducts herself in a love scene.

Anna Goldie hasn't decided yet whether to go to Alaska and trap wild animals or to go to Africa and be a missionary to the colored folks. Don't tell those "shines" about Missouri, Anna, or they'll have the rest of them there. Anna is that sedate young lady with the glasses which resemble two spare rims for a flivver.

Jack says he is a bowler. If he is a bowler, I'm the heir apparent to the Eng-

lish crown.

A bunch of us were watching one of the rotary snow plows come into the yards recently. It was a wonderful sight with the clouds of snow whirling in all directions. At least we thought it was a rotary until it got within a dozen yards of us and we saw it was Foster coming down the track on his bicycle. Say, he would make a nervous jack rabbit look like a crippled snail for speed.

Mr. Wilt has discovered a wonderful brand of cigars. Their name is "Last One I Got".

THE MILWAUKEE MAGAZINE

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Chicago

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

CARPENTER KENDALL, Editor
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Echoes of the Great Storm

February 14, 1923, will be remembered in a wide sweep of country as the date of one of the severest blizzards that ever came out of the northwest. The wind roared along on an eighty mile clip, and its severity seemed to be felt simultaneously all the way from the Pacific slopes to the Great Lakes. Through train service was almost completely eliminated all the way between Chicago and Seattle, for two and three days, the coast trains of course suffering the worst delays. Fortunately, for the most part trains were tied up at stations where there was a good supply of coal and passengers were kept warm and comfortable while the blizzard raged outside.

Our train and sleeping and dining car employes exerted every effort to see that nothing was omitted which could contribute to the comfort of our patrons and lighten the tedium of the enforced delay.

Many testimonials have been received from grateful trainloads of passengers who were thus cared for and who appreciated the constant attendance and efficient efforts of our employes who were on duty night and day throughout the duration of the storm and the time it required to get the rotaries through to the marooned trains.

The following letters signed by all the passengers on two of the Olympian trains tied up by the storm illustrate the real Milwaukee spirit in a marked degree. Many other employes have received the same well-deserved commendation, but space permits only the use of these as samples of the good and efficient efforts made by all.

Mr. R. M. Calkins,
Vice President, Chicago.

Dear Sir:—

The attached statement of appreciation, —unsolicited of course—is signed by every sleeping car passenger on this train. It represents an unanimous opinion.

Very sincerely,

(Signed) FRANKLIN S. ALLEN,
New York American,
Feb. 25, 1923, Enroute.

To the Management of the C. M. & St. P. Ry.

We, the undersigned, take pleasure in offering our appreciation of the better type of personnel among the employes aboard this train from Seattle to Chicago.

A very different spirit,—that of friendliness and an effort to make passengers feel as guests instead of mere travelers was apparent. Many of the undersigned are experienced travelers and appreciate the difference in favor of your employes (evi-

THE MILWAUKEE MAGAZINE

denced by the trainmen and dining and sleeping car employes). This spirit of hospitality was particularly evidenced in the attitude of sleeping-car conductor T. J. Blake, whose pleasant smile and continued attentions to the wants of every passenger relieved the monotony of a long trip and kept the entire train cheerful even during a trying delay due to the blizzard that tied up travel.

We appreciate such men and consider them an asset to your railroad.

(Signed)

W. T. Morris, New York City.
E. F. Gierin, Seattle.
Eugene Young, Washington, D. C.
S. A. Perkins, Tacoma.
Mrs. Mary McIntosh.
A. D. Chapman, Detroit, Mich.
W. G. Richardson, Seattle.
R. J. Miller, Sheboygan, Wis.
Priscilla McLean, Seattle.
H. J. Spanorski, Seattle.
Franklin S. Allen, New York City.
H. VanGelden, New York City.
D. Broughton, Butte, Mont.
Mrs. F. V. H. Collins and daughter.
L. M. Chapman, Detroit.
Everett Smith, Seattle.
Robert Wilkinson, Poughkeepsie.
W. T. Fleming, Philadelphia.
Mrs. L. Hunt, Dayton, Wn.
A. D. Morehouse, Washington, D. C.
H. F. Love, Tacoma, Wash.
E. P. Collins, Seattle, Wash.
Ward P. Christie, Washington, D. C.
Dorothy S. Block, Buffalo, N. Y.
Wm. H. Dutton, Cedar Rapids, Ia.
Lewis Hunt, Dayton, Wn.
L. H. Allen, Portland, Ore.
Ellen L. Bartlett, Sioux Falls, S. D.
Mrs. O. W. Barth, Detroit, Mich.

Mr. H. E. Byram, President C. M. & St. P. Ry., Chicago, Ill.

My Dear Mr. Byram:

I am enclosing herewith a sincere expression of gratitude from a host of satisfied travelers. I just want to add a personal word of explanation to you as to the occasion for this expression of appreciation on the part of your "paying guests."

Charles F. Blue your conductor on the Olympian, at the close of a rather trying day, after he had been besieged with hundreds of questions "When will the train move," etc., came to me and said he was anxious to put on a little program for the passengers, and asked several of us to have a part in it, which we did. With a very happy introduction in which he described the beauties of the scenery along the way, he introduced several of us who did our little stunts. In conclusion he entertained us with his impersonations of several illustrious characters in poetry and fiction, after which the following resolution evolved spontaneously.

If it were possible for all of the travelers on that memorable night to write a letter of appreciation, they would certainly do so. In lieu of that, I am doing it at their request.

With every sincere good wish, I am cordially yours,

(Signed) O. W. BUSCHGEN,

General Board of Education,
Presbyterian Church, U. S. A.
New York, Feb. 19, 1923.

On Board The Olympian,

Marmarth, N. D.
February 14, 1923.

Mr. H. E. Byram, President, Chicago.

This trip on your splendid train, "The Olympian," has brought to our attention very vividly the manifold difficulties incident to the operation of a great transcontinental railroad, and brought us into closer touch with your employes and representatives whose courtesy and efficiency challenges our admiration; especially do we commend the admirable manner in which Sleeping Car Conductor Blue provided for our comfort and entertainment during the long hours of delay caused by the terrible storm in Montana and the Dakotas. Interest in one's work, such as shown by Conductor Blue, can result in but one thing—the good will of the public for your wonderful railway.

(Signed)

O. W. Buschgen, New York City.
F. J. Taylor, Livingston, Mont.
R. Helgedick, Chicago, Ill.
Rome Schaffner, St. Paul, Minn.
D. D. Rosenberry, Coeur d'Alene, Ida.
C. L. Hewett, Butte, Mont.
P. E. Bettling, M. D., Spokane, Wash.
Mrs. Dawson M. Taggart, Greenwich, Conn.
Harry Bowen, Seattle, Wash.
Mrs. H. Sorenson, Seattle, Wash.
Mrs. A. J. Kraus, Seattle, Wash.
Mrs. Wm. Murdoch, New York City.
Mrs. S. Z. Curn, Manhattan, Mont.
Mrs. Geo. B. Peck.
Mrs. Robert L. Bloom, Tacoma, Wash.
W. A. Strange, Butte, Mont.
Charles C. Kolars, LaSeur Center.
Mrs. R. Schaffner, St. Paul, Minn.
F. I. Maxwell, Pittsfield, Mass.
A. M. Gorman, Portland, Ore.
H. C. Westfall, St. Paul, Minn.
Mrs. Geo. H. Walder, Chicago, Ill.
Mrs. Ed. French, Seattle, Wash.
Mrs. A. C. Hansen, Seattle, Wash.
Blanche C. Kalousck, Butte, Mont.
Elizabeth M. Strow, Shanghai.
J. O. Van Scykel, Huron, S. D.
Mrs. R. Zurker.
Mrs. Annie Sullivan.
Marian E. Curn, Manhattan, Wash.

Snowbound in Snoqualmie Tunnel
While the blizzard was venting its fury in the plains states, the mountains were also enveloped in its grip, there never having been recorded such a terrific wind with blinding snowfall and low temperature as was experienced in the Cascade Mountains on February 14 and 15. Train No. 15 due in Seattle the night of the 14th made its way up the eastern slopes of the range through the thick of the storm, expecting to find it not so bad on the west side. Contrary to expectations, however, the storm seemed to have redoubled its fury just as Fifteen's motor poked its nose out of the west portal and came to a stop between ten and eleven P. M. General Manager Nicholson was on the train and he immediately plowed his way through the gale and snow to the tower where he found that the current was cut off and no connection anywhere, apparently. Realizing that wire service was being interrupted by fallen trees, Mr. Nicholson got in touch with Seattle and with Cedar Falls by the way of CleElum, Ellensburg, and Yakima, and succeeded in cutting out the power circuit between Cedar Falls and Rockdale, which is the west portal of the tunnel. Fortunately there was a plenty of good spring water at the entrance of the tunnel and coal enough to care for all of the needs of the marooned train which, with its full complement of passengers stood inside the pro-

tecting walls of the old mountain itself while the storm continued with unabated fury until late in the afternoon of the 15th. A rotary with steam engine attached, which had been waiting to pilot The Olympian down the hill, started as soon as it was possible to move, to clear the track and locate a motor-driven rotary which had been coming up when the power line was put out of commission. Scores of trees were found down on track and wires, which had

to be chopped out and removed before the plow could proceed, and it was late afternoon of the 16th before The Olympian could emerge from its tunnel shelter and proceed down the mountain under the power of a big steam locomotive.

All of the passengers of that memorable trip were cheerful and contented during their enforced stay in the tunnel, and all seemed to feel an extra degree of safety

because of the presence of General Manager Nicholson, who remained "on watch" continuously, having his meals brought to him in the tower where he had remained to be in communication with and direct the forces that were battling against the worst conditions that have ever prevailed in the history of railroading in the Cascade Mountains, to reach the stormbound train.



Risks of Agriculture

It has been truthfully said that there is no greater speculator than the farmer. This does not mean that he speculates in wheat or corn or cotton on the exchanges, or in securities in the stock market. It does not even refer to his holding his own crop off the market on the chance of speculative rise later on.

"The farmer speculates in Nature products; weather, soil, seed, etc. He does it involuntarily. He has to.

No merchant ever fills his shelves, with the expectation or with the probability hanging over him that fire or burglars will destroy all or a substantial part of his goods before he has had a chance to sell them.

But the farmer puts the seed in the ground with much labor, and every moment after the earth has closed over it, until his crop is in the granary, he has to contend with possible and ever present destroyers, with unfavorable planting weather, with defective seed, with plant diseases, and with the devastation of insect and animal pests; with too much or too little moisture in the ground; with late frost in the spring and early frost in the fall; with hot winds, hail, flood, and destructive storms. This is what the farmer is up against."

What does this farm business mean to us? During the year 1922, we handled 4,890,117 tons of wheat, corn, oats, and other grains, as compared with 4,271,228 during 1921. This does not include hay, fruits, vegetables, and other products of agriculture, which in 1922 totaled 2,530,864 tons, as against 2,501,186 tons the year before. Of live stock, including items classed as products of animals, we handled 2,311,125 tons, as compared with 2,064,664 tons the previous year. To sum it all up, farm products, including both products of agriculture and products of animals, meant to the Milwaukee last year 23.1 per cent of its total revenue tonnage.

Stone From the Southeastern

When the Milwaukee acquired the Chicago, Terre Haute & Southeastern in July, 1921, the compelling motive was, as has been stated, the coal hauls, commercial and company. However, there is another very important commodity produced on that line at Bedford, Indiana, the Indiana Oolitic Limestone, used in building construction the country over. Not a city of any pretension but has its monumental buildings of this material. The construction of this stone is interesting geologically, the formation called oolitic from the Greek, egg and stone, because the many little bodies of which it is composed suggest the roe or eggs of fish. In the Mississippian Age, Indiana was the bed of a great inland sea, which abounded in minute shell-bearing animal life of hundreds of different species. Dying by untold trillions through centuries of time, these shells, mostly smaller than pin heads and some of microscopic size, formed on this sea floor a great massive bed of carbonate of lime, over ninety-seven per cent pure—the present Indiana stone quarries.

The stone is not quarried by blasting, but is cut in huge blocks from the solid ledge by machinery. No explosives are used except for the removal of the waste top rock where it occurs over the oolitic ledge. The stone is quarried by what is known as the channeling process, channel cuts being made in the solid ledge from four to six feet apart and from eight to twelve or even fourteen feet in depth. These may be of any length from twenty to one hundred feet or more. This remarkable ledge is

from forty to seventy feet in depth in various sections of the deposit.

In addition to channeling, machinery is also used throughout for the sawing, planing, turning, and cutting. The saws used are circular in shape with teeth of diamonds. These teeth, though true diamonds, are not transparent and have no value as jewels, but being the hardest substance known, they can actually cut through hard stone at the rate of several inches per minute.

This industry located at and near Bedford is one of the most highly developed and important quarry industries in the world, the stone being shipped from its central location in the southern part of Indiana to the cutting plants for construction work in all sections of the country.

We handled last year out of Bedford a total of about 7,000 car loads of this commodity.

Transportation—20th Century Versus Primitive

A recent issue of "Through the Meshes," a monthly publication put out by The W. S. Tyler Company, of Cleveland, Ohio, contains the following quotation, credited to Guy Morrison Walker's "The Measure of Civilization":

"I want, if possible to translate the cost of transportation by primitive means into Twentieth Century terms, and see if I can make you understand what transportation and its cost means to civilization. The common Chinese cart with two mules only undertakes to haul a thousand pounds a distance of twenty miles a day at a cost of \$1.25. This is a cost per ton-mile of 12½ cents.

"In China a single man with a pole and baskets will carry eighty pounds about twenty-five miles a day at a cost of ten cents, or at the rate of 11 cents per ton-mile.

"Two men with a wheelbarrow will move from three hundred and fifty to four hundred pounds a distance of eighteen or twenty miles in a day at a cost of 26 cents, or about 8 cents per ton-mile, and camel trains or pack animals are little cheaper.

"Compare this, if you please, with the freight charges of our great trunk lines, say the Saint Paul, with an average charge of six and one-half mills per ton-mile, or the New York Central and Pennsylvania Systems with average charges of only about six mills per ton-mile. The average rate of all our American railroads is less than 1 cent, while on some commodities it is as low as three mills.

"Remember that this Chinese cost of transportation (twelve and one-half times greater than the average rate of all American railroads and twenty times greater than that of some of our great systems) is paid by a people whose wage scale and standard of living is less than one-twentieth of our own. So that the actual proportionate cost—that is cost in proportion to ability to pay—of such transportation to the Chinese people is from two hundred and fifty to three hundred times greater than the cost of transportation is to us."

Walker makes this further statement:

"Of two equal populations, one of which has better transportation facilities than the other, that population having the better transportation facilities will surpass the other population in commerce and wealth in a degree that bears a definite proportion to its excellence in transportation."



"At the Crossings"

Writing evidently in sarcastic mood, of the number of fatalities at railway crossings in recent years, an Ohio paper wonders why the horse-drawn vehicles of earlier years, going not to exceed half a dozen miles an hour could get across with far fewer fatalities than the drivers of automobiles. The writer only expresses wonder and attempts no answer to the question raised, but not asked. The inference is that anybody can find the answer.

But there will be some, doubtless, to speculate on the reason why a buggy or wagon moving at less than ten miles an hour could get out of the way of a railway train traveling at forty miles an hour, when automobiles, with a speed of fifty or sixty miles an hour are so often hit. The type of mind to speculate in such ways is the type of mind which, when controlling an automobile at a railroad crossing with a rapidly approaching train in view, calculates that the crossing can be crossed before the train reaches it, without a loss of the two or three minutes which the drivers of horse vehicles used to lose. Fatalities at railway crossings have increased greatly in number since these demonstrations began. Of course, there were drivers of horse vehicles to take the risk of beating the locomotives to it, but their number was almost insignificant compared with the number of auto drivers ambitious to outspeed steam. The psychology of the case seems to be that the men of the six-mile-an-hour gait had a more intelligent understanding of the limitation of things.

As it was useless to reason with the speed fiends in horse vehicles, it is perhaps useless to reason with the more numerous speed fiends in automobile. It is easy to imagine that the speed fiend in the day of the horse is much more the speed fiend now when in control of a high-power machine, and to see that the thousands who are now in control of vehicles of any sort for the first time, raise a problem it is not easy to solve, if, indeed, it is possible of solution. It would be an act of injustice to force, for such a reason, railway companies to build bridges or tunnels at every country crossing.

Lo, the Poor Safety Commissioner

The lot of a Commissioner of Safety is hard. Chosen by the people to draft and enforce ordinances and regulations in the interest of public safety, he finds that the every constituents who vested him with his authority are the hardest to save from themselves. Ask him if it is not in the violation of the rules it delegated him to promulgate and upon which it thereby puts the seal of approval that the public suffers the greatest loss of life and limb. Inquire of him if the people do not expect him to protect them and theirs, and at the same instant by their own acts wantonly make it impossible. Get his traffic officers to tell what they know about the inconsistency—the determined recklessness, of the selfsame public that hired them for protection. An illuminating instance has just come to light from figures recently compiled.

In the year 1921, the total casualties to persons, exclusive of employes, in railway collisions and derailments were 162 killed and 2758 injured. During the same period there were exclusive of railway employes, 3966 persons killed and 8684 injured in highway grade crossing accidents, by getting on or off locomotives, and through trespassing on railway property.

Thus it occurs in railway activity that when the public acts either wholly or partially on its own impulses there are nearly twenty-five times as many people killed, and three times as many injured as when it yields to the judgment of railway officers. In other words, only about 18%, or less than one-fifth, of the casualties are entirely beyond the control of the victim. To put it still another way, when a person exercises his own volition, he is four times as likely to incur disaster as when restrained by the well established regulation of railway operation. Accident statistics in every day life are still more illuminating in this respect. The natural tendency of society, individually and collectively, to chafe under restraint for the common good of all is the greatest bar to the conservation of life and limb. The inexorable tolls fixed for the careless are paid by the masses. Guardians of public safety surely do have a time with their charges.

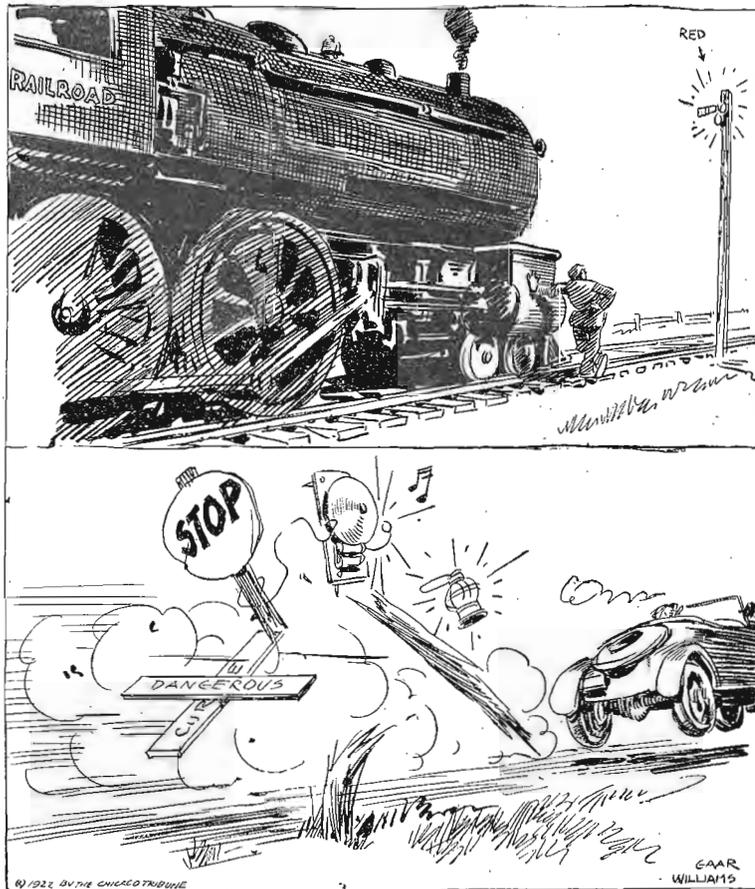
American Railway Association Safety Section—Committee on Statistics Reduction in Trespassers Killed and Injured

In these days when people are being killed and injured on the streets and highways in rapidly increasing numbers it is comforting to note that the number of persons killed and injured while trespassing on railroad tracks and stealing rides on trains has shown a marked decrease since 1915 compared with previous years and that the number of such casualties in 1922, based on

reports of the Interstate Commerce Commission for the first 9 months is estimated at not more than 5,300 compared with a yearly average of 10,736 for the 15 years ended with 1915, representing a reduction of 50 per cent.

This record is particularly impressive when considered in connection with the fact that the population of the United States in 1900 was 76,129,408 compared with 107,833,284 in 1921 and that railroad mileage was 192,941 in the former year compared with 250,649 in 1921 to say nothing of the increase in the number of trains operated. Additional figures to illustrate the reduction are shown below:

Year	Trespassers		Miles of Railroad	Inhabitants per Mile of Railroad
	Killed	Injured		
1890	3,062	3,042	159,272	384
1900	4,346	4,680	192,941	393
1905	4,465	5,251	217,018	378
1910	4,864	5,348	240,438	382
1915	5,084	6,448	253,789	397
1922	*2,400	*2,900	**250,649	**427
Total 1890-1922	140,454	152,831		
Yearly average..	4,256	4,631		



This remarkable record of lives and limbs saved is primarily due to the Safety First movement through which men, women and children of the United States have been taught the danger of walking on railroad tracks and illegal train riding and to improved policing by the railroads. Increased activities along these lines should result in a still further reduction.

Safety First and What We Get Out of It

Guy E. Sampson

What do we get out of safety first? This question has been asked many times. The honest answer to the question is: "It all depends upon how much you put into it. You are sure to reap your reward for the amount of seed that you sow." One cannot expect any great results without some exertion on his part. If one makes a thorough study of safety ideas and then practices those ideas until they become a fixed habit, he is sure to get greater results than the person who rambles carelessly along always saying that safety first is a farce, and that the company is not spending any money to make the work of their employes more safe. As a matter of fact the company is spending a vast amount of money every year and a great deal of it is spent to put safe-guards around the employe who declines to believe that a part of the work of avoiding accidents is his personal business. The careless employe needs more protection than the employe who always has safety uppermost in his mind; and right here I wish to say that no matter how much money the company spends for your protection it won't keep you from being injured if you insist on boarding a fast moving train and are thrown under. While a large amount of money is being spent to keep the places where we work and the machinery we have to work with as safe as possible another large amount is being spent to hold monthly meetings, meetings where the very atmosphere makes you feel a personal interest in the work that they are trying to do for you. If you are not taking advantage of these meetings by attending them, then your share of the money spent to hold them is wasted and you are helping to retard the safety work. You never hear an employe who attends these meetings say that there is no merit in the idea. The words "Bring a friend or two with you" were a part of the notice sent out stating when the Chicago Terminals February safety first meeting was to be held. What a good idea. Nothing would have suited me better than to see every employe, who was not on duty at the time of this meeting, right there, that they might all see and hear what this committee is doing and get a good breath of safety first air.

Once a safety first employe, always a safety first employe, whether you are serving on a committee or not. The idea is to get the habit so deeply grounded that you will always "think before acting." The present employes of the Milwaukee railroad will only be here a few more years at the best but before we pass on we will have to teach others, and the younger men to do the work that we are now doing. How are we going to teach them? To a certain extent they will pattern after their teachers. We often hear a railroad man say that no son of his will ever go on the road and still we often see a whole family of boys following that vocation. For that reason I say we never know, it may be my boy or your boy that will man the trains and en-

gines in after years so for the sake of them and theirs let us teach them to BE CAREFUL AT ALL TIMES.

A Few Safety First Rules

1. Before opening the knuckle on any car, glance at the knuckle pin. It may be missing and let the knuckle drop on your feet.
2. After throwing a switch, look at switch points; this will make you doubly sure there is no defect and avoid someone having an accident should you leave it undiscovered.
3. Never board, nor alight from a moving passenger train to show spectators that you are a railroad man. Better wear a sign on your back. Everybody will see it and you won't be so apt to get injured.
4. Never allow children to ride down the track and back on cars you are handling. No matter how careful you may be the act has its fascinations and the next time they will try it unseen and may be injured.
5. Never lose your interest in "Safety First." The more you practice it the safer man you will be to work with and the better employe you will be.
6. Never cease to preach Safety First and then practice what you preach.

SLOGAN FOR 1923

Be a booster, not a knocker
(Only against carelessness)
Safety, Act it, Teach it, Preach it,
Then watch accidents grow less.

"Beg Your Pardon"

An item entitled "Historical" intended for publication in the May Magazine, explaining two half tone reproduction of some ancient documents found its way through the "inspired compositor" into the March number without its accompanying illustrations. It will be reprinted in the May Magazine as explanatory note to the very interesting documents which were submitted by a veteran of the service who went to great trouble to procure them and have them photographed for reproduction.

Editor:

Referring to March number of The Employes' Magazine, on page thirty-seven (*East Wind*) a statement about the recent advertising done on the landscape of Grant Park just east of Michigan Avenue. In this issue you state that this printing in the snow was done by the advertising department. This advertising was not done by the advertising department but by the office boys of the traffic manager and the assistant to the traffic manager.

THE BOYS.

Out Where the C. M. & G. Begins

Down where the sheep sheds are a little longer,
Down where the L-2's have to be a little stronger,
Down where the road that was built for twenty,
Down where they're hauling cars a plenty,
 Out where the C. M. & G. begins.

Down where they smile a little oft'er,
Where the bituminous is a little softer,
Down where they make the most out of power,
Down where the sweet-clover is the national flower,
 Where the C. M. & G. begins.

Down where you find things always happy,
Where they do things quick and snappy,
Down where they never make excuses,

Down where they have two new cabooses,
 Where the C. M. & G. begins.

The Pulp Board Carton's Prayer

Pray don't pile heavy freight on me,
A pulp board carton said,
For you will mash me don't you see
 I'm always in a dread.

So load car floors with heavy freight
And pile me up on top,
For my weak sides can't stand much weight
And my troubles then may stop.

My brother Mister Wooden Box
He doesn't have to fret,
About the weight that's piled on him,
Or the rain that gets him wet.

For I am the weaker sister,
Not so strong as Brother Wood,
And I'll surely tell you Mister
 You must treat me very good.

I will do my best to serve you,
I will surely do my share,
May these few lines help to swerve you,
Is the Pulp Board Carton's Prayer.

Wisconsin Valley Division Notes

Lillian

We are all glad to hear that Gid Little is improving in health and we hope that when the soft April breezes begin to blow, he will again be putting in his appearance at the office for "RED and WHITE HAT CHECKS."

Mrs. C. H. Randby's mother passed away at the Randby home at Merrill on March 7. Members of the Ladies' Auxiliary to the O. R. C. and Railway Social Club attended.

Puglist "Bud Fisher" has joined the ranks of the firemen on the Valley.

Miss Cecile McCarthy, daughter of Conductor Wm. McCarthy, has been seriously ill for the past three weeks. Her condition has improved recently and it is hoped for a complete recovery in the near future.

Mrs. P. H. Nee is laid up with an attack of influenza.

Brakeman Nick Koss recently heeded the call of wedding bells and has been passing cigars around to the boys. The girls still have the candy coming.

A package of "Standard" was left in Mr. Gherke's desk, by mistake or otherwise.

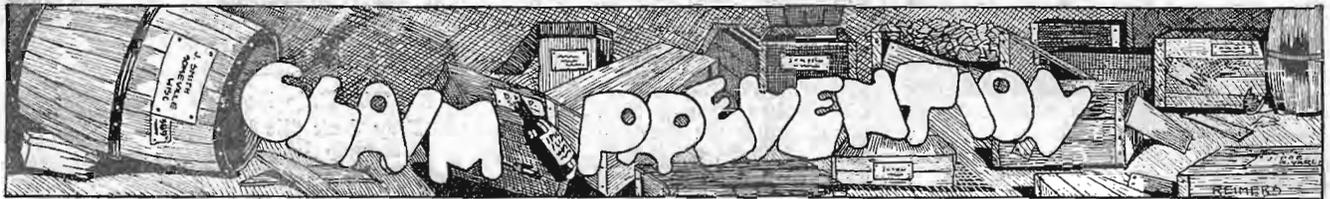
Mrs. W. A. Lee, wife of Conductor W. A. Lee, passed away at her home at Tonah on Feb. 25. Funeral took place at the family home on March 28. A number of C. M. & St. P. employes attended. Sympathy is extended Mr. Lee and family.

A nice cool refreshing drink of water can always be had by stepping into the main office of the superintendent. Nile always keeps the bottle filled and never has to be reminded that it is his turn, like some of the rest of the boys.

Up to the present writing there hasn't been a party at East Scott street and the weather is warming up nicely too. We know of lots of games that could be played to keep warm, if necessary—I Spy, and Run Sheep Run.

Mrs. A. W. Warner is visiting relatives at Marshalltown, Iowa.

The Railway Social Club entertain at Elks hall this afternoon. Mrs. J. Horn is chairman of the committee, Mrs. R. Hintz and Mrs. J. James are to serve. Both "500" and "Auction Bridge" will be played.



Livestock Shipments

The following remarks taken from a report made by one of our men who recently studied the movement of livestock into South St. Paul market from points west thereof, can be profitably used by all agents at livestock shipping stations:

"My observation during this investigation has been that cars are properly cleaned and bedded and I did not see any that were not. In practically all of the cases of dead hogs the veterinarian's autopsy shows 'congestion of lungs' as cause of death, which is caused by animals being overheated and exhausted when loaded into cars.

"Undoubtedly in warm weather the heavy loading of hogs in cars is a dangerous practice. Nevertheless during the time of this study when cool or cold weather prevailed, I found that hogs in heavily loaded cars which had not been exhausted or overheated in loading, reached the market in better shape and with less deadage than the animals in lightly loaded cars where they had been chased, exhausted and overheated in loading.

"I noticed several cars containing both calves and cattle where shippers had neglected to partition calves off by themselves. Almost invariably the failure to use partitions in such mixed shipments resulted in the death of some of the calves.

"In mixed cars of cattle and hogs the matter of providing hog tight partitions was frequently neglected and in several cases the hogs got through the frail partition and in mixing with the cattle were killed or crippled.

"At many stations our stock pickup trains were required to wait for cars to be loaded due to the fact that stock shippers have a practice of receiving livestock from the farmers right up to the time the train arrives. This naturally makes for a hurry up job of loading and accounts very largely for the number of dead hogs in cars at destination.

"It would seem to be only good business policy for farmers and stock shippers to agree among themselves to have stock loaded and ready upon arrival of trains, thus avoiding the dangers of exhausting and overheating the animals in the last minute rush.

"Watching the loading and pickup of stock as I have done the past few days, one cannot help but be impressed with the importance of having some railroad employe watch the loading of all stock offered for shipment.

"In cold weather some shippers, more careful than others, put a width of paper, usually ordinary building paper, around their cars on the inside extending up from the floor and this appears to me to be a very good thing as it protects the hogs from drafts. Commission men at South St. Paul highly recommend the use of the paper and say the shippers who are using it have very small loss from death in cars so prepared during the cold weather."

Shipping "Household Goods"

The suggestions which follow are for the guidance of shippers of household goods in packing and marking shipments, and if followed, will definitely guard against loss or damage which is often the result of improper packing or marking.

Do not use defective material such as old

Showering Hogs

Our hog showering devices may not be needed for another 30 days but they will not be ready for use when they are needed unless they are looked after and put in good shape right now. It is always the first spell of warm weather that hits us the hardest with live stock claims. Let's get at our hog showering early this year and take care of it with the first spell of warm weather instead of waiting until along about the 4th of July:

Claim Prevention Suggestions for Stowers—

Be sure the end doors are fastened.

You cannot put everything on top, but you can protect light stuff so it will not be jammed in transit—do the best you can.

Remember the fellow who must unload the car. Make it as easy as you can for him.

Try to face all marks to the outside—it speeds the unloading.

Concealed damage is often created when truckers use trucks to "sledge" packages into position.

Fix it with loading clerk, or caller, or picker so he will not mix loads coming to your cars.

Try not to leave nails in doorway when throwing bridges back at closing time.

boards, barrels or boxes; do not overload containers.

THE CLASSIFICATION REQUIRES THAT THE VALUE OF HOUSEHOLD GOODS OFFERED FOR SHIPMENT IN EITHER CARLOAD OR LESS CARLOAD LOTS MUST BE DECLARED IN WRITING BY THE SHIPPER, OR AGREED UPON IN WRITING AS THE RELEASED VALUE OF THE PROPERTY, THIS VALUE TO BE ENTERED ON THE SHIPPING ORDER AND BILL OF LADING.

Packing

All upholstered furniture and all wicker furniture should be wrapped with heavy paper or burlap and crated.

China
Closets,
Book Cases,
Curio Cases: Remove shelves and crate separately, wrap in paper or burlap and crate, protecting glass fronts with ½ inch lumber. Remove contents and box separately.

Chiffoniers,
Dressers,
Side-Boards: Remove mirrors and crate separately protecting glass surface with ½ inch lumber. Wrap with paper or burlap and crate. Remove contents and box separately. Remove casters. Lock all drawers.

Commodores,
Cupboards,
Desks,
Refrigerators: Remove loose shelves and crate separately. Wrap in paper or burlap and crate. Remove contents and box separately.

Library
Tables:
Dining
Tables: Wrap and crate. Remove pedestal and crate separately. All casters should be removed and boxed.

Chairs: Wood seat or leather seat, wrap in burlap and tie in bundles of two with seats together. Pad to prevent chafing.

Rocking
Chairs: Wrap in paper or burlap and crate.

Bed Ends: Burlap over excelsior and crate. Remove casters.

Bed Rails: Wrap in burlap and tie in bundles of two.

Parlor
Furniture: Parlor furniture such as couches, settees, etc., should be wrapped in burlap or paper and crated.

Pianos,
Organs: Must be boxed and securely fastened in box by screws. Do not place stools or other articles in same box with pianos, but wrap and crate separately.

Mirrors and
Pictures: All mirrors and pictures wrapped in burlap and crated, protecting glass with ½ inch lumber. Do not pack in boxes with other goods or in drawers or bedding.

Stoves and
Ranges: Remove legs and all other detachable parts and crate securely.

Sewing
Machines: Wrapped and crated. Lock all drawers.

Cooking
Utensils: All tinware and cooking utensils nested and boxed.

Glassware
and Dishes: Wrap each piece in paper and pack in barrels, using plenty of straw, or excelsior or



SPORTS

T. I. WALSH, Editor



All Employees

With the issue of the February Magazine, our Editor in Chief, allotted a certain space in each month's magazine for chronicling "SPORTS" News. To date the only sporting news included in the columns has been with reference to bowling, Surely, on this road there are devotees of sports other than bowling and it is the earnest desire of the Editor that each and every sport participated in by Milwaukee employees will have some expression of it in these columns.

The baseball, tennis, golf and fishing seasons will soon begin and preparatory steps are no doubt being taken by their followers. Will the local correspondents of each of the divisions kindly make some arrangement whereby they will gather the sporting scraps and mail them to T. I. Walsh, 1248 Railway Exchange Bldg., so that proper mention may be made thereof in the magazine.

Tournament News

The second annual bowling tournament of the "Milwaukee Road Bowlers" to start on April 14, 1923, in Milwaukee, Wis., will undoubtedly be under way at the time this magazine reaches you.

The officers and committees in charge therefore, wish to extend to all Milwaukee Road bowlers their sincere thanks and appreciation for the loyal support given the second annual tournament. Teams for all events have brought the entries to a considerably larger number than the first tournament, and with the interest taken in this tournament it is quite certain that the third tournament will be welcomed by all Milwaukee Road bowling fans.

Come to Milwaukee prepared to cast your ballot for the third annual tournament, and we would suggest that Minneapolis, Green Bay, Madison or some other point make an effort to land this event in their home town next season.

The schedule will contain all rules and regulations, and will state definitely how to reach the bowling alleys.

Here's wishing you the best of luck with big scores and high honors.

Chicago League

Wanted to know. Why do so many bowlers use lip language after they get tapped? Can you tell us Krizek?

It was a wonderful day, he had received no complaints at the office, everything was fine at home and no worries whatever. The young man stepped in the Crystal Alleys full of pep and ginger and down in his heart he had a feeling (no we did not hear him say it aloud) which if expressed would sound like this, "Oh boy I'll sure hit 600 or better tonight! Alas it is a sad tale to relate, the unexpected happened, the Maples would not fall, Hettinger totaled 429. Somebody's always taking Simple Stuff Peters 131, Balderson 115, Jeffreys 123, Galvin 124, Kozy 128, Jeffreys 123.

If any scores have been overlooked you may be assured that it was not intentional

and if you will present your scores arrangements will be made to publish them next month.

I believe we can class Eddie Heyn as the Railroad King this month, however, he came out of the slump and tickled them for 581 the other night.

Standing of C. M. & St. P. Ry. Co. Bowling Teams		Won	Lost	Per Cent	High	Totals	Average
Railway Exchange	.....	56	22	718	1010	68993	885
Ticket Auditor	.....	50	28	641	1034	69937	897
Car Accountant	.....	49	29	628	1036	68621	881
Freight Auditor	.....	46	32	589	1036	67939	873
Auditor Expenditure	.....	37	41	474	982	67654	871
Freight Claim	.....	36	42	463	997	66780	861
Aud. Sta. Accounts	.....	25	53	320	937	63562	817
Asst. Comptroller	.....	13	65	166	952	58969	780

Player and Club		Games	High	Total Pins	Average
1. Pollack	Ticket Aud.	75	234	14594	194-35
2. Goetz	Ry. Exchange	41	244	7715	188-7
3. Krumrei	Ticket Aud.	78	247	14667	188-3
4. Dale, F.	Ry. Exchange	78	253	14614	187-28
5. Dale, J.	Aud. Expend.	78	237	14580	186-72
6. Faus	Ry. Exchange	75	235	13837	184-30
7. Foreman	Car Acct.	63	255	11614	184-22
8. Gavin	Ticket Aud.	78	234	14226	182-30
9. Earle	Frt. Auditor	70	227	12693	181-23
10. Krizek	Aud. Expend.	75	257	13561	180-61

Miller of the Freight Auditor's team had a fine opportunity to roll the high single game but fell 4 pins short and only got 254.

Pretzell also shot a pretty game of 243 but got tapped three times which spoiled his chances.

Joe Pollack still is hitting them heavy. He gathered in a neat total of 635 March 13, and is now averaging over 194 for 75 games. Look out ye Milwaukee bowlers Chicago is sure going to be right near the top so spend all your spare time getting in shape. That is what we are doing.

E. M. May, captain of the Freight Auditor's team has been operated on for appendicitis. We have missed you Ed. and all hope you will be in A-1. condition soon.

How is this for consistent bowling, yes Jeffrey is responsible for it, 123-150-150-total 423. Say Jeffrey we wonder how much you paid the pin boy when you totaled 503.

The following conversation was overheard the other day but we won't mention anyone's name.

Q. Who are you bowling tomorrow night?

A. Nobody.

Q. Who is that?

A. Ticket Auditor's.

And then to prove it the Railway Exchange team won two out of three.

We would like to know who the gallery sports were March 13, especially those rooting for the Ticket Auditor's. After the first game, like the Arabs they folded their tents, etc. etc.

M. C. B.

The M. C. B. office decided to frame up a little bowling contest between the Stars and Hams with the intention of convincing the Hams that as bowlers they'd make good shovelers. The lineup being as follows:

HAMS		1st	2nd	3rd
J. A. Deppe	.....	73	102	102=277
Geo. Schneider	.....	197	160	156=513
C. G. Juneau	.....	146	212	152=510
H. S. Brautigam	.....	124	134	117=375
Fred Juneau	.....	116	139	147=402
		656	747	674 2077

C. M. & St. Paul League—Milwaukee

With no let-up in their efforts, during the past few weeks, the Cashiers continued their heavy bombardment of the Maples, thereby holding onto top honors in the C. M. & St. P. circuit at Milwaukee. The Car Department team by winning eight out of the last twelve games continued their advance toward the top while the Store Department and Rate teams seem to have completely collapsed and week by week are gradually slipping towards the bottom.

The Signals' going since the beginning of the last round has been exceptionally good, losing but one series and that to the Cashiers. Two hard games were lost to that team at their last meeting, one resulting in a tie game, the Cashiers winning on the roll-off. Seemuth, captain of the Signals, has not yet been convinced that he was responsible for dropping that game but four other men bowling on the team were unanimous in their convictions.

For the benefit of those who have not the opportunity of looking at the Milwaukee league standing weekly, we wish to call attention to the fact that the Terminals are not at the bottom of the heap. Splendid, Johnnie, splendid.

Where was the fifth man on the Store Department team March 5? Something unusual for that team to roll a blind.

Johnson and Horlivy are having a merry battle for high individual honors.

All ten Milwaukee league teams have entered the Milwaukee bowlers' tournament and while we are not making any predictions, some of us should collect.

Team standings and the first ten high averaged men March 5, are as follows:

OFFICERS AND COMMITTEE ON PUBLICITY.		STARS		
	1st	2nd	3rd	
Feltes	148	122	152=422
Fitzpatrick	141	178	185=504
Reichard	122	121	160=403
Shaud	171	151	128=450
Carnies	133	130	117=380
		715	702	742 2159

Team standings and the first ten high averaged men March 5, are as follows:

Cashiers	53
Telegraphers	45
Muskego Yards	41
Milwaukee Shops Store Dept.	39
Milwaukee Shops Car Dept.	37
Ticket Agents	36
Signals	32
Rates	27
Terminals	26
Chestnut Street	24

tors during the latter part of January. Mrs. Workman will spend a short time in

53	19	848
45	27	839
41	31	824
39	33	844
37	35	815
36	36	805
32	40	779
27	45	806
26	46	726
24	48	754
Won	Lost	Average

Johnson, games 36, average 194; Horlivi 54, 192; Schwab 54, 182; Shannon 66, 182; Witt 63, 181; Klug 72, 178; Oman 66, 178; Derfus 54, 178; Epp 61, 176; Schiebel 36, 175.

Motoring on the Milwaukee
Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

Slam bang, two tons of coal just fell into the cellar, \$21 just flew out of our pocketbooks and if you look quick you can see the smoke going out the chimney . . . its only twenty below at noon with a high northwest wind and the train dispatcher says "O K" when you give him the weather. It may be O K for him where he is too but it isn't anywhere near O K where I am. I remember a lady way down in Texas last spring told me she sure would love to have a fur coat, yessss maaamm, but she wouldn't have any use for one. Well she would have use for more than one in this man's country.

Fred Elmer the last remark he made on the day he left for California was that this winter "no snow balls were going to hit him." Maybe not but the first trip he made was last evening and it was only 33 below. Well I guess you can't make snow balls out of snow when its that cold can you?

Brakeman John Jenkins is on the sick list, having got part way over the division when old man gripe got him. Fireman Gilham spent a few days in the Three Forks hospital also but is back to work again.

About the broadest smile hereabout is worn by Fireman Bennett who is the proud father of a ten pound son born January 15 and he spent all his extra money for cigars the very first day too. Congratulations.

You never know nowadays when you start to call a crew on the 'fone whether its them or a ghost talking. I always did think that Odd Fellows hall was haunted and now I know it. The call boy is afraid to go near the door and when you get an answer on the telephone goodness knows who you are talking to. Fireman Rodda said it was never him and I'll never say who it was but it was some hollow sounding voice that came to my ear when I asked for him.

Car Foreman Shook of our city has been transferred to Deer Lodge where he was appointed assistant car foreman and where they have moved and will make their home in the future. C. F. Murphy, of the Milwaukee shops has been made foreman at Three Forks in place of Mr. Shook.

Mrs. Joe Wright, accompanied by her mother, has returned to our town from Chicago where she has been for some time for her health and which is very much improved.

On January 29 we were honored by a special train carrying a few of the Ohio retail lumbermen and their wives enroute to the coast.

Conductor Vaninwegen, Brakeman Workman and wife are all Chicago visi-

Indiana while her husband talks to the boys in the big city.

Conductor Kittle and wife are visiting friends and relatives in Michigan during the cold weather here. They want to find out if its any colder there than it is at home. It isn't.

Engineer Williams and wife spent a couple of weeks in Seattle the last of January, and regardless of everything Engineer Townsley and wife left for California and came back before I could get it in print. Talk about speed. They don't like rain—we'll they don't like snow either but they like it better than rain in February.

Conductor Steel was visiting with his father in Kansas but has returned in time to enjoy this little spell of coolness too. Engineers Barnes and Lefever made a flying trip to Cleveland in the interest of our bank, returning almost on the next train. They were accompanied by Mr. Steel.

George McGregor can't find a hat in the town to fit him and has to go to work with his winter wool cap on and so near Easter too when every one is wearing spring headgear—the cause of all this is a fine son born to Mr. and Mrs. McGregor March 1 and congratulations are in order.

Mr. and Mrs. Dave Burrell have as a guest, their daughter and son-in-law, Mr. and Mrs. Rosevear of Glens Ferry, Idaho.

Mrs. C. W. Gross, wife of assistant superintendent chief clerk here, has gone to St. Paul for a few weeks visit with relatives.

H. L. Wiltrout has been assigned to the railroad around Moberge for about sixty days, having returned from where they go in bathing in the winter time, and is now back to work again trying to get that coat of tan off before next summer comes. C. F. Goodman from Mr. Barrett's office has been assigned the position of assistant superintendent in place of Mr. Wiltrout during his absence.

Mr. Sears and Storekeeper Miller of Deer Lodge have returned from a quick trip to the coast.

Mr. and Mrs. C. H. Bleichner of Moberge and Mrs. Wagner, mother and sister of Fireman Wagner of this place made a short visit here on their way to the coast where they will live hereafter.

Section-foreman White of Lennep, who has been in the hospital at Harlowton for three weeks was taken to Chico Hot Springs March 11 for a few weeks' treatment there where all hope he will soon recover.

Roy Davies, section foreman east out of Three Forks is a patient at the local hospital where he has been the past week but at last report was doing very nicely and expects to soon be home again.

Mrs. Sكتور, wife of Fireman Sكتور of Harlowton roundhouse is very ill at the Harlowton hospital where she was operated on the 8th of March we all hope for her quick recovery. Mrs. Sكتور is a cousin of Mrs. Lefever and Mrs. DeLong, who are with her during her illness.

H & D

J. D.

Null on an extra west the other night came near having his train knocked off the track when a young man on horseback ran into it. The horse was killed outright but the rider came through with a broken arm and a crushed knee. Null, however, knew nothing of the accident until he arrived at Montevideo.

Irish Kelly riding behind Mickey Averill on a 10 car silk train, made the 153 miles from Aberdeen to Montevideo in four hours flat. Irish said, had he had an F-5 instead of an L-2 they'd have made it in half that.

Engineer Leach made a few trips on the Fargo line. He's there, they say, when it comes to bucking snow. That Fargo line's a bad place in the winter.

Fat Arnold, day caller, says he's lost some over 30 pounds since he went calling. Stay with 'er, Fat.

Any bowling team looking for a match might get in touch with Conductor Ole (Wegdahl) Lein. The west end boys, I think, will cover any amount of jack put up agin Ole's outfit.

The Tidal Wave had Beek a-guessing the other morning. He couldn't figure whether to order out all his snow plows or start the passengers and way freights on the Fargo line. Leave it to Beek to keep her open, though; he knows the trail of that there old Tidal Wave on that streak-o'-rust.

J. F. Kasak, general car foreman, is expected to lead the dress parade Easter morning. Young Brown, J. F. K.'s assistant, and Fred Nichols, west end conductor, will also follow in line.

John Lening (everybody knows John) has built himself a man-sized hen house and's going to raise a few trottin' hens in the spring. This means a little competition for Millard Crandall and a few other chicken men round these parts. Go to 'er, John. You'll have to go some, you know Millard's got electric lights (artificial daylight) and everything on his chicken ranch.

George Lieb must be doing the double shuffle during these snow-drifting days. We can't figure whether he's working days or nights, he seems to be on the job all the time.

Scotty Brown was all swelled up tonight, February 10, 1923, account Ed Benson's outfit (91) blowing out a couple of cylinder-heads and having to be pulled in. Scotty says, "Just 17 years ago I was braking for Ed and today I had the old boy braking for me."

Reports from Millank indicate Monroe, Conductor Hill Job and Peterman, brakeman, on 1-4 are the leading bowlers between Stone City and Marvin.

E. W. Phelan, roadmaster, who had a stroke while working at a wreck up near Fairmount, North Dakota, suffered another stroke about noon February 8. He came out of the stupor but is pretty weak at present and his condition is not considered of the best. His friends all wish him a speedy recovery.

Our faithful friend "Pete," agent Correll, heard a bad 5 or 6 inch flat spot on Caruth extra east while passing by Correll and cut his head in, notified Mr. Bock and the car was set out at the next station. A serious derailment might have occurred had this car been hauled to the end of the run. Pete's always on the job; you got to hand it to him.

AT HOME



HAZEL M. MERRILL, Editor

Fashion Notes

This is Station RYX—tune in and hear a few fashion notes for early spring. Three piece suits are still in the lead with jackets either Eton or long, tight or flaring; some blouse over belts, while some tie with a soft sash in front or at side; others fasten with single or triple button arrangement at bottom; and still another variation are those with straight or plaited circular overcap, fastened from shoulder to shoulder in back, or cape sleeves. Linings must be bright and gay and often match the bodies and sleeves of the straight dress. You may wear a jacket of contrasting color or plaid with your three-piece suit. Of course, there will always be some two-piece suits with skirts plaited all around, or with plaited inserts in sides or front, or with circular gores in front or sides; some have straight wrap-around skirts. Suit skirts are from eight to ten inches from floor in length. A jacquette or straight hip-length affair is the very thing in blouses to be worn with these suits, three-piece or two-piece, as you prefer. For color, green seems to be the last word; however, there are Tyrian rose, Mephisto red, jonquil yellow, rusty purples, gray, and all shades of brown from sand to very dark, and the usual navy, black, white, etc.; material is of reps, soft serges, twills, basket weave, tweeds, homespun, cotton crepes, checked or striped, or printed in Persian or East Indian designs; cotton ratine, etc., and to be strictly in it you must have a knitted costume.

For dresses, crepe takes the lead in silk material; plain colors, Persian, Chinese, plain and crepe-backed.

marbled crepes; foulards, taffeta, satin, Skirts in dresses are wider, and the tendency is to the circular movement in everything from flounces to cuffs; sleeves are still conspicuous by their absence; waistlines are gradually rising, while necklines remain varied, Bateau, V, square, and round; cape-backs are being used in both street dresses and sports costumes, with many a harmonizing scarf. In trimming your costume, it must have a novelty touch; belts, flowers, girde motifs of sou-tache braid; beading in mosaic effects, much embroidery, groups of tucks, circular flounces, ribbon either narrow or wide; patchwork embroidery on silk crepe or crazy-quilt applique, very much resembling grandmother's patch-work quilt, are new and novel for trimming.

Station R Y Z signing off.

Your Garden

Last fall, after the heat and rush of the summer, we were wondering if the gardens paid, if we received enough good and pleasure from them to make it worth while after all; but the first signs of early spring arouse a new interest in the hearts and minds of garden-lovers and we forget all about our misgivings of the fall previous.

If you have a goodly supply of old leaves, you need not worry about the kind of fertilizer for the flower garden, and a

tablespoon of bonemeal thoroughly stirred in with each bushel of dirt stimulates quick growth. Everyone nowadays knows the value of wood ashes as a lawn stimulant, in the strawberry bed, also the asparagus beds, and with tomatoes, asters, etc. Speaking of tomatoes; there are probably more failures in the growing of tomatoes than any other one vegetable. They are very tender, hot weather plants, and in cool climates, or where they are subject to sudden changes of temperature, must be kept in a hot bed or cold frame until the first of June. If they are even slightly touched by frost, they will not produce a good crop. Before final transfer to the open garden, they should be exposed gradually and hardened so that there will be no sudden change for them.

The garden, new or old, must be carefully planned before planting is done. With an old-established garden, we see each season, where we can improve on the arrangement. If the vegetable garden is carefully planned, it can be made a garden beautiful.

Plan ornamental as well as useful boundaries, possibly of currants, gooseberries, blackberries, grapevines, and pole beans make lovely boundaries, especially if planted in double rows; a wire fence covered with crimson rambler roses makes an attractive boundary, and is a charming substitute for the old back-yard fence. Have you ever kept a diary for the garden? If you will jot down the things from day to day that you learn from experience you do or do not want to do next year, it will prove an invaluable help.



"Jimmy", One Year Old Son of Trainmaster L. F. Donald, Chicago Terminals

Household Suggestions

When planning your new house (or you may be fortunate enough to have one in your old one), have a dumb-waiter from kitchen to cellar. After you stop taking ice, you can place perishables or things you desire to keep cold into the dumb-waiter, close the tight-fitting, sliding door, and lower them to the cold cellar.

A good-sized screw driver will come in

handy to pry off the lids from syrup and shortening cans, etc.

If you write your name and address legibly on a piece of paper and paste it on the inside cover of your glasses' case, it will be returned to you in case you leave it lying around promiscuously.

The patient you are trying to help make comfortable will appreciate it if you use a loose pillow cover on the pillow placed at the back and let the cover slip down over the back of the chair. In this way, the patient can rearrange the pillow without changing position.

Make covers of white table oilcloth to fit all of your dressers. They do not show under the scarves and save the tops from spots and scratches.

It is a splendid idea, girls, to start a bank account in a local bank instead of a hope-chest. When you see something you might like to buy, put the money in the bank instead, then when you are ready for the things, you can have the newest things and they will be fresh and clean. This is also convenient if you live in somewhat crowded quarters and do not have ample space to store things.

Those who used to enjoy crewel embroidery will be happy to note its return. Crewel is a fine, soft wool; comes in lovely colors; is easy to work with, and washes well. It is used on table runners, chair backs, book-ends, embroidery bags, etc.; chain stitch is used, which works up quickly and is very elaborate and effective.



"Two Of A Kind." John and George, Grandsons of Baggageman Fred Fairchild, Beloit, Wis.

In one of the leading churches of the city the pastor took for the text of his sermon "Better Church Attendance." The pastor held that the automobile has taken away more people from church than any other thing. He concluded with the exclamation: "The Ford car has taken more people to hell than any other thing that I can mention!" Whereupon an old lady in the congregation began to clap her hands and moan: "Praise the Lord! Praise the Lord!"

"What's the matter, sister?" asked the pastor.

"The Ford never went any place that it couldn't make the round trip, and I am sure all of those people in hell will be back. So, praise the Lord!"

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1923 BOOK OF FASHIONS.

4320. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 4 1/4 yards of 36 inch material. Without the bertha 3 3/8 yards is required. Price 10 cents.

4334. Ladies' House Frock.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires 4 3/4 yards of 36 inch material. The width at the foot is 2 3/8 yards. Price 10 cents.

4304. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5 1/4 yards of 40 inch material. The width of the skirt at the foot is 2 1/2 yards. Price 10 cents.

4321. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 4 yards of 36 inch material. Price 10 cents.

4322. Juniors' Blouse Dress.—Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size requires 2 3/4 yards of 36 inch material for the Blouse, and 3 1/2 for the skirt. Price 10 cents.

4300. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 5 1/4 yards of 40 inch material. The width at the foot with plaits extended is 2 1/2 yards. Price 10 cents.

4323. Child's Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 4 year size requires 2 yards of 36 inch material. Price 10 cents.

4344. Child's Play Suit.—Cut in 3 Sizes: 2, 4 and 6 years. A 2 year size requires 3/8 yard for the gumpie and 1 1/2 yards for the rompers, of 36 inch material. Price 10 cents.

4315. Child's Play Dress.—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 3 yards of 32 inch material. Price 10 cents.

4332. Ladies' House Dress.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5 1/4 yards of 36 inch material. The width of the skirt at the foot is 2 3/8 yards. Price 10 cents.

4306. Ladies' Apron and Dust Cap.—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 2 1/2 yards of 36 inch material, for the Apron. For the Cap 3/4 yard is required.

4305. Misses' Dress.—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 4 3/4 yards of 32 inch material. The width at the foot is 2 1/4 yards. Price 10 cents.

Good Things to Eat

Potato Dumplings. The Ladies' Home Journal for March contains the following recipe which makes an appetizing entree or supper dish: Boil three or four potatoes in salted water till tender but not broken, and dice them, reserving the water in which they were cooked. Make a batter of one cup sweet milk, one egg well beaten, half a teaspoon of salt, one teaspoon melted butter and one teaspoon baking powder, sifted with enough flour to make a stiff drop batter. Mix potatoes and batter and drop from end of spoon into the rapidly boiling water in which the potatoes were boiled. Cover closely and cook 15 minutes. While dumplings are boiling, cut bacon strips into dice and fry crisp. Skim the dumplings from the liquid, place in dish and pour bacon, fat and all over them.

Carrot Soup. One quart brown soup stock, one pint carrots, one teaspoon sugar, one teaspoon salt, one half saltspoon pepper, one small onion, sliced. Wash and scrape the carrots; shave in thin slices, one pint of the outer part. Do not use the yellow center. Cook carrot and onion in boiling salted water till very tender. Rub the carrot through strainer, add the stock and heat again. Add the sugar, salt and pepper. Serve with croutons.

Pressed Chicken. Boil a fowl in as little water as possible till the bones slip out and the gristly portions are soft. Remove the skin, pick the meat apart and mix the dark and white meats. Remove the fat and season the liquor highly with salt and pepper; also with celery salt and lemon juice if liked. Boil down to one-cupful

and mix with the meat. Butter a mould and decorate the bottom and sides with slices of hard boiled egg and thin slices of boiled ham or tongue may be added, cut into fancy shapes. Pack the chicken in place under a weight and set away to cool. When ready to serve, dip the mould in warm water and turn out carefully. Garnish with parsley, bits of celery leaves and radishes or beets.

Delicate Pudding. One cup water, one cup fruit juice, three tablespoons corn starch, one half saltspoon salt, sugar to taste, three eggs. Boil the water and fruit juice, orange, lemon or canned cherries, quince or apricot. Wet the cornstarch in a little cold water, stir into the boiling syrup and cook ten minutes. Add the salt and sugar to taste, the quantity depending on the fruit. Beat the whites of the eggs till foamy and stir into the starch. Turn at once into a mould. Serve cold with a boiled custard made from the yolks of the eggs.

Defined

Teacher—"Johnny, what is velocity?"
Johnny—"Velocity is what a fellow lets go of a bee with."

Denied the Evidence

Stonewall Jackson Smith was looking for work and Barney was asking him the usual questions:

"What's your name?"
"Stonewall Jackson Smith, suh."
"How old are you?"
"Ah's twenty-seven yeahs old, suh."
"Are you married?"

"No suh. Dat scar heah on mah head is wheah a mule done kicked me."—*The Life.*

Tame Bird, Wild Parson

Judge Priest—"Parson, that turkey you sold me yesterday wasn't a tame one as you claimed it to be for I found shot in it."
Parson Brown—"Judge, dat was a tame turkey, jest like I sed it was; dem shot was meant for me."—*Judge.*



The Children's Hour.

Between the dark and the daylight,
When the night is beginning to lower,
Comes a pause in the day's occupation,
That is known as the Children's Hour.



Just in, March 15, 1923.
Greetings, Little Folks:

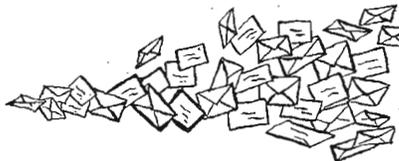
Well! I just flew in from Never-Never Land! Were you ever there? Maybe you'd like to go with me some day. It isn't far—that is, I mean some times it is farther than other times. If you can fly, it isn't far. If you have to learn to fly, it's farther. I was late getting here, too, because I had to do my spring cleaning before I came. Spring cleaning is lots of fun, but it takes a great deal of time, too. And when I clean I have to put Pulcinella and Percy out in the yard and then watch them all the time. I simply couldn't clean with them in the house—Pulcinella isn't so particular as playful, and that would bother me dreadfully, but Percy is very particular and insists on my doing everything just so, and of course that would bother me very much, so I just have to put them out, which accounts for my being so long at cleaning—running out to watch them and running in to clean!

But I finished it all up last night and started right away for the Magazine, and Mrs. Kendall, (the editor) is waiting for this page and expecting it every minute so I can't say much. It's no more than fair to tell you that I never wrote a page before in all my life. On the other hand I am reminded of the boy who put on a pair of boots like this, and said



"Oh, it's boots, boots, boots;
A pair of rubber boots!
I could walk from here to China

In a pair of rubber boots!"
And if he could walk to China in a pair of rubber boots, then I shall say,
Oh! its' boys, boys, boys,
And girls, girls, girls,
I can write a jolly paper
With a lot of boys and girls!
Which all means that if you help me, maybe Mrs. Kendall will think I can write a good page. She may be kind enough to put this first one in, but I am afraid she would throw next month's (when I sent it to her) into the waste basket unless you write something for it, too! And right now I'll tell you how to mail your letters to me. Be sure and get them off by the 15th of April, and address them "Peter Pan, care Editor of Magazine, 1347 Railway Exchange, Chicago, Ill." And I'll get them. (I hope there's a lot of them like this):



I've been looking through some of the old magazines. (George Semlow has such a pile of them in his advertising office—why! it seemed to me the pile was as high as my house and that they dated back to the year 1492! Maybe he wasn't running the advertising department then, I don't know.) Anyway I saw where Sleeping Car Conductor Blue was on the cover page one time, and President Byram talked on the first page several times—many times—and Nora B. Decco rides up and down the Rocky Mt. Division all the time on the 35th page (it was the 35th once), but that no one has ever been on this page before! Which seems very strange to me. And yet may be it isn't so strange after all. You see THEY have all grown up. That's why they couldn't ever be on this page before! I'm never going to grow up. That's why I live in Never-Never Land. One doesn't grow up there. Oh! don't YOU think not growing up is much better than being President or Editor? DO write and say you think so!

When one grows up, one forgets. And the first thing I am going to ask you next time is, "DID your Dad take the Magazine home to you last month?" And if he forgot, do you know what I think we should do? Make him pay a fine, and a very good fine is his dessert for supper, and I'll hope it is his favorite one that night!

And if he didn't forget and you read how I'm here by the fireplace, waiting for all of you to come—like this—why then, write me a letter and tell me if you ever make up poems—little ones like this—



April's for Rain,
May is for Flowers,
I'll come again
When gone are the Showers.

I made up that one! Isn't it good? You could make up one, too. Send it to me and we will put it in here

The Editor has put her head in the door twice since I started this and I know she thinks I am very slow! I suppose I will have to say goodbye for this time. You won't forget to write me, will you, before the 15th of April. If you don't she'll fire me, I know, and I want to come back next month and see you all! And maybe I can bring Pulcinella and Percy with me. They wanted to come this time but I told them it was such an unusual journey I was taking that I would have to go alone. I do hope the Pirates haven't eaten them up before I get back!

Goodbye! Don't forget

Peter Pan

Two fussy traveling salesladies were riding in opposite seats in the train. One thought the car was too hot, the other said it was too cold.

Just then a dusky porter came through.

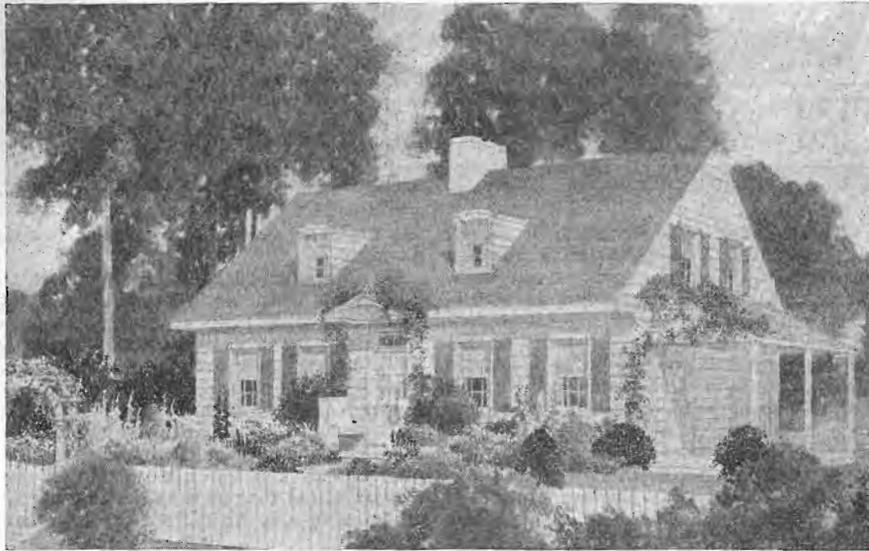
"Porter," commanded the first lady, "I wish you'd open that window. I'm nearly smothered."

"Don't you do it!" snapped the other. "If you do I'll freeze to death."

The porter scratched his head.

"What you 'spose Ah should do in a case lahk dat?" he asked a portly looking traveling man, about two seats to the rear, trying to enjoy a little reading.

"Open it a while and freeze one; then shut it and smother the other.—Forbes Magazine.



John J. Meyers

John J. Meyers, the oldest conductor on the R. & S. W. division, died at his home in Elkhorn, Wisconsin, March 8, after a three weeks' illness.

He was a native of Pennsylvania, entering the service of the Milwaukee when a young man, and for 58 years had been a faithful and respected employe. For many years he was conductor on the Eagle branch, and was protecting that run when taken sick.

Mr. Meyers was a man of genial and kindly disposition and he made many friends during his long years of service, both for the company and for himself; and one of his most prized possessions was a silver ticket punch engraved with his name and years of service, presented to him by Milwaukee officials on the 50th anniversary of his connection with the railroad. He used it constantly and always displayed it with great pride. He is survived by his daughter, Mrs. J. Bowers, of Freeport, Ill., and two grandsons. Funeral services were held at the home in Elkhorn March 11. Interment at Freeport, Ill.

**Iowa and Minnesota Division
D. M. W.**

Engineers Jim Cane and John Nihil are spending the winter in Florida. Jim says he is going to keep away from the alligators this time.

M. J. White, agent at Cresco, Iowa, left February 10 for balmy Florida. Wonder who tipped him off to our snowstorm of February 13.

Roadmaster Larson expects to go to Red Wing in the near future to collect his rent. If his trip is as successful as he anticipates he will drive a new Studebaker car home.

Charles Roy Parker has a full line of beautiful jewelry for sale. Those interested should place their order to insure prompt delivery.

George Jensen, chairman of the bench committee, has been holding down the Mankato way freight while Mike Davey has been running passenger between Minneapolis and Mason City.

J. M. Mortenson, train master's clerk, expects to go to his "Ranch" at Bloomington, Minnesota, in the spring provided he can get enough chickens to keep him busy. Here's wishing you good luck, "Jack."

Chief Clerk W. J. Kane was called to Chicago on account of the death of his wife's father. The entire I. & M. division extend their sympathy to both Mrs. and Mr. Kane at this time.

George Campbell has just returned from the hospital and we hope now that he will improve rapidly.

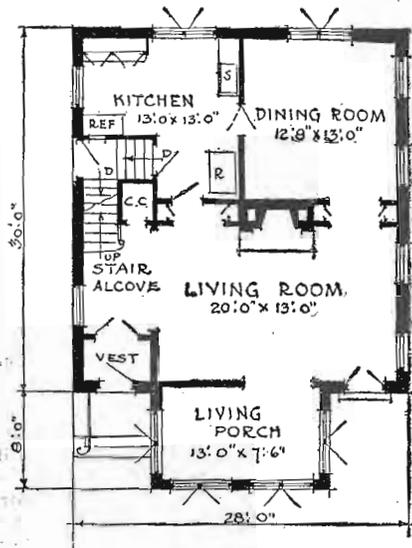
Around Freeport

Wm. Emrich, better known as "Butch", an employe in the warehouse at Freeport, succumbed to a complication of diseases on February 22, after a long illness.

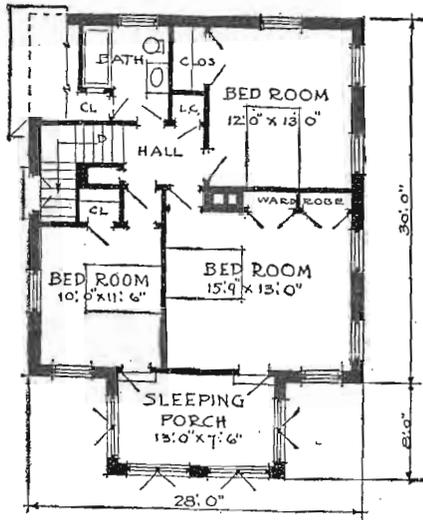
The Savanna-Freeport basket ball tournament was responsible for two special trains Savanna to Freeport and return on March 2 and March 3. Conductor W. J. Brown was the able pilot in both cases.

Conductor Altenbern, off runs 53 and 54 the first part of March, Conductor Confare relieving.

Agent Sweeney, Freeport, off sick list at this writing with an attack of grippe, (March 9) but we expect to see him back any day now.



FIRST FLOOR PLAN



SECOND FLOOR PLAN

A Little Frame Cottage

While stucco is taking an important place in house building materials, the frame house has a firm hold in the hearts of American home lovers. It is said that the wood built house is a thoroughly American heritage, for it goes back to the log hut of the forefathers and follows up through the old frame farm houses that are seen still in their strength and sturdy qualities on the New England hillsides, to the stately Colonial homes whose architectural style is dear to Americans because it is distinctly something belonging to us and part of our home tradition.

The little white cottage on this page has what the architect terms the "Pennsylvania Colonial Precedent" which lends itself to economy of space while not sacrificing its "homeiness" or beauty to that very necessary consideration. The rooms are few and of generous size. An entrance hall in the middle of the house, with the staircase leading straight up; a large living room with a fine fireplace; the diningroom across the hall and kitchen with pantry and cupboards are the leading features of the ground floor. Upstairs are two wonderful bedrooms with cross light and ventilation, bathroom at the back of the small upper hall; plenty of closet room and a fireplace in "mother's bedroom."

The exterior is charming, the front en-

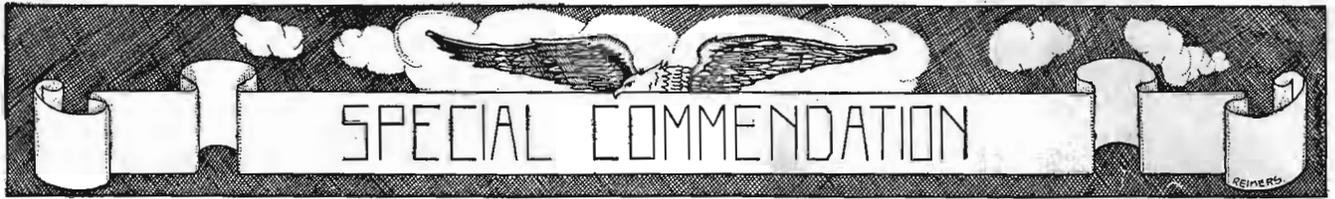
trance is protected by a covered "hood" and comfy old fashioned "settles" flank the front door. A large porch at the side opens from the living room.

Information concerning a complete set of working drawings, consisting of floor plans, four elevations and two sections, fully dimensioned, may be had upon application, together with probable costs, etc.

John O'Connell

John O'Connell, yardmaster at Madison, Wisconsin, since 1914, died in Madison March 8, after an illness of two months. Mr. O'Connell was known among his associates as "Big O", a nickname that fitted his qualities of heart peculiarly well. He was a veteran in the service, having been in the company's employ for more than forty years, having commenced work when 13 years of age in the yards at Freeport, Ill., and having been successively brakeman, conductor and yardmaster. He was a native of Ireland and was in his 56th year at the time of his death. He was greatly beloved by his fellow-workmen and his employers who feel that they have sustained a loss of a friend whose fellowship it was an honor and a pleasure to enjoy.

Funeral was held at Freeport. The heartfelt condolence of his many friends is offered to his bereaved family.



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

Section Foreman E. M. Thompson, Blakesburg, Mo., noticed two brake beams down on STCX car 1885 loaded with gasoline, while passing through Blakesburg in train Extra 8010, February 20. He signalled the trainmen and train was stopped, which no doubt averted what might have been a serious derailment.

Mrs. T. H. Kemp, wife of Kansas City Division Engineer Kemp was instrumental in securing a passenger from Ottumwa to Chicago.

Section Foreman R. Farmer, Chula, Mo., noticed a dragging brake beam on empty box car in train 67, March 4 and signalled the train crew. Train was stopped and beam removed. The interest shown by section men in watching passing trains for defects of this nature is much appreciated, and does much to help reduce train accidents to a minimum.

Idaho Division Conductor R. C. Falck discovered a broken wheel on St. P. car 86530 on extra 513, at Manito, March 2. He stopped the train and car was set out.

C. M. & G. Brakeman Myrthen on January 22, discovered one of the cars in train No. 93 which was pulling by him at Witaker, off center. He notified the conductor of the passing train and same was stopped to set out the car which no doubt averted a serious derailment.

Superior Division Conductor F. L. Deman discovered a broken arch bar on T & P car 7665 at Chilton, February 20, and had car set out before further damage took place.

Signal Maintainer Harry M. Reeves, Columbus, Wis., while returning from an inspection trip, March 2, discovered a broken rail, the break being of such a nature that it would certainly have caused a derailment. He immediately notified the agent at Astico and got out the section men also stayed himself on the job to flag approaching trains, until the rail had been changed out. His zeal in the company's interest is most commendable.

On January 28, between St. Paul and Minneapolis, Engine Dispatcher Arthur Alsen, employed at St. Paul roundhouse, discovered dragging brake-beam under Rock Island Transfer, west bound. He was unable to get a signal to the engineer, so boarded the caboose and notified the conductor, who stopped his train, thus averting a possible derailment.

Section Foreman John Barnet, New Hampton, Iowa, discovered a broken wheel on C&EI 90953, March 1, while train No. 61 was pulling in on passing track. Car was heavily loaded with coal and its derailment would have had serious consequences.

Northern Division Engineer Harry Race received the following letter of thanks from R. N. Winter, superintendent of the Soo Line, which speaks for itself: "I am advised that you discovered a broken truck on IL86200 in our train at Fond du Lac,

February 5, and caused same to be set out at that place. I wish to thank you for your action, as it no doubt saved us a derailment. If our men were as watchful as you were in this case, a great amount of trouble would be saved. I can assure you we appreciate your action in this case."

Iowa Division Conductor Pringle on No. 19 February 15, crawled under baggage car on his train and knocked ice off of traps to avoid having it drop off and break steam connections.

S. C. & D. Division Engineer Frank J. Martin discovered a piece of iron wedged against the rail on main line just west of Floyd River bridge, Sioux City, February 11 and removed same, thus probably averting a serious derailment with possible loss of life. His watchfulness and attention to the company's interest are highly appreciated.

Northern Division Conductor Geo. M. Higgins, by quick action in pulling the air when train No. 101 was derailed between Merrill Park station and Grand avenue, saved a very bad accident with probable injury to a number of passengers. Quick thought and prompt action counts inestimably in moments of this nature.

Dubuque Division Brakeman George Finkenauer discovered brake beam down on LaCrosse division train going out of LaCrosse division yard, February 11, and notified the crew, which probably averted a serious derailment.

Operator O. T. Bolgard, New Lisbon, Wis., reported a hot box on train, 2nd 57, passing that station February 17, and notified Camp Douglas, where train was stopped and oil box on the car found. This prompt action on the part of Operator Bolgard no doubt averted a serious accident.

Chief Bill Clerk E. H. Smith, Minneapolis freight station, personally solicited and secured during the week ending January 15, passengers Minneapolis to Rapid City and return; to Missoula, Montana and return and to Chicago and return.

Iowa Division Conductor E. E. Banyard, while employed as brakeman on train 62, January 16, assisted in cleaning out ashpan of engine 8661, at Ferguson during the time that fireman was cleaning the fire. Also when stoker on this engine failed between Elberon and Keystone, assisted in firing the engine by hand to Arkins, preventing a delay to stock and meat train.

Yard Conductor Frank McMillan, Chicago coach yard, was instrumental in securing one passenger Chicago to St. Paul and six, Chicago to Zenda, Wis., and return.

H. & D. Division Conductor G. Benson on wayfreight No. 91, January 11 at Glencoe, Minn., discovered sandboard down on car loaded with lumber and brake rigging dragging on another car while extra east 8004 was passing. He succeeded in getting the train stopped and thus avoided

Section Foreman Robert Bigalki discovered a broken arch bar while No. 264 was passing him at Mauston, December

30; and car was set out without further damage.

On December 28 H. & D. Conductor G. S. Benson, train No. 92, while returning from the office after reporting his train into clear for No. 18 which was coming close, saw an auto driven by mail carrier Leon B. Haws approaching the crossing at a speed that would have put him on the track just in time to be hit by 18's engine. Mr. Benson succeeded in stopping the auto, probably saving the life of Mr. Haws, who admitted that he was not thinking of the crossing and did not see the approaching train.

Superior Division Engineer Constance and Fireman K. Wallace made repairs to the main air pipe on engine 3512, which failed on train No. 10, January 7. Their good work saved a bad delay to the train.

Section Foreman Herman Worth, Menomonie, Wis., discovered a brake beam down on St. P. car 90820, train No. 502, February 7, and brought train to a stop, averting a probable derailment.

S. C. & D. Division Conductor G. E. Fraser discovered a broken wheel on baggage car No. 508, train 106, February 2, while train was stopping at Gayville. Conductor Fraser's personal attention in looking over his train saved what might have been a serious accident and possible loss of life.

Kansas City Division Conductor Lawrence Harry, found tread of wheel broken on car in extra 8097, at Mystic, January 24 and had car set out, thus averting what might have been a serious derailment.

Through co-operation on the part of K. C. Division Engineer George Kissinger the passenger department secured a passenger from Davenport to Chicago.

M. H. Teeds, ticket agent at Davenport, secured four one-way tickets from Davenport to Seattle after passengers had practically determined to go via a competing line; and after the trip was made, they wrote thanking Mr. Teeds and telling him they were much pleased with the trip.

"H. & D. 264, with stock train broke an angle cock, roused out a hardwareman and got a thread cutter and fixed the thing up and took the stock in without serious delay. That was Ticknor and Duncan. How's that for Milwaukee spirit?"

Operator R. S. Buske, Milan, noticed dragging brake beam on extra east 8111, February 7 and attracted the attention of the train crew by throwing a chunk of coal at caboose. Train was stopped, thereby preventing a possible derailment.

On January 17 Section Foreman George Loer signalled train No. 72 to stop two miles west of Kellogg, and after train was stopped sandboard was found down on third car from head end, on which the strap was dragging; and while trying to get the car into Kellogg everything went well until they got to facing point switch leading onto the Wabasha division track, where the strap wedged itself between the two rails making a derail which would derail cars going over it; and this doubtless would have happened had not train been stopped by Foreman Loer.

Operator G. L. Bean, Tunnel City, Wis., discovered brake beam down on a car in extra 3663, December 29, and immediately notified the train crew, when beam was removed without further damage.

LaCrosse Division Brakeman Otto Dengel on extra train at Watertown Jct. December 22, discovered broken arch bar on SE car 5136, averting a possible serious derailment.

LaCrosse Division Conductor C. Jorns, Brakeman Wm. Roberts and Engineer Harry Pike, on extra list, January 21, discovered broken oil box on a truck side and stopped train two miles west of Cheney.

LaCrosse Division Conductor E. G. Fenner, train No. 5, January 25, discovered tie strap bolts missing at Portage, Wis., and had same repaired, avoiding a possible serious derailment.

A. C. Rygaard, auditor of station accounts personally solicited and assisted in securing a party of 16 members of General Motors Acceptance Corporation, Chicago to Minneapolis. A nice piece of business and congratulations are extended.

Section Foreman Charles F. Koehn, Brownsville, Wis., found a piece of broken flange along the track, January 17 and took special pains to find out from which car it had been dropped, notifying conductor on No. 466 to inspect his train, also the dispatcher to have all cars inspected, resulting in finding a car at Fond du Lac with flange broken off and unsafe to haul.

The following letter from passengers of delayed train during one of the severe February storms on the Superior division, gives credit where credit is due:

"We, the undersigned, passengers on train No. 3, car "Ismay", wish to commend and express our kind appreciation for the efficient service and many courtesies extended to us by Conductor John Havy, Flagman Fred Monahan and train crew; Sleeping-car Conductor W. R. Chase and Porter James White, during our stop-over at Plymouth, Wis., caused by the raging storm of this week.

(Signed)

J. H. Jackson, Calumet, Mich.
James J. Rowe, Calumet, Mich.
Wm. Medlyn, Calumet, Mich.
Antchly Luka, Calumet, Mich.
Mr. and Mrs. Fred Carpenter, Lake Linden.

D. A. Buchanan, Houghton
W. H. Carrick, Houghton
Mrs. J. R. Pryor, Houghton
A. O. Smith, Michigamme
J. O. DesOrmiers, Lake Linden

Restored a Passenger's Note Book

The following letter addressed to Superintendent Flannigan is a graceful acknowledgment of a little favor rendered by an H. & D. brakeman:

"Dear Sir:—I wish to commend to you the services of A. Wallerus, H. & D. brakeman, 3329 18th Avenue, So. Minneapolis, Minn., for a favor he did me while on duty. Returning from college shortly before Christmas, I lost on his train a very valuable note-book which he very kindly, and not without considerable trouble to himself, restored to me here at the university, through a university man. Such unusual consideration deserves praise, I am sure.

(Signed) NELL KIRBY.

Minneapolis, January 19, 1923.

"Quick to Criticize; Slow to Praise"

The above caption is quoted from the following excellent letter:

New York, Feb. 10, 1923.

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

Dear Sir:

I recently had occasion to travel from Menominee to Chicago, and although I have been making the trip several times each year, I made my trip over your line a few weeks ago, and I was so agreeably impressed with the cleanliness, courtesy and the service that I swore that as soon as I got back to New York I would write and compliment your railroad. Like most of the traveling public, I have been quick to criticize and slow to praise; however I hope that by this letter I am atoning for some of the harsh things I have said of railroads in the past.

With very best wishes for a continued good service, I am

Yours very truly,

(Signed) EDWARD J. MORRISSEY,

R. & S. W. Division

Lillian L.

The Fred Stone Theatrical Company, playing in "Tip Top" at the Davidson Theatre, Milwaukee, passed through Beloit Sunday A. M., January 21, on a special train consisting of three sleepers, three baggage cars and a diner, with Conductor Stiles and Engineer Joe Meyers in charge. Trainmaster Connors and Master-Mechanic Hughes rode the special to see that everything ran smooth—so they said, but we all know Fred Stone always has a bevy of pretty girls. No need to tell you that Engineer Joe got them over the road in record time.

Baggageman Fred Fairchilds says scalloped oysters are his best bet and that his wife knows how to cook them so they just touch the spot.

Don't you think there are some pretty classy girls in Chicago? If you are in doubt ask Joe Hayes—he's authority.

Our sympathy is extended to J. H. Chambers, chief clerk at Beloit, for the loss of his sister, who passed away at her home January 16, after an illness of several weeks. Miss Chambers was employed in the office of Company Doctor W. W. Crockett for a number of years.

Dispatcher Morrissey escaped a horrible death recently. He came very nearly being eaten up alive—by a mouse.

Take Notice R. & S. Engine Men.

He who kicks Carl Degman's dog, kicks Carl. Carl has a "mosquito" hound with a long distance pedigree that is his pet and body guard. Fireman Hans Wagen has a habit of kicking this aristocratic animal whenever the opportunity offers, which naturally raises Carl's dander. Hence the warning—keep your hands and feet off of Carl's dog, if you do not want to answer to the law.

You cannot seem to get the dispatchers to say anything about those games they have been bowling with Freddy Miller's braves, and Freddy is too modest to say anything himself. Guess the dark horse they were grooming suddenly went lame, for those roundhouse boys surely trim them in good shape every time they clash.

A safety first meeting was held at Beloit January 22. The boys turned out in pretty good shape and had a good many suggestions to offer.

Allie Hale, warehouse foreman at Freeport, who has been laid up by an injury for several weeks, is now back on the job again.

Roscoe Askey, ticket clerk at Freeport, has purchased a new Buick Four with side

curtains and everything. He insisted that it should be shipped over the Milwaukee or he wouldn't accept it. That's what we call loyalty.

Claribel Cunningham has a brand new sparkler and it is on the correct finger, too. Might add that her intended attended a wedding a few days ago to get pointers on how the performance took place, so the event cannot be far distant.

Another one of the freight office employes at Beloit has decided to travel in double harness, the victim this time being Miss Jane McBride, who was united in marriage February 6 at Milton, Wis., to Francis Ryan, employe at Fairbanks, Morse & Co. They spent their honeymoon in the Cream City.

Miss Beryl Rossman gave an aluminum shower for Miss McBride and many useful gifts were received. A mock wedding was held, Miss Clara Furman being the bride and Rufus (Ruth) Hall the groom. The ceremony was performed by Rev. H. Fenlon, who made the groom promise that he would love, honor and obey and that he would give her her own way. Miss Helen Flarrity was ring bearer, carrying a doughnut on a pillow, and Frances McGinn and Carrie Booher, flower girls, strewed their pathway with flowers (cabbage leaves, etc.) The bride was attired in a white gown and wore a veil (a lace curtain) a family heirloom, and carried a shower bouquet of carrots, celery, radishes, cabbage and parsley. As she tossed her bouquet, Frances thought "now or never" and made a mad dash and was the lucky one to catch it. The groom, who never cuts much of a figure at weddings, although all agree this one displayed some figure, wore white trousers, black coat and vest and a high hat. Miss Westrick presided at the organ and rendered "Everybody's Doing It," with a far away look in her eye, thinking no doubt of when she, too, will be "doing it" which time, unless all signs fail, is not far distant.

John McLean, boss boilermaker at the roundhouse at Beloit, has fitted up a nice little office for himself, and now the word goes forth that he is very desirous of engaging a young lady—as stenographer, of course. Johnny is very fond of dancing and other social affairs, if this would be any inducement to young ladies wishing to make application for the job.

Northern Montana Division

A. B. T.

The dawn of a new era was ushered into the life of Chief Clerk Wharton when the stork presented him with a 6½ pound baby girl on the 16th of February. Both parents are waiting patiently until the time that they can make their little daughter a Star in fact as well as fancy when she is ushered into the Eastern Star.

There will be no spring on this division. The new game and fish laws puts the kibosh on our fishing plans and when we can't go fishin' their aint no such thing as spring. How about it Jack? Kenneth, our genial switchman, has been telling about the bites lost already, before the law goes into effect.

E. B. Cornwell was a recent visitor to Ryegate looking after his farming interests and also inspecting his recent purchase of land adjoining the town of Ryegate.

We are informed that Mrs. Randall, formerly of Lewistown, is very seriously ill in the Columbus hospital at Great Falls, Montana. Robert G. Randall is a checker in the Great Falls freight house. A speedy recovery is hoped by all.

The Stamp of Character



Means

MTC

Cross Ties *Plus*—

Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

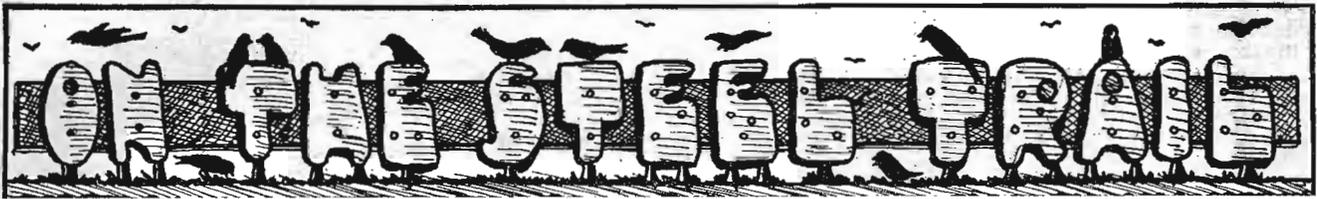
A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS



Rush Order From Eau Claire and Vicinity. First Spasm

G. B.

Well, I dunno! Guess we're frozen up or sumpin! for we are awfully tame up this way—but we're trying to make a feeble effort to let you know we are on the map, and that we are proud to be one spoke in the great Milwaukee wheel.

About the most wonderful thing that has happened up this way lately has been the arrival of the stork with a bundle of sweets labeled "girl" at the home of Mr. and Mrs. Rolland Miller. Mr. Miller is one of the efficient clerks in the Eau Claire office. Congratulations.

Agent Ebersole has been fighting the demon grippe for about two weeks. He's lamenting the fact that he can't go fishing through the ice. Here's hoping that he recovers O. K. and can fish to his heart's content.

It's awful to be a sympathetic chap, at least so thinks Jack Monarski; as he just had to help Ebersole out on the same score. Here's hoping he'll recover likewise.

The rest of the office force seem to be in fine condition.

A Riddle

Guess who our "Speed Demon" is? This may be stale news as it happened a few weeks ago, but its funny anyway. "Our Speed Demon was up here about three weeks ago, trying out motor cars with the Northwestern Motor Demonstrator. They started from Eau Claire winding up at Chippewa Falls, after a very sedate trip of about forty miles per. On the way back our S. D. said, 'Say, let's let her out and see what she can do!'

"All right, suits me," said friend Demonstrator. They hit the Milwaukee trail at a little better than fifty miles. Our S. D. was enjoying himself immensely, when he happened to glance back and saw part of said motor car flying thru the air. "Hey!" he yelled, "for Pete's sake, slow up a bit."

"Oh, no!" said the demonstrator, as he bent to throw on more speed; "you wanted to go fast and now, we're going!"

"All right," said S. D., "you left the ny wheel and a few bolts in yonder field, but its all right with me, so shoot ahead!" Of course friend Dem. immediately stopped and after collecting the missing parts, they returned to Eau Claire in a somewhat chastened mood.

The warehouse bunch are feeling fine only they do wish they had a steam heated place to work in. Can't say as I blame them any. We had from 10 to 28 below zero almost the whole of February. The warehouse men have the sympathy of the whole northern bunch.

February 14, a baby boy arrived via stork express at the home of Mr. and Mrs. Victor Mattison. Congratulations are in order.

Illinois Division

Mabel Johnson

April Fool—Everybody! Jess wasn't married after all. But have a heart, "Sheik"—rice costs money.

Our flu victims are again back on their

jobs. Clara Cush, payroll maker; Avis Ostema, division accountant's clerk; and Viola Donahue, file clerk in W. M. Weidenhamer's office: and ye scribe.

Belford Howard has accepted a position as rail inspector under B. C. Johnson, superintendent rail mill, Savanna. His position in R. G. Heck's office is being filled by "Bob" Kelley.

William Wires is another new member in the superintendent's office. Welcome to our midst, "Bill."

Charlie Kleemans, assistant division accountant, reports that the baby has two teeth. She'll soon be walking down to meet you, Charlie.

Mrs. Anna Bahne, enginemen's timekeeper, treated the office force to some home-made candy made by Mrs. James Pulford, wife of Hostler Jim Pulford, Savanna roundhouse. Did anyone figure up how many pieces Jerry had?

Did you hear about the fire C. E. Kinney, former division accountant at Savanna, now chief clerk to W. M. Thurber, Dubuque, put out? Atta boy, Clyde. You should join the fire department.

G. W. Miller, chief clerk to W. M. Weidenhamer has been feeling rather "blue" lately because Savanna beat Mt. Carroll at the basket ball tournament. Tell the boys to come down for a few pointers, Guy; maybe they'll stand a better chance of beating Winslow next year. You never can tell.

Attention S. M. C., Kansas City Terminal: We see you were wondering what the big attraction was that caused our "Jimmie" to visit Kansas City so frequently. You see it's like this—Jimmie knows a girl (honest); she's tall, kinda good lookin', rather dark (caused from sunburn) and is crossseyed. That's all the dope we have and we sure would appreciate any inside information you can get. We feel kinda responsible, you know.

No—you got us all wrong! S. O. S. does not stand for "Sewing on Sox." "Sixteen Oil Spreaders" "Secret Order (of) Spoofers". Guess again.

Our jolly friend, W. O. Kuncze, superintendent of the stock yards, made a decided hit with the sidewalk, early in February and as a recent 171 report shows "tenents" of toes tore loose and "ribs" loosened—we fear for his future safety. Put only one foot forward at a time Bill.

Clarence Hanover, formerly chief clerk to Division Storekeeper, G. F. Lake, accepted a position as chief clerk to district storekeeper at Miles City, Montana. We advise the girls at Miles City to beware—yep—he's a regular heart breaker, girls. His place at Savanna is being filled by Harold Rieff—tall—dark—good looking, BUT his heart's in Dubuque. We wish he'd thought to bring it with him, but then, it's all right Harold, we like you and hope you will come over to see us whenever you can (besides Wednesdays and Saturdays). Oh, yes! There's plenty of passes left.

Phyllis Kiley, stenographer car department, has been off sick list with the flu. Her place was filled by Norma Bahne,

daughter of Mrs. Anna Bahne, enginemen's timekeeper.

Latest news from Nurse Cole are to the effect that she fell and put her knee cap out of place, right in the class-room too. 171 reports were sent to her to be filled out, and you should see the facts stated in order to get full particulars of the injury!

The office bunch at Savanna journeyed to Freeport to attend the basket ball tournament to witness "Savanna's" wonderful game. We just know our presence helped the boys, even though the taxi driver did try to "dump" us going from the depot to the game. A great deal of credit is due to Mark Nash, son of Engineer Mike Nash, who was captain of the Savanna team, doing some very good guarding, and hard to beat. Also Glen Cassell, brother of Trainmen's Timekeeper Joe Cassell, who played forward, won place in the all-star team of the tournament, and made the majority of Savanna's good baskets.

We have several S. O. S. club meetings to report since our last writeup. At the homes of Mrs. Helen Law, stenographer to Chief Clerk Miller, Yvonne Losey, stenographer to Chief Dispatcher Valentine, and Mabel Johnson, a delightful time being had at these homes. We still progress with our sewing!

We are coming slow but sure with our standard rule classes, meetings having been held at Davenport and Savanna. Classes will be held at Western avenue in the near future, or as soon as business permits.

Last but not least, must mention the hospitality of the employment bureau office accorded the writer during her recent trip to the city spending about four days at room 221, Railway Exchange, checking roster books, or "Bibles" (better known to division offices). The weather man tried to "freeze me out" for it was the coldest spells we have had this winter, but the "heated discussions" were not only sufficient for a warm atmosphere, but necessary in or to be on the line of defense! Nevertheless—"2-4-8: I Appreciate" their timely advice and warm friendly attitude. Thank you, and come and see us some time.

Terre Haute Division

R. B.

Just as soon as the first blade of green grass makes its appearance in the spring, C. R. Patton, car foreman, hunts up his last year's poetic license and starts out poeting. Here's one he wrote last February.

January is past,
February is on it's way
If March does not bring cheer
April
May.

Mrs. Roberta Bair, stenographer in the division engineer's office, has been granted a leave of absence, and has gone to Albuquerque, N. Mexico, with her husband, who has been in very poor health. We trust the change of climate will be of great benefit to him.

Recently two of our dignified young men from the store department were called to Milwaukee on business, and when returning stopped off in Chicago. While going down State street talking business, one of the young men noticed that he had lost his partner and turning around found him looking at a very attractive bill board. A suggestion was made to go and see the show but, of course, one of them being a model young man, they got on the train and returned home. We would suggest after this while going through the wild city of Chicago that they wear dark glasses.

On March 9, Division Accounting Prior and Inspector of Stores Wallschlaeger held a meeting in the district general car foreman's office, of clerks from the car locomotive and store departments, giving instructions on labor and material accounting.

Robert Fisher, formerly boiler foreman at Austin, Minn. has been appointed boiler foreman on this division, effective February 16, relieving John T. Wilson, who has been transferred to Miles City, Mont.

When it comes to spring stories about robins and green things 'neverything, we think the hand-painted door knob should be awarded to C. W. Pearce. Mr. Pearce states, and his word is beyond dispute, that farmers were plowing along the right-of-way on the 21st of February, and Mr. Pearce further states that the robins have never left Bedford all winter.

A. H. Austin, chief clerk to district general car foreman, has had quite a bit of trouble with his new Ford. Now that C. R. Patton, car foreman, is instructing him in the use of gasoline, he can operate his "Lizzie" more than one week on 27 gallons. Of course, Mr. Austin thought this a mere trifle until taking instructions. Now he

operates on 3 gallons per week. Mr. Patton takes quite an interest in his Ford, as it saves him a lot of shoe leather, account Mr. Austin adding eight blocks to his mileage every day to take him home to lunch.

We are glad to be able to say at this time that E. L. Notley, roundhouse foreman at Terre Haute, is able to "percolate" again, after having been off duty for several months, suffering from a severe case of rheumatism.

The small son of W. C. Glass, store-keeper at West Clinton, who has been ill for some time, is much improved.

There is a car foreman named Pat,
Who is never seen minus his hat,
We girls wonder why
He's so very shy,
And if his head's round, square or flat.

Drippings From the Ice Bunkers *Spud Bar*

D. from the I. B. for March.—No record.

The refrigerator department unfortunately lost one of its most congenial employes when Miss Caro resigned to accept a position with another firm in Chicago. She leaves behind a host of friends and has the wishes of all for success in her new endeavor.

I am not supposed to tell who it is that will act in place of Miss Caro, as assistant Spud Bar. So everybody watch for the funny fireworks and come to their own conclusions.

Quoting Jimmy Englin:—

"As I hear the wind whistlin';
O'er the prairies and the trees,
It dawns upon me fully,
I am wearing beeevedees."

Mildred and Erval are still conversing about the vacation they had a few summers ago. They probably won't need one this year, unless they get tired talking about it.

Hattie's familiar saying—"Every day, etc., and etc. I am getting thinner and etc." But Miss Callahan substitutes the word fatter and etc. If you are consistent girls there is hope.

The reason why there has been nothing appearing in the Magazine covering events in the icicle department is because our fat little office girl is so busy chewing gum that she forgets to bring them from the mail room when they arrive. What's the use of donating if you never get a chance to read the Magazine. Maybe this will bring about the desired results.

Brothers are a nice thing to have around at that. Miss Casey wears a swell "Hanky" around her neck, her brother's of course.

Curiosity once bowled a cat over but even at that we still wonder why Mr. Holcomb received a large bag of corks. Signs of prosperity.

Can you imagine a fellow being sent for a tennis racket and returning with a snow shoe. Well it's not becoming of this department to talk about one another so for that reason I am forced to omit the party's name. Anyway, just guess who it might be.

Radio Broadcasting Station E A P, Avery, Idaho. The stock left a baby girl with Mr. and Mrs. E. A. Petersen.

If anybody knows of a place where a good house cat might be secured please communicate with R. B. Smith at Mobridge, S. D. He's looking for one and might take a couple.



Exclusive Line

TRAVELING BAGS

PORTFOLIOS & BRIEF CASES

POPULAR PRICES

NEW DEPARTMENT

Omaha Printing Co.

13TH & FARNAM STS. •

OMAHA, NEBRASKA



Iowa Division Middle and West

Ruby Eckman

James Cartwright, the caller who had his leg injured Nov. 11, when run down by an automobile, was able to return to work on Feb. 28, after having spent several weeks at Washington boulevard hospital taking treatments.

The homes of Trainmaster Bowen and Train Dispatcher Jackson have been under quarantine for a few weeks on account of scarlet fever.

Train Dispatcher Kindig has been quarantined away from home for several weeks. First his son Gene had the scarlet fever and about ten days after the home was released from quarantine his son Robert took sick, then Mrs. Kindig and to make matters worse, Mrs. Kindig had the flu.

Master John Richard Hutchins, a son of Agent Hutchins of Spragueville, passed away at a Clinton hospital and was buried in Perry on February 22.

The passenger engines on 19 and 8, and 7 and 20 are now running through from Omaha to Savanna, instead of changing at Perry as has been the practice.

C. E. Oleson, commonly known as "Ole," who has worked at Council Bluffs yard office for many years, died at the hospital in Council Bluffs the middle of February following a short illness due to pneumonia. "Ole" always had a cheery good morning for everyone and will be missed from his position. Burial was made at Iona, Iowa.

Engineer Leonard M. Rice, one of the oldest Iowa division passenger engineers, passed away at Perry on February 16. Death was due to a brain hemorrhage. Mr. Rice had been in his usual good health and had worked most of the time all winter. He had been down town during the afternoon and visited his regular places where he chatted with numerous railroad men. As he was returning to the home of Engineer E. G. White, where he has lived since the death of his wife, he was stricken and passed away within a few minutes. The funeral services were held at the White home and the remains were taken to Springfield, Ohio, for burial, being accompanied by Engineer White and wife and Mrs. B. C. Dillenbeck, all close friends.

Engineer Thos. Pendency went to Kansas City February 18 to attend the funeral of his brother-in-law, Mike Grady, an engineer on the Kansas City division, who passed away after a short illness.

February 19 a spark from the chimney set fire to the roof of the depot at Defiance about the time No. 4 was due there and the train and engine crew, Dignan and Nichols, with their brakemen and firemen, rendered valuable assistance in extinguishing the flames.

The agricultural exhibit cars were at Perry, Feb. 18 and 19, and a large number of people from the vicinity visited them. Mr. Brewer secured a number of prospective settlers for the territory they are advertising.

February 14 Conductors Joe Reel, Clyde Utterback and Fred Vodenick, with Engineers O. G. Bowman and Harry LaBoarde did a piece of wrecking which was the talk of the division for several days. It was a very cold day, the mercury being right around the zero mark when Joe pulled out of Perry at 3:50 with a train including ten cars of stock on the rear. The ten rear cars were derailed east of Perry and as the steam derrick was busy down the line the train and engine crew, aided by the section forces from

Westinghouse Chicago Radio Station "Carries On" When Severe Sleet Storm Disables Middle West Telegraph Wires

When a sleet storm which raged through the Middle West disabled telegraph wires, broadcasting station KYW, of the Westinghouse Electric & Manufacturing Company, aided news agencies, railroads and brokerage concerns, in relieving the ensuing distress.

Radio then returned to its original role as one of the guarantors of public safety and through broadcasting over a wide area of warnings, orders and news dispatches enabled trains to be located, newspapers to come out on time and give out of town traders up-to-the-minute stock information which enabled them to put through valuable deals.

As soon as the storm was known to have spread over a wide area and reports began to come in that telegraph wires were down all through the Middle West the officials in charge of Station KYW began to receive numerous requests from the managers of railroads and the press associations for assistance in dispatching trains and disseminating news. Although not organized for this relief work, a temporary system of communication was established by Walter C. Evans, chief operating engineer of KYW by which the broadcasting station's powerful code transmitting set was put to use.

In a short time the code set was broadcasting over a wide area an appeal to broadcasting stations and amateurs located in the western portion of the Middle West to be on the watch for wrecked trains and those which were behind schedule. The persons hearing the call were instructed to communicate immediately with KYW giving the station all available information. At once news began coming in by way of the ether that a number of trains had been tied up by the severe storm. Included in the first signals received was the information that a train running on a single track line had been wrecked and passengers and crew were in distress. Telegraph signals also were received from train operators telling of the damage and where help was needed.

Then word was received that because of wrecked telegraph lines the Belvedere, Ill. Republican and the Sterling, Ill. Gazette were severed from the news agencies.

With this information officials of the Illinois Central Railroad and the Chicago, Milwaukee and St. Paul Railroad at once got into communication with the places at which train service was halted and by radio transmitted orders that soon straightened out a tangled situation.

Late news bulletins were also read from the studio and the newspapers enabled to fill their columns. According to letters received from the various editors all the broadcasted news bulletins came in clearly enabling them to make all their issues on time.

(Concluded on page 32)

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

*The Banking Home of
Railroad Employes*

Checking and Savings Accounts
Deposits may be made by mail.

Saving by Mail

THE Merchants Loan Monthly Statement Savings Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient business-like basis.

The plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.



*"Identified with Chicago's
Progress Since 1857."*

Capital and Surplus - \$15,000,000

112 W. Adams St., Chicago

M. C. B. Gossip

Lee

Just now the main topic of interest is the blizzard which attacked Milwaukee recently and still has the city in its grip. With the street car service tied up, most of us had to walk to work, or at least part of the distance. Gerry Nelson said she didn't know Milwaukee was so big until she had to walk from 11th to 35th street. Floyd said he walked several miles before being able to get a street car—better move into town Floyd. Mr. Brautigam and H. R. Campbell won first prize, however, by walking in from Wauwatosa, a distance of four miles. They covered the distance in about an hour although they had to buck a strong east wind all the way.

Most of the notes this time sound like a hospital report. After returning to work for a short time, Julia Weins had a nervous breakdown and is again confined to her home. Lorene Oelke was injured in an automobile accident and was at home for several days. Although she is back at work, she is still lame and sore. Lillian Skobis had to go to the hospital to have her tonsils removed and has not yet returned, while Gertrude Hass is at home with the grippe. Those on the sick list certainly have our sympathy and we sincerely hope they will soon be back with us again.

Bernice Kruse said to be sure and not forget that she went to Chicago. So Bernice here you find the proof of my power of memory. Miss Bernice Kruse of the M. C. B. office, recently visited in Chicago, and as is the custom with this merry little lady, had a wonderful time.

We recently received word that Capt. Murphy, who has taken up the supervision at Three Forks, froze his ears quite severely. In fact I heard his ears had swollen to an inch in thickness and caused a good deal of trouble. Capt. Murphy has the sympathy of the M. C. B. office, and we hope that his future experiences in Three Forks will be of a more pleasant nature.

Mr. Griggs caused quite a little excitement the other day when he took a flashlight of Mae Moore and the switchboard. The report of the flash certainly made everyone jump. Before half the office knew what had happened, the smoke had cleared away, and Mr. Griggs had another scene to add to his pictorial history of the shops.

Last but not least I want to extend a welcome to the two new girls. For the benefit of those who have not met them, let me introduce Miss Frances Delafano, the new billing machine operator, and Miss Helen Schuessler, our new stenographer.

News From the Connecting Link.

Elizabeth Koelsch

A safety first meeting was held at Joliet, February 13, there was a very good attendance considering the bad weather conditions, and a great many of the crews were out on the line. The meeting was called to order at 7:30 P. M. by Superintendent Lollis, and after the minutes of the previous meeting were read and all the suggestions in, Mr. Lollis called upon Roadmaster Swanson for a speech. Roadmaster Swanson slowly arose to his feet and delivered the following utterance:

Mr. Chairman and Gentlemen.

Forty-six years ago in Sweden a little boy was born.

Was this little boy born to be a President? No sir.

Was this little boy born to be a Congressman? No sir.

(Continued on page 32)

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$380,000.00

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Savings Depositors

The First Bill Paid

out of each pay check should
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Makes your car look better,
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experienced personnel. The
central location of the Falk
Foundries insures prompt
service on all work.

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

The Falk Corporation
Milwaukee :: Wisconsin

H & D Division St. Cloud

Conductor Tom Russell has gone to New Orleans to spend a few months.

Engineer Oscar Sorby had to undergo an operation at Rochester recently.

Conductor Henry Brewster (Hutchinson line) won himself a home and now lives at Hutchinson.

Engineer Tom King had his right arm broken some time ago. However, he is convalescing.

Conductor Walter Lewis has moved from Farnington to So. Mpls.

We have a new traveling fireman, Mr. Knight Cosner, who travels from job to job.

H. H. F. Jos. Opie, south town has purchased a new Chevrolet. So far he has only knocked down a few pales and one fence.

The water train between Monte and Milbank has been discontinued.

On February 12 caboose 0648 took fire at So. Mpls and was badly burned. Brake-man Ramsey was an occupant at the time and came out the nearest exit. Sorry to see the 0648 go up in smoke, as Coffee John will have to get a new dog house for a home.

Engineer Wilbur Dunlap is in a Mpls hospital suffering from diabetes.

The photos of the younger generation, sons and daughters of the Kansas City division employes, in the March Magazine, were appreciated by the few Missourians up here, namely Stüber, Vail, Krum, Robertson and Brophy, who were former employes in engine service on the Kansas City division.

Engineer Breckline and Fireman Knudson had a narrow escape February 12 while engaged in thawing out frozen pipe on engine 8146 with oily waste. Some torpedoes were in the ball of waste and became ignited and exploded, causing fire to be scattered all over the two men.

Joe Castle blew himself for a new Ford all up to date, except superheated and E. T. equipment.

R. & S. W. Division Lillian L.

The death of Conductor Nicholas Hermes at Beloit, February 17, came as a great shock to everyone. Conductor Hermes came in on his run at 6:50 p. m., registered and talked with the boys as usual. He then went to the hotel and had just started to eat his dinner when he was stricken with apoplexy. Death was instantaneous. Funeral services were held at the old home in Hampton, Ill., February 21. Conductor Hermes entered the employ of the C. M. & St. P. Railway as a brakeman in August 1890, was promoted to freight conductor in August 1895 and to passenger conductor in 1905. He was a member of the Veteran's Association. The sympathy of the R. & S. W. division is extended to the relatives and friends in their bereavement.

Roundhouse Foreman, George Hannaford was confined to his home for a couple of weeks with "radio fever." He was relieved during this time by Engineer Fred Miller.

You cannot seem to get the Dispatchers to say anything about those games they have been bowling with Freddie Miller's braves, and Freddie is too modest to say anything himself. Guess the dark horse

they were grooming suddenly went lame, for those Roundhouse boys surely trim them in good shape everytime they clash.

Gallatin Valley Line Jack

The Gallatin Valley Branch still exists, though it has been absent from the columns of the Milwaukee Magazine for some time. Ask the dispatcher of the R. M. division if we don't still call and call for cars.

Our jovial assistant superintendent, A. J. Busch has absented himself, some say just for a vacation, others claim he has heard of a miraculous cure for lumbago said to be dispensed at Tia Juana, but we who know him best maintain that he needed a vacation. The fact that three men are now staggering under the work he got away so easily bears out our contention. Otto is superintendent in chief, Houlihan is boss of maintenance, while Royes is making life miserable for the rolling stock. Good luck A. J., but where are the clams you were to send from Seattle?

Joe Hart, our warehouse foreman at Bozeman, left for Kansas City early this month to learn the conformation of a "Ford." We wish you well Joe, only don't let any of them kick you.

Francis Murphy, T. D. and operator at Bozeman, still maintains that her name is not Maggie. Null, conductor (both ways) on our limited to Three Forks, agrees with her, but says, "she should have the cognomen of spud instead. We withhold our opinion for reasons. We live at Bozeman, "Compre?"

It is rumored that day by day Bill Keely is getting sterner and sterner since he has a grown up grand-daughter. We know he writes more and has to have more and more R. O.'s and he also accepts A. L.'s now they say one is easier to please after a family is acquired.

P. J. Peckens, D. F. & P. A. at Butte, has returned from New Orleans. Peck brings back stories of wonderful cocktails, aysters and others and of a real good time. We trust you and Mrs. Peckens are feeling better P. J.

Rector, our agent at Three Forks, who lords it over us all because he sees the through trains, still claims the role of shock absorbed for the whole branch. I wonder how he gets that way. We still get all our empties through that way don't we, besides sending our loads the same way.

We report with sorrow the death of the agent at Manhattan. Thoroughly well liked and respected by everyone, he will indeed be missed by all of us. Every one on this branch extend to Mrs. Curran their heartfelt sympathies in her bereavement.

Buerkel has interceded with the weather man to moderate the weather slightly. Otto blames the weather for the inflamed condition of his nose. We never dispute our boss, but—well the weather has been tough and a man could freeze his nose.

Bruce and Craig from the Bozeman station, visited Butte early this month and returned with a weird story about the leaping propensities of Bruce's car. Great stories come from everyone visiting Butte these days.

Fitzpatrick, cashier at Bozeman, reports better co-operation among the yard forces lately. Fitz has a cold, so no one has, or is likely to dispute him just now. What he says goes. We'll tell the world it does.

RAILWAY ELECTRIFICATION ABROAD

By J. C. THIRWALL, General Electric Company

The most extensive and ambitious project for the electrification of steam railroads in the world today involves the complete re-equipment of the three leading roads in the south of France. It has been definitely decided that approximately 5,000 route miles (mostly double track) of the Paris-Orleans, the Paris-Lyons-Mediterranean, and the Midi systems are to be electrified during the next 20 years, and contracts have already been let for the first two hundred miles. The direct incentive of this move is the desire to conserve fuel and to utilize water powers to the greatest extent, but the question of expanding track capacity also influenced this decision.

A great many railroad men in this country picture European traffic as very much lighter than our own, based on the well known fact that the locomotives and cars, both passenger and freight, are smaller and lighter than we are accustomed to on our main systems. It may be illuminating, therefore, to outline the basic traffic on the Paris-Vierzon division of the Paris-Orleans Railway, for which electric equipment has been ordered and which will shortly be electrically operated. This includes 25 miles of four-track road, and 118 miles of double track, and changes over one complete steam engine division for through trains and one suburban division. The traffic over this route, at the outbreak of the war, was crowding the track capacity, and while it slumped immediately after the war, it is again expanding and the basic schedules for which equipment contracts have been placed call for the following train movements out of Paris daily: 106 passenger trains, about half of which are suburban trains consisting of motor cars and trailers, and 44 freight trains. The freight trains average about 1100 to 1200 tons of trailing load, the through passenger trains from 400 to 700 tons of trailing, and the motor car trains 325 to 490 tons total, depending on whether the trains are 6 car or 9 car make-up.

Altogether the daily traffic over the 78 miles between Paris and Orleans, about one-third of which is four track, is just about 11,000,000 ton miles. Of this about 5,000,000 ton miles is freight with approximately the same amount of locomotive passenger train ton miles, and about 880,000 ton miles in motor car train movements.

The rails and bridges are so much lighter than have been adopted in this country, that to follow American practice, i. e. to purchase heavier and more powerful locomotives to handle the increased traffic would have entailed complete rebuilding of the road and structure, both because of the additional weights per axle and because the longer wheel bases would require the straightening out of curves. This would entail prohibitive expense, and the same objection, applied to the building of additional trackage, water stations, shops, roundhouses, turntables, etc., to accommodate an increased number of trains hauled by steam locomotives of the existing weight. Experience had

proved conclusively that electric locomotives could provide the tractive effort for enormously greater trailing loads without increase of axle weights or of wheel base, and could handle longer trains, at higher speeds than the steam locomotive, thus permitting a material increase in the capacity of the existing track, and could do so at substantially lower operating costs.

An exhaustive study, made by a commission composed of thirty engineers representing all departments of the French Railroads, and the technical departments of the French Government, based on data secured in France, Italy, Switzerland, Sweden, Germany, England and the United States, proved to their satisfaction that not only would the eventual economies of operation justify the complete electrification of the majority of lines all over France, but that in most instances, it would entail a smaller total investment than would the rehabilitation and extension of the rails and equipment with steam.

The weight on drivers is the measure of the effective working capacity of any locomotive. In the steam engine, this weight is not over 60% of the total including tender; in the electric freight engine, the entire weight is available for traction. The electric locomotive costs to build nearly twice as much per pound of effective weight, but a smaller number are required to handle a given freight tonnage, partly because of their higher and more uniform speed, and partly because of the smaller time the electrics have to be in the shops or roundhouses. On the Chicago, Milwaukee & St. Paul R. R. for instance, 42 electric locomotives displaced 112 steam engines, and in many instances, this ratio would be considerably exceeded. The comparative weight on drivers would not, however, be in the same ratio, but would probably average at least twice as great for a division with steam haulage as for electric. The first cost of locomotives, therefore, is not far apart, and may be actually less for the electric drive.

The cost of the electric distribution system i. e. overhead and substations, is largely offset by savings in shops, turntables, roundhouses, water stations, coal and ash facilities, which add, on an average, 50% to the cost of the steam engines required, and any excess investment in the electric structures is more than counterbalanced where the need of building additional trackage can be postponed for years, by a reduction in the number of train movements.

The economies in operation are obvious. Records from all over this country and Europe show actual savings of 60% to 70% in the consumption of fuel for electric operation, and of 50% to 75% in the items of locomotive repairs and engine house expense, in addition to material reductions in crew wages. In most places in this country, the fixed charges on the investment in power house, substations and overhead lines nearly balance the reduction in fuel costs, but where the price of coal is unusually high, as it is in many sec-

tions here and abroad, or the cost of electric power unusually low, as it is on the Milwaukee system, the total charges for power can be very materially lowered. Moreover, to a country that must import nearly all of its fuel, conservation of its use is of vital importance. In France, with water power available in the Alps, the Pyrenees and in the central plateau district, the possible savings in fuel and in power costs are tremendous. The engineers estimate that within twenty years the annual power consumption of the three roads, with electrification complete on 5,000 route miles, will be about 2,260,000,000 kw. hrs. which will all be obtained from water power developments. The same power output from steam locomotives would require the burning of at least 6,000,000 tons of coal. With coal prices materially higher than they are in the United States, the direct money saving is an important item, and the release of this fuel for industries in Northern France of tremendous economic value. On the basis of the present traffic, the coal saving would be somewhat more than half of this total, and since the first divisions to be changed over will be those involving the greatest power consumption, on account of maintain grades, or because they have the heaviest traffic, the initial savings will probably be proportionally as great as the eventual.

Equipment already ordered by the Paris-Orleans includes 200 locomotives and 80 motor cars. The high speed passenger locomotives weigh 123 tons, and are capable of pulling a 580 ton train at a speed of 75 to 80 m. p. h., the schedule speeds on their fastest runs being as high, and in some instances higher than anything in this country. For the freight service, switching and local passenger runs, 71 ton locomotives are used, two of them being coupled together as a 142 ton unit for the heavier freight movements, the double unit, however, requiring but a single engine crew. The first electrified division on this road will cover 143 route miles and extensions will be made at frequent intervals, the first to Limoges, an additional engine division about 175 miles beyond Vierzon, and next some east and west routes where gradients are severe.

On the Midi, the first electric operation will be over their mountain divisions in the Pyrenees, some of which are already electrified, and the present contracts cover about 155 route miles. They have selected for use in freight, local-passenger, and express-passenger service over heavy grades, an 80 ton eight wheel locomotive, all the weight being carried on the drivers, and carrying motors capable of delivering 1,000 H. P. continuously and 1,400 H. P. for one hour. The passenger locomotives are geared for a maximum speed of 60 m. p. h. All locomotives are arranged for multiple unit operation, so that two or more can be coupled together and operated by a single crew, for use on the heaviest trains.

In the meantime as this relief work was being broadcasted, Chicago brokers also reported that many clients in the Middle West were without accurate trading information. This situation was relieved when KYW greatly increased the scope of its daily market service.

The manner in which KYW met the emergency has greatly increased the value of the radio telephone in the eyes of those who for a short time were dependent upon its service. It proved that radio could enact a new role on short notice and "carry on" despite the fury of the elements which in the past have played such havoc with public safety.

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Lightweight PAPERS

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INDEX BRISTOLS

620 S. Wabash Avenue
Wabash 3342

Was this little boy born to be a Minister? No sir.

Was this little boy born to be a Crook? No sir.

Was this little boy born to be a Thief? No sir.

What was this little boy born to be?

Roadmaster and a member of the committee on the C. M. & G.

I thank you.

One of our prominent conductors on the west run is answering to the name of "Beechnut" while at Kirkland. Wonder why, Charlie?

I have just been informed that our Conductor John Smith, was standing on the corner of Chicago and Cass Streets when a farmer came along and hitched his horse to him.

J. P. Balbinot, our vivid, dashing, young relief dispatcher, went to the big, bad city of Chicago all alone without anyone to keep him from getting lost. While in said city he attended the State and Lake Theatre. He also visited Rothschild's emporium, and then to end his thrilling adventure he took a long ride on the elevated.

W. W. Bates, traveling engineer, is saying, every day in every way it's getting thicker and thicker. We are unable to say whether this magic phrase is doing the work or not as Mr. Bates does not deem it advisable to remove his cap.

Mr. Mohr visited Chicago the other day, while there he spent a portion of his time at a club that served pink tea with pretty girls. Mr. Mohr, just where did you say this club was located?

Fireman Ralph Altland's Ford behaved very nicely Monday, February 26. It was the intention of Mr. Altland to buy a new license for his vehicle and in anticipation of the fact said vehicle was on its best behavior.

East Wind Mile a Minute

Look for our Anniversary number in May! Sixty years since the old Milwaukee was organized, and here is a birthday wish that as great strides are made in the next sixty years as have been made in the period 1863 to 1923.

We have heard of Kellogg's new Krumbles and now we have Dietz's disgrumbles. How about that word "disgrumbled," Wad?

Plenty of space, at reasonable rates, is now afforded anyone who can appreciate the highly commercialized value of advertising to the clerks of 1215. For schedule of rates and further details apply to Mr. Ordas, who can readily assign your copy of proper space on the back of the filing cabinets on his desk.

The following is contributed by one of our famous poets:

A place I like is Boulevard Mich,
There you may gratify your every wish;
Flappers of every kind you will meet
Fat and slender, sour and sweet,
Some are short and some are tall,
For one of these you are sure to fall,
Boulevard Mich is hard to beat
It makes Broadway look like a small-town street.

And speaking Broadway etc., we do not see any more contributions from our New York office. Wish they would let us know what they are doing "Way Down East".

Hard luck! The girls of 1233 have lost their so-newly acquired sheik. Now the watchful waiting will begin again.

Wonder if the "elephant hunter" has his mind on another trip west this year. If he has as good luck as last season, maybe he'll be able to capture a few buffalo nick-

els the next trip, stalking them by their scent.

Billy Grill—you remember Billy—dropped in to see his old friends around the Exchange the other day. Billy is anxious to come back again and here is hoping he does as he has promised lots of contribs for the column.

Bill Geil—lots of Billys around here—has now achieved his ambition of sitting behind the big desk in room 1236, acting chief clerk, temporarily filling the position vacated by Harry Wolfe, who has been transferred to the office of the special assistant to the vice-president. Chester Matz is filling Bill's job as assistant, and Ralph Ewry from Mr. Steven's office has taken up the duties formerly performed by Chester. And there you have it all in a nut shell.

We have discovered the latest diversion of Wally Dietz—attending the Russian opera—and they do say he goes every evening and is neglecting the choir practice shamefully. Aside from this we recently heard a young lady assert that she personally considered him the finest bowler in the Railway Exchange. Oh, Walter!

This is kind of in-trick-it, don't you think?

It is with eee

I eat my ppp

I spread them on my bread.

I just look yyy

And close my iii

And push them in my head.

"Sunbeam" Swanson, formerly of Mr. Gillick's office and now clerk to Trainmaster Ryan on the Terre Haute division, shook the Indiana coal dust from his shoes the other day and pointed them Chicago-ward. We were all mighty glad to see you again, Wally, and, while we miss your contribs, hope you will do as well by the southeastern column as you did for East Wind.

We hope the next time Bernice Kelly has her picture taken in a boat that she will turn her face to the camera.

Art Schroeder is still on the heavy work under Mr. Martin, but 1236 soon hopes to see him back with the bunch.

As Webster might say, "'Tis the quintessence of harmonious action", when you stop to consider that one oil can and one typewriter brush, old but serviceable, pass willingly and obligingly back and forth between the seven key tappers in Mr. Gillick's office, with never a sign of a ripple of dissatisfaction to mar their transitory change of ownership.

Miss Slocum, G. S. M. P. department, is sporting around a wonderful wrist watch, which was recently on display in Peacock's window. No foolin'!

Hub Smith wants to be enlightened on why it is that the point of highest elevation on the Coast line (5788 feet) is called Low-eth. Don't know, Hub, unless some woman named it and, exercising her natural feminine prerogative, decided to be contrary.

With apologies to Olive—

A guy I hate is Alex Bross,

He always makes me so darn cross,

With his why, when, how and where,

My temper goes right up in the air.

I like to kid and can take a joke,

Even to putting scrap paper in my coat,

But I just can't stand that darn old

bloke,

For he sure gets my nanny goat.

(Sgd.) Olive.

Mr. Donald drops around to the Exchange occasionally to see us and is still wearing the same broad smile. Incentive

for smile—well, we respectfully refer you to the At Home page.

The summer home of The O'Tooles at Elgin on the Fox is rapidly nearing completion.

The G. S. M. P. office force can't get over the nickname of Pat. "Cap" Size, he even fell for it himself. Pretty high fall, too.

The "Rinky Dinks" of the Railway Exchange building, will soon start their campaign for membership with the hope of running an excursion on the old "Eastland" this summer. Dues are coming in very slowly at this time and, while the financial secretary does not wish to expel any members, yet he will be compelled to do so if the members in arrears do not keep in good financial standing. See Perry.

Our scribe at Perry, Iowa, Ruby Eckman, visited in old Chi last month, and if you are looking for anyone to do the theatres with you, she is the one to call upon. Come again, Ruby. Understand there are about six new shows coming to the loop, so you had better make it soon.

The ED just returned from Seattle and looked in to say hello and incidentally to see how East Wind was blowing, so we'll desist for this time and let you hear from us again next month.

I. & D. Radiograms H. S. F.

Passenger Conductor Geo. W. Bryan is back with us again, after several weeks of illness. Everybody missed George's "good morning" and we are glad to see him back on his run.

Engineer Bert Moore was taken seriously ill with pneumonia March 3, it being necessary to remove him to the hospital. Our latest report shows him improving.

Albert Zack, electrician at the roundhouse, has been confined at his home, account pneumonia.

Conductor A. L. Kirby is the proud owner of a newly built-over box car caboose, number 01166. He laid off to move and transfer his typewriter, and is now advertising for a new stenographer. E. R. Lambert has applied for the position, but it looks like the job goes to W. D. Howie.

If you hear any stuttering or loud clamoring on the wires from Emmetsburg between the hours of 2 p. m. and 10 p. m., you will understand that it is Operator Jimmy Collins getting rid of some of the steam, caused by the arrival of a fine baby (we don't know if it's a boy or a girl).

Miss Lucile Elson, agent at Hutchins, has returned from her trip to California. Miss Elson's mother also returned with her.

Operator Wm. Klema recently made a business trip to Chicago. Bill's neck has been stiff ever since, caused from bending back to look at the tall buildings.

Card of Thanks

On behalf of my daughter and myself, I wish to extend most sincere thanks to the O. R. T. as well as the I. and D. division employes for the beautiful floral contributions and kind words and condolence on the passing of my beloved wife.

R. B. Hopkins,

Agent, Wesley, Ia.

Homer Young, helper at Garner, Ia., discovered a brakebeam dragging on train No. 61. He immediately notified conductor and thus a possible accident was avoided. This is the second case that Mr. Young has reported of this nature.

Section Foreman Franck Schuman dis-

covered broken wheel in train No. 61, while passing through Lawler. Conductor was informed and car found unsafe, setting same out of train at New Hampton.

Mason City was host to a party of officials March 13 and 14. The party consisted of Messrs. Greer, Gillick, Penfield, R. W. Anderson, and T. W. Procter. The party arrived on train No. 33 and were met by several prominent business men of the city, leaving next morning on train No. 1 for Mitchell, S. D.

Chief Carpenter Vic Hansen is buzzing around in a new Dodge touring car.

Miss Mabel Byrd and Miss Ina long made a flying trip to the Missouri river several days ago.

Coast Division—Superintendent's Office C. C. C.

Superintendent's office force enjoyed a pleasant evening March 2, at the home of Mr. and Mrs. Ed Harris. The occasion being Chief Clerk McMahan's birthday. Cards, pool and dancing were indulged in by all. A beautifully lighted birthday cake, with ice cream and coffee were served.

George Hayden is the proud possessor of a Hupmobile sedan. It surely is the best looking car we have seen in a long time.

Oscar Buchanan, formerly with the Rock Island Road, has joined superintendent's office force.

Mrs. Clara Carrotte recently purchased a Ford coupe, and is enjoying the early morning rides in from the country.

F. M. Webb, roadmaster, is recovering from an operation performed March 8 in St. Joseph's hospital.

George Nick is a proud grandfather, a son having arrived at the home of Mr. and Mrs. Robert Hallberg (Lucile Nick).

On March 10 Miss Rose Lindquist entertained the girls of the superintendent's office in honor of Mrs. Ann Harris, whose birthday anniversary fell on that date. The evening was spent in sewing and chatting.

Mrs. Clara Carrotte entertained the Birthday Club with a six o'clock dinner Saturday evening, February 17. A valentine motif was carried out in the table decorations and the menu.

Twin City Terminals

"Molly O"

Miss Gertrude Forester resigned the first of March. A little bird told us that she left not because she loves us less but because she loves someone else more. But more of this anon. Her place in the computing department has been taken by Miss Frances Goulette.

All of the local freight house employes, particularly the girls have been attracted muchly by the dignified appearance of Paul Staven, car record clerk, occasioned by the new shell rimmed eye glasses anchored around his neck with a large black silk cord.

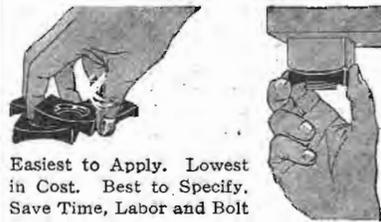
We hear there are some very pretty bungalows out Minnehaha Way, and that Alvira can give us some firsthand information about one of them.

Society Happenings: The accounting department matinee held every Saturday afternoon from 1:00 to 5:00 p. m. for the benefit of the Minneapolis district accounting department is proving quite a success being attended 100%.

Our deepest sympathy is extended to Mary McCarville on account of the death of her sister.

Items are rather scarce this month as

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Robt. E. Stitt, Secy-Treas.

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President

W. H. CROFT
First Vice-President

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and

Brass Engine Castings



New York

Chicago

everyone has been busy figuring his income tax during all spare time.

Clarence Prescott of engineering department was re-elected councilman of the Village of Medina for a term of three years. This is his second term and he has made such a good record that there was no one to take the field against him this spring.

Scotty is busy training these days for the spring season of "Soccer" football which opens in April. He is a member of the Thistle club and from the way he handles his work around the office we know he will make it interesting for the members of the opposing teams.

Well it happened. What happened? The River division bowlers finally defeated the Terminals after a two years' concentrated effort.

Well all you bowlers and others interested, this will inform you that the Terminals met the St. Paul bunch once again and the "enemy was ours". The only alibis to be offered by our friends from across the river is the fact that their "ladies" man who persisted in using the balls reserved for ladies did not get his usual perfect score during the evening. Art Peterson as usual hung up the largest score with our great "radio expert" Allen a close second. The rubber will be played in the near future. Everybody welcome.

Rail Rumbblings From St., Paul

Allen

The return bowling match between Mr. Van Dyke's office and Mr. Graven's office resulted in a victory for the up-river team by the narrow margin of twenty-four pins. Each team has won a match this year and we trust to play off the rubber soon.

We regret to state that a few minutes before the last game James Tobin of the opposing team called Arthur Peterson, star bowler of the St. Paul team aside, bought him a bottle of pop and Arthur Peterson came back and barely scored a hundred the next ten frames. If that isn't selling out what is. I didn't think he could be bribed to throw the game for a bottle of pop. Oh my! Oh my! Spark plug could have done better than that.

Mr. Smith, roundhouse foreman is now dyed-in-the-wool radio bug. He recently had a receiving set installed in his home and now listens nightly to station WLAG, the call of the north.

What's the matter down in the lower yard office? Haven't heard from you for some time.

The following notes were sent in by the commercial and ticket office:

Mae is the proud Auntie of "Jimmie". She claims he is the best baby ever.

Our Mildred has left us for the sunny south, via Mobridge. All her fond admirers are going around with a glum face and consulting timetables, their purpose being quite obvious. Her able successor is Jack Teasdale.

Fred and Stanley are losing much sleep listening to WLAG, radio station until far into the night. However they do not seem to be any the worse for it.

The two Harrys put in their orders yesterday for strawberry plants. (That reminds me, the other morning, a lovely spring morning, the first time this year the sun shone on both sides of the street, whom did I see coming down the Merriam Park platform but Harry Lutz with a market basket under his arm. You guessed it, the basket was filled with strawberry plants.)

Dick Cleveland has taken Harold Du-

rand's place since the first of the year. Dick objects seriously to being called "Richard".

By the way Audrey cannot we get a few news items from the car foreman's office?

Many employes of our company will be glad to learn that Dan Rossini is now a proud papa. Mr. Rossini has always been a good patron of the C. M. & St. P., and all of us congratulate him.

Jack Sullivan, a former employe of the freight office was visiting in the Twin Cities last week. Mr. Sullivan is now located in northern Minnesota on the iron range and was accompanied by his son Jack Jr.

By the way Mr. Graven isn't it about time to get out the Dodge?

Signal Department Bubbles Lines East "Ocky"

Every office boy will soon be attending grandmother's funeral.

Signalman Few of Bassett's crew, had the fingers of his right hand crushed while moving and erecting the crossing signal at Edgebrook.

The list of signal department bachelors is gradually diminishing. One year ago Robt. S. Bentley was one of the "marble heart." Bob invested in a car last spring and soon after met Miss Hermine Schroeder. The department extends its best wishes.

Estimates, estimates and still more estimates. Seems as if the entire railroad is to be replaced with new signal apparatus. The assistant signal engineer, two inspectors and a draftsman kept our Florence's typewriter clicking the past month.

Bill Seemuth leads the field for long distant connections in our radio league. Messrs. Mill, Seemuth and Wood, who possess the most powerful outfits in the department, that money and influential friends from the various signal supply companies could procure have all listened in on Los Angeles, but Bill will have to be conceded first place on points, having made connections with Havana, Cuba. We would like to hear from anyone having made a pipe line connection with the latter place.

B. E. Wilkerson will soon have his crystal set rigged up so as to enable him to listen in on Two Dot and Ringling or some of his other old haunts on the west end.

Signalman Emil Smith has taken the temporary position assisting High Tension Line Inspector Matter.

Draftsman Jensen's wife is critically ill with pneumonia. At this writing the crisis has not yet been reached but we all hope the turn in her condition will be for the better.

S. V. Bassett submits the following: "Otto Olsen has found gold on his farm in Florida but it is too much trouble to get it as they have to dig through two feet of silver to get at it."

Foreman Bassett and crew are now working around Lake, Wis., cabling the interlocking plant. Foreman Hammes is engaged in installing the new wig-wag at Bayard, Iowa.

Many of the boys have been hit by the "auto bug." Everything from a Rolls Royce up to the more higher priced cars are being considered.

Anyone thinking they know something about the game of Chess are invited into room No. 1 any noon between 2 and 1 o'clock.

Splinters from the Wooden Shoe
Brownie

Operator Carl Swan has taken the side wire job in dispatcher's office at Channing, Mich.

Conductor Wm. Noel was knocked off his caboose in Channing, injuring his nose.

Pat Tobin is looking for the switch stands that were knocked down in the Channing yard. They say Conductor John Taubel was in charge that night.

Conductor Tony Holzknicht has resumed work after being sick. We are all glad to see him around again. Conductor John Stien is also on the job after being sick.

Chief Dispatcher A. B. Worthing has purchased a nice new Overland sedan. The rides you give us will be very much enjoyed by all.

Engineer Ebbe Johnson has taken 703 and 772 on the Iron River line. All the loggers on the line are glad to see Ebbe because they know that their cars will be moved promptly and with dispatch while he is the logger.

Conductor W. W. Pritchard has taken a trip to Excelsior Springs, Mo., on account of ill health. We all hope for a speedy recovery.

John Sullivan went to Minneapolis to spend February 22. We haven't been able to find out as yet whether the girl in the case was glad to see him or not. He isn't giving out any information at all.

Alice, Clara and Stan went to Milwaukee February 22 to attend Agee's circus at the auditorium. They had a wonderful time, pink lemonade 'neverything.

Our honorable assistant car foreman, Henry L. Kohls, has been demonstrating some of the latest Denishawn dance steps. Clever kid, that!

Engineer Wm. Smith is the proud father of a baby boy. Congratulations Bill.

Fireman Jess Hammett has taken Nos. 90 and 91 which brings him to Green Bay every Saturday night and Sunday. Makes a nice visit for Jess.

Fireman W. Boutott has left Engineer Harry Doran in the snow at Oconto and gone running at Channing.

Glad to hear of the continued improvement of Mrs. Chas. Donlerey, wife of engineer.

Engineer Henry Franzen has been on the Appleton branch for some time without laying off. Henry's horse must be in pretty good shape.

Engine Dispatcher Geo. (Pinkey) Gavin overlooked the weather forecast March 12 and showed up for work. George says he is going to keep a little better line on the weather after this.

Engineer M. Clarey has recovered from an attack of rheumatism. Glad to see Morris with us again.

Engineer Mike O'Neil seems to be an expert in the disconnecting and taking down of engines and especially engine 2103 at Menominee. It seems that the engine crews breaking down keep lined up as to how Mike stands.

Operator Heatherington has taken Dropp's trick at Iron Mountain and Martin O'Herrin has given up the third trick and taken second trick at Amberg. B. R. Scholtz has taken O'Herrin's place.

Agents Betts and Devereau attended a KKK meeting at Oconto Jct., one night last week.

Claim Agent Pluck was stuck at Iron Mountain for two days during the storm and made his expenses by coaling up engines.

Eaves dropping again—Phil said to George that he heard Van say to John that Harry told John Dinwoodie we were going to "cop" the prices at the tournament.

Harold Mathews has been off sick for a few days but is again back on the job. Also notice he has added another feature to his already charming face—a mustache.

Harry Moger has been assigned the day baggageman's job at Green Bay and James Piton has been assigned the night baggageman's position.

We understand Baggage-man John Patrick Deneen (a wonderful name, that is why we put it all in) saved a very serious delay on the Wooden Shoe limited, in other words the "Scoot", the other day with a piece of rope. Do not know exactly what happened, but anyway the baggage car was falling apart and Jack found a piece of rope, tied her together and brought the train to Green Bay on time. Good work, Jack.

Everyone in superintendent's office is practicing up for the big Milwaukee Road bowling tournament. We sure feel sorry for the other divisions when the old Wooden Shoe shows up with her men. Better do some hard practicing.

Miriam Ornstein, clerk in freight office, was off a few days account being sick. Glad to see you back Miriam.

What is the matter, Dinwoodie and Ray, we didn't hear much about the recent Elks bowling tournaments, also state bowling tournament, which you both took part in. Even if you didn't make good I would say something about it—wouldn't look quite so bad. But, of course, we all understand the pins will stick to the floor at times.

We recently received a pass request in the office for an independent mother-in-law. So far as we know most of them are that way. How about it you married men?

Idaho Division
R. C. P.

H. L. Wiltrout, formerly chief dispatcher and trainmaster of the Idaho division and now assistant superintendent at Butte, stopped in on his way back from California, where he and Mrs. Wiltrout had spent a couple of months. They arrived on an early morning train. Lou was already in the office when I came down for the day's work. He was sure feeling chipper. When I entered he was talking about throwing everybody out. Also when I entered he stopped talking about throwing everybody out.

What are the drug stores feeding Fred Washburn for his cold anyway?

One of the boys told me that he received a letter from an old friend that he had had no word from in 25 years. Seeing the name in these columns he immediately dropped a line and now they are happy at finding each other after all these years.

We regret to report the death of Engineer Dennis Scanlon. He was taken sick suddenly while at St. Maries from where he returned to his home and passed away February 26.

It was midnight on the ocean,
Not a street car was in sight,
The sun was brightly shining
And it rained all day that night.
It was evening and the rising sun
Was setting in the west,
Little fishes in the trees were huddling in
their nest.

The moon was shining brightly,
The snow was falling fast,

A barefoot boy with shoes on,
Stood, sitting on the grass.

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To be continued in the next issue,

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CHICAGO

While the church bell peeled potatoes, Lard was rendered by the choir,

While the sexton rang the dish rag
Someone set the church on fire.

Holy Smoke the preacher shouted,
In the rain he'd lost his hair,

Now his head resembles Heaven,
For there is no parting there.

Othello, Idaho Division

M. F. Whalen, our new base ball manager, has ordered eleven new uniforms for our ball club. He is now wondering how he is going to raise money to pay for them. I say let's all get together at Othello and help pay for these nice new uniforms.

Yard Conductor D. C. Clark has been laid up a few shifts but again on the job.

Dick Wende must have the Indian sign on the coast bunch for I am unable to get any dope on his ability as to driving an auto.

But speaking of autos do the majority of our fellow employes stop to consider that railroads pay a large part of the taxes in the state and these taxes are used to finance state highways where commercial motor truck lines operate without this expense and get the cream of the railroad business.

Unable to hear much of Fred Washburn at Malden but understand he is taking some kind of medicine that keeps him in such a mood he does not feel like doing any correspondence.

Engineer Maher claims we have the oldest living man not only in the U. S. but entire world. Wm. Tansman is his name. Jim states he has figured up the number of positions and length of time held and finds Bill has topped them all. Look out Jim or you will get both heels shot off.

On receipt of a message from J. R. Clarke, ice contractor, calling for a reservation room with bawth, Ben Root stated something wrong with that guy, as today is not Saturday.

Storekeeper Askew is making plans for a trip to Milwaukee to attend staff meeting.

Fred Brothi informs us if Doyle does not get a little moisture from the dripping of the ice bunkers he had better call the raising of mustache a failure.

In order to save my ears and heels I must say that I am not wholly responsible for all these items. While writing same was called outside and on return found some good natured employe had helped us out.

Ponderings from the Pend O' Reille

Fred Hart

Correction for March Magazine with reference to Bro. Russell at Tia Juana should read "For his Mornings Morning" instead of Morning's exercise. Some won't understand this correction—others will.

Since I wrote in February my notes for March this part of the Idaho experienced February 12 to 15 some of the worst weather that has ever been experienced by the old timers, viz the I. & W. N. left-overs. Our yaller train was held up behind the snow plow which got off the track at Sturgeon and did not get to Spokane until the wee small hours of the next morning, and in 15 years it is the first time the passenger train has had to be annulled account snow conditions. We also had one of Conductor Murphy's big drags buried

in the vicinity of Spokane bridge for some time but by hard work on the part of Roadmaster Bakke and his experienced section foremen and men they were all dug out and started for their stalls in jig time.

Business still continues good for which every one is glad.

W. R. Russell has returned from Tia Juana looking fine and says he can now answer O. S. & D.'s without loss of temper.

Miss Viets Helper at Metaline Falls is off on the big trip to her former home in Arkansas. We know her father misses her efficient work there.

We also have some other important news for you this month. Operator Matz of Newport, has took unto himself another wife and of course everyone congratulates him. Still we would like to know what became of the box of Van Dycks he turned over to a man at Penrith and instructed him to send them over the Pend O'Reille line but to date they have not shown up.

Gust Ostrand was seen on No. 117 Sunday enroute for Dalkena—we wonder if there is any attraction there for Gust?

Geo. Fallis, section foreman, Spirit Lake, has returned to work. Says it does a feller good to take a lay-off occasionally.

Agent Sprinkle says he is too darn busy to dig me up any news around there but if he gets a helper he will draw his breath and give me some soon thereafter. In the meantime he says watch Cusick expand.

In asking for items at Metaline Falls and Ione I am politely informed that if you want to know what's going on around there just make a note of how many loads 294 picks up there every morning and that will keep you hep to what's going on around these diggings.

Nothing from C. d'Alene so I guess Bro. Barrett is being instilled into the mysteries of a regular married man with grocery bills and everything.

Conductor Geo. Murcar helped to keep the snow off our tracks while the big storm was on, also Engineer McBride from the main line and Trainmaster Vietch came along to see that they done things up brown.

Here endeth the third lesson.

Spokane Freight House

Spring has arrived. Some have seen robins and blue birds as an indication but those who habit the freight house have seen a more sure sign. Geo. Gaub took off his hat one day last week, but when he discovered that it rested not upon his cranium he immediately grabbed for it like a drowning man after a straw. Thereupon he settled back in his chair with a sigh and began to rate waybills. He admits that he can't think clearly without it on but some think he is merely talking thru his hat. However that's as may be.

The little messenger boy cleaned out his briar pipe a week ago. He says it's just cleaned once a year and that every spring. You see we know spring is here. Here's another sure sign.

John Wall let it out that for two weeks past the neighbors complained of the awful racket nights up in the wall attic. His mother explained to the most curious that it was just her son John tuning up all his golf clubs for the arrival of spring.

Jean Campbell Hemphing has been nicknamed Campbell by the slaves at the freight house. There may be something to it too cause lately she yawns a good deal

Chicago Terminals

Guy E. Sampson

Well, it is again time to write what few notes of interest that we know for the April issue of our Magazine. And for fear that the editor might give us the same kind of a calling down that Nora B. spoke of some one getting for being late with their stuff, we will hasten.

Yard Clerk Art Miller was actually seen coming out of John M. Smyth's furniture establishment. His pals are all wondering if he has begun making payments on furniture for use in the near future. 'Fess up, Art, so we will all know.

J. D. of the H.&D. nearly raised the D— with our forces by his last write-up as several of our bald headed employes have written the proprietor of the Watson, Minn., shoe store asking for a position as shoe salesman. We won't mention any names as we are informed that they all got a reply stating that that gentleman had already discharged the salesman mentioned in last magazine and is now doing all his own selling.

We also noticed in last issue that Conductor Frank O'Malley wanted an iron hook for loading hay. No we are all wondering if Frank really wanted it to load hay or that he imagined he was in Chicago terminals and wanted a weapon of defense should some one slip up and put an icy finger on the back of his neck.

Conductor Wm. B. Clemmons of the Lax. division, who is taking treatments at the company hospital in Chicago, visited at the home of G. E. Sampson and had a good old talkfest one Sunday this month. Glad to see you, Bill, or any of the old crowd we worked with so long.

John Holland, absent a few days recently, when asked why, he said, "Oh, I had to go and pay my income tax and thought it would be a good time to get used to my new set of store teeth." All right, Johnnie, but we all miss you at the foot of the Hump. As for the teeth, just keep saying "Every day in every way"; etc.

Those of our co-workers who read the March Magazine all through could not help but notice the four classes of employes mentioned on page 7. When we read it we began to wonder how many of class four were to be found on the Milwaukee. But when we got to reading the "Special Commendation" page and read the letter written by Major Archie F. Logan of the Washington National Guard we were more convinced than ever that class four employes predominate by a large majority on this railroad.

The storm of March 11 did much damage in Chi terminals and along the lines that deliver trains to us. All wire communication was at a stand-still, even the local phone wires being down. Chief caller and train dispatchers had their troubles and motor car service had to be depended upon between Galewood and Bensenville. This was somewhat slow service but every one got into the game and did their best and we were able to get by.

Yardmaster Jas. (Skidoo) Ryan who had charge of the east end day yard at Bensenville has decided to take a transfer at Western avenue, thereby doing away with the long ride to and from work daily. Lee Smith, we understand, will take the position as soon as he recovers from his illness. Geo. Stoddard is on the job till Lee arrives.

Edward Smith, Chicago terminal engineer, died after a short illness and was

buried from Masonic Temple at Mont Claire March 12. Two Illinois division engineer, James Dempsey and John Hogan also died this month. Mr. Dempsey's death was caused by operation for appendicitis. Mr. Hogan died suddenly from heart failure a few moments after he had passed through one of the worst wrecks the Illinois division has experienced in years. Sympathy of all employes is extended to the bereaved families.

Miss Weber, who usually assists us in gathering the news items from the terminal, failed to put in an appearance March 14, hence the news from the mechanical department is somewhat limited this month. No telephone communication so as these items go to the editor we are unable to say why she failed to report for work on that day. Nothing serious, we hope.

Guy Sampson departed for La Crosse March 14 where he will attend the dedication ceremonies of the new Pythian castle hall.

Wm. Walthers again back as yard master at the South Hump as H. Stockwell has been transferred to the Puzzles as yardmaster. Bill sure puts 'em over the Hump. Always got them moving the same as he did on the Lax division a few years ago.

Iowa (East) Division and Calmar Line

J. T. Raymond

Train Dispatcher Willis Jordan was at Savanna March 12 and 13 dispatching east of Delmar account wires down.

Miss Margaret Zion and Ernest Edge of Ft. Dodge were married March 12 at the home of the bride at Perry, Iowa. Mrs. Edge was presented with a beautiful clock and picture by her co-workers in the local offices at Marion, where she has been employed for some time. Mr. and Mrs. Edge will reside on a farm near Ft. Dodge. The Magazine extends congratulations and best wishes.

Miss Blanche Remington is now employed as clerk in the storekeeper's office at Marion, having been appointed to the position made vacant by Miss Margaret Zion.

We note in this column with deep regret the death of Engineer L. M. Rice at Perry, Feb. 16, and Engineer M. O'Laughlin at Perry March 10. Lem Rice began service in Oct. 1881 and Mike O'Laughlin as an engineer March 19, 1887. Both were men of fine character and first-class engineers in every respect. They will be greatly missed.

Miss Hannah Johnson has resumed work in Superintendent Marshall's office after a long absence on account of illness. Miss Johnson's return to the service and her improved health are highly pleasing to all the Marion employes with whom she is deservedly popular.

March 12 a heavy fall of snow broke a large number of poles between Vining and Savanna, badly demoralizing communication by wire for 48 hours.

Conductor Thomas Hefner, well known and popular conductor, suffered a stroke of paralysis Wednesday, Feb. 21, in the dispatcher's office at Marion where he was preparing to go out on his run on No. 19 to Omaha. At this time (March 13) he is reported getting along very nicely. We all hope for his recovery and that he may again return to his work, where he has for so long a time faithfully and acceptably served the Company and the traveling public.

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Conductor Wm. Brubaker and family of Perry have moved from Perry to Marion. Mr. Brubaker has a regular run between Marion and Omaha.

A. H. Claussen, second trick operator at Paralta, has returned from a six weeks' visit in California.

General Superintendent of Transportation G. L. Whipple, accompanied by Mrs. Whipple was in Marion Thursday evening March 1. They were the guests of Superintendent and Mrs. Marshall while in the city. Mr. Whipple was just completing a tour of inspection of the lines in Iowa.

Henry G. White of Marion, who was in a Cedar Rapids hospital for a few days as a result of an accident at Atkins resulting in an injury to his hip, has been brought to his home and is getting along nicely.

Conductor Fred Williams was off duty a few days resting up. Conductor Ben Bulkley relieved him on the Farley passenger.

Conductor Charles Izer has taken a thirty days' leave of absence on account of sickness and has gone to Excelsior Springs to recuperate.

Mrs. Rollins, wife of Conductor C. W. Rollins, passed away at the family home at Marion, March 3, after a long illness. The Magazine extends deepest sympathy to the bereaved family.

Elmer Shook, conductor on Davenport-Monticello way freight has been off duty for several weeks taking treatments in Kansas City. Conductor A. E. Young is relieving him.

Friends in Marion have received word from Passenger Brakeman L. R. Curtis, who has been in Arizona for several months; that he has regained his health and expects to report for work at an early date. This will be pleasing news to his many friends.

Tacoma Shops News "Ace"

W. E. Brautigam, electrical inspector Tacoma, recently-appointed night roundhouse foreman at Deer Lodge, left Tacoma the 3th to assume his new duties at that point.

S. A. Whyatt, R. H. F., at Raymond, Wash., spent a few days in Tacoma with his daughter who is ill at a local hospital, and while in town paid a short visit to the shops.

J. A. Taylor, a veteran engineer on the National Park branch, (Old Tacoma Eastern Line), passed away on March 10, 1923. The division employes extend their sympathy to the family.

E. L. Carkins, clerk in the time office, is the proud father of a baby girl. Congratulations Cark.

J. E. Brady, president of the Pioneer club, is planning on a large celebration this coming summer and advises that all members should be snappy about paying up their dues in order to defray all expenses such as lady entertainers, etc.

Tacoma shops enjoyed the pleasure of a recent visit of our Editor, Mrs. Carpenter Kendall, and we hope that we will see her more frequently.

Harry Strong, machinist, just returned from a trip to Kansas City, Mo.

Geo. Lovett, machinist, recently assigned to duties as inspector of the new locomotives being built by the Baldwin Locomotive Works, left for Philadelphia March 2, 1923.

S. Haugen, clerk, slightly disfigured but still in the ring. Are you still trying to make people think you got that way playing basket ball?

Request was recently made on our genial friend Al Pentecost, to fit up a bell for use at the Saint Patrick's ball given by the trainmen, when ready for delivery, someone took it upon himself to redecorate it to his own liking which was seriously objected to by J. E. Brady. Will let you guess the rest.

Ordinance—Safety first. Hereafter all closed model cars shall be equipped with curtains.

Chas. Heward, clerk in store department, who has been off sick for a couple weeks, is reported to be improving. Here is hoping we see you soon Charles.

Everybody reports an enjoyable evening at the B. of R. C., No. 412 card party March 19.

Notice—No use to go fishing any more this year as Bottles, Lowert, Snyder and Nofke caught them all.

Council Bluffs News

Ada Olsen

Hooray! Just watch Council Bluffs burst into print.

Have you heard about our new office? Due to the efforts of Mr. Legvold's gang we now have a private sanctum for the roundhouse foreman and all freshly painted. We even have rugs on the floor. Something lively for Council Bluffs.

We are thinking of buying a new hat for our electrician as he is getting so big headed over that new daughter of his. Congratulations Scotty.

Talk about "rock" you should see the one Storekeeper Failor gave "her". He goes around knocking down telephones, stumping his toes and so on. Have patience, Ernie, we all went through the same terrible stages.

Flu hit us pretty hard for the last three weeks. Have had as high as ten men off at one time. However, believe that the epidemic has just about worn itself out. Only one or two off sick now.

The office forces are certainly glad Mr. Hamilton, R. H. F., bought a Dodge sedan. He is very accommodating on a rainy or snowy night. Mighty good looking car.

Due to increase in work on account of passenger engines running through to Savanna, Boilermaker Chas. Kinchner, of Perry, and Machinist J. W. McWilliams, of Atkins, were transferred to our roles.

Section Foreman M. Learning has filled our ice-house this year with his gang without an accident. Excellent work "Mike."

We have missed the voice of Mr. Olsen, veteran operator. "Olle" passed away during the flu epidemic. He always had a smile and a good word for everybody.

Did you ever notice how methodical Jens Jensen is about coming and going to work? We are going to begin setting our watches by the time he goes by the office door. "Good Service" is his motto.

Talk about a busy boy. Carl Schonberg, clerk in the car department, puts in a full day at his desk—after that he has to repair, nurse, and run a flivver; then play in the basket ball team and after that visit his best girl.

Ask Mr. Ackers, cashier at the freight house, why he put his fingers between the safe doors when he went to close them. As a consequence he carried two fingers in a sling for several days.

Lead Machinist Gallagher has a new name but because of rush of business will be unable to tell it, this month. That's all right "Hickie" we all like you.

S. M.—West

Ray H. Hoffmann

Raymond Coty, section laborer at Madison for a number of years, has moved to Brookings, So. Dak., where he will take up farming in partnership with his father.

Joe Asenbrucker, our genial lineman, has been chewing a new brand of gum here lately. Joe says it has anything beat on the market. Of course he has a new story that goes with the gum.

O. Ratledge, passenger brakeman on No. 1 and No. 8 between Jackson and Wess. Springs, was taken sick on duty at Madison during the early part of March and was relieved for a while by Bud Stange and later by Geo. Voss, who has returned from Indiana. We are pleased to state that at this writing Mr. Ratledge is back on the job again.

Ira J. Seward of Madison, has been appointed relief agent at Naples, S. D. "Ira" has been kept mighty busy the last summer and winter, as relief agent at various stations on the S. M. West.

Tom Westby, section foreman at Colman, S. D., returned to work on March 1, after a forced lay-off of nearly a year, caused by the virtual loss of his eyesight. However, after having an operation performed by an eye specialist of Omaha, Neb., Mr. Westby has entirely recovered and is at present busy at work again on his section. We all rejoice in seeing him back on the job.

We understand that J. W. Whalen, agent at Bryant, is figuring on buying a Buick coupe. How about it J. W.?

Roy Caldwell, of Garden City, where he is section foreman, transacted business at Madison on the holiday during February. He also paid the roadmaster's office a visit.

Wessington Springs reports a total of 1500 cars loaded during the season of 1922, of which 692 were loaded with stock. Some record to shoot at we say.

Lars Westby, freight brakeman on No. 275 during the latter part of February, discovered two brake beams dragging on one of the cars and halted the train. The brake beams were repaired and the train proceeded in safety, thereby saving a possible derailment and loss of lives.

The wrestling match between Charley Bacon, bridge foreman at Madison, and Dave Smith of the Madison roundhouse, was held at the "Ruby Theater" at Madison, S. D., on the evening of February 22. The match was won by Charley Bacon, to the great surprise of all present. The first fall was won by Dave Smith of the Madison roundhouse in 48 minutes with a body scissors hold. "Charley" returned strong, however, and won the second fall from "Dave" with a toe hold in 25 minutes, and the last and deciding one in 59 minutes with a flying headlock.

April showers bring May flowers, so when it's raining, have no regrets, because it isn't raining rain, you know, it's raining violets.

La Crosse Division

C. W. Velsler

As our April issue of the Employees' Magazine goes to press we find every one so busy with a snow shovel digging out the snow plows and cars in order that we may continue to make our passenger train performance a certainty and not a hope, that news items have been as scarce as straw hats.

Engineer John Rigney, who has been pulling 2nd 57 and 16 has been laying off for a few weeks. We think that John must have an ace in the hole.

Brakeman Earl Volderson, on train No. 17, on February 24, received special commendation for his promptness in stopping his train when he discovered something dragging about two miles east of Tomah which was found to be a broken brake beam. This quick action by Brakeman Volderson perhaps saved what might have been a serious derailment.

Mrs. McMohn, wife of Yard Master "Duck" McMohn, spent several days visiting in La Crosse while "Duck" went to Chicago. Pretty smooth I'll say "Duck."

The snow on the Viroqua branch again held up the traffic for five days during the month of February, snowing in four engines. We think the weather man should be called in for an investigation.

It should be understood that Ray Long is a conductor when he takes Dan Smith's run on the Viroqua branch and not a car repairer whenever Dan thinks that he needs a rest.

Ernest Mesner of Tomah, brakeman on the Viroqua branch, is at work again none the worse for being threatened with a siege of pneumonia due to exposure when the train on which he was working was snowed in a drift on February 13.

Section Foreman Herman Wolfgram on the Viroqua branch, and crew were highly commended for their good work in keeping the track in perfect shape for Engineer Frank Steele, with his fast train.

"At Rest"

"There was a man who fancied that

By driving good and fast,

He'd get his car across the tracks

Before the train came past;

He'd miss the engine by an inch,

And make the trainhands sore.

There was a man who fancied that—

There isn't any more."

A fine big baby girl arrived at the home of Yardmaster Springer of North LaCrosse, on February 12. Wonder why we didn't get a cigar?

Stanley Taylor, chief clerk to H. R. Jones, general car foreman of LaCrosse, has returned to his desk after being off on a trip to California and Mexico.

Operator Chas. Higgins, who works the first trick at North LaCrosse, has been laid up on account of having received a sprained ankle in falling down stairs.

Yardmaster Springer, with the help of Nick Weber, moved an average of 2800 cars through the terminal during the month of February in spite of the weather conditions.

Death entered the home of Mr. and Mrs. F. H. Keaveney at LaCrosse on February 8, claiming their baby son a year old. We extend our sympathy to them in their loss and sorrow.

It is our sad duty to chronicle the death of one of our veteran employes. Engineer Robert Grace, one of the oldest employes of the LaCrosse division, passed away at his home in Portage on the morning of March 13. Mr. Grace had been in the employ of the company since 1863. Funeral services were conducted at Portage on March 15.

Sioux City and Dakota Division

H. B. Olsen

As an innovation to stimulate entertainment for the fairer sex of the Sioux Falls freight office, the boys of that office are organizing a bowling team which it is believed in time will eventually bring the girls into a team of their own for we know

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TENTS



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well after the girls have watched the boys play a few times the game will be so exciting "we just can't keep the girls out."

The old fashioned grippe which seems to have made its appearance in this locality has missed no one and in many cases has been very severe. Miss Ethel Jacobs, assistant cashier of the Sioux Falls freight, was confined with the illness for ten days, while Hildred, Laura and Oliver of the same office were also absent a short time.

Roy Card, section laborer Elk Point, had the misfortune to lose his terrier last week when this said dog disputed the right-of-way with No. 1. Roy says he figures that is tough luck as he just paid one dollar for a license.

Operator Jim Ressigue at Mapleton, had the misfortune to drop a truck handle on his foot last week, injuring that member considerable. However, Jim is on the job again with the usual good spirit.

Business at Sioux Falls has increased to the extent it has been necessary to put on a third switch engine and crew every other day and this extra service has broadened the smile on Yardmaster Ross Bankson's face to see some of the old dates cleaned up.

We all extend sympathy to Ben Jansa, trucker at Sioux Falls, who is mourning the loss of Mrs. Jansa who passed away in Albuquerque, N. M., last week. Mrs. Jansa was taken to New Mexico last fall with hopes of benefiting her health. Beautiful floral offerings were contributed by various employes of the freight department.

Special Agent S. B. McCaully is practicing a little "batchelors art" at present as Mrs. McCaully and son have gone to Beloit, Wis., where they will visit relatives.

Malcolm Nelson, crane engineer, Sioux City, has resumed work after being severely burned some weeks ago.

"Sandy" Rowland, our lion-hearted traveling engineer, has had to have his glasses changed a couple of times lately. Question—Why? (Use your imagination).

Business, business, so much work that the clerks and foremen do not have time to have their clothes pressed, so, if any one has a good formula for removing the "shine" off clothing overnight please do not forget to share it with the rest of us poor 'uns.

Miss Gertrude Muhaney is the new "steno" in the general car foreman's office who relieves Miss Edna Westfall. Welcome to our midst Gertrude, hope you will like it as well as we do.

Hooray! spring has arrived. If you do not believe it, look in the master mechanic's office and see the new Easter color in hair.

L. J. Krohn has been assigned to the position of assistant perishable freight inspector at Sioux City. Mr. Krohn comes from Agent R. G. Larson's office.

G. Y. M. Frank Henderson and wife are in California. Frank went just in time to miss the really first destructive blizzard of the season.

C. T. Barber has accepted the position as chief clerk to Chief Carpenter C. G. Vollmer at Elk Point.

After the big blizzard of March 3, Roadmaster Charley Kemp at Yankton wired Section Foreman R. Kester as to the condition of his section and the following message in reply was sent:

"We had some storm and a lot of snow fell, The wind came up and blew like hell But the track all clear, let all trains go,

We've worked all day cause we need the dough."

C. S. West, custodian of the Fullerville station, passed away on February 3. He had taken care of that station since 1907. We express our sympathy to his family.

Conductor Chester Moran, who is visiting in California, was last heard of going over into Mexico to see if he could locate Clara Phillips.

You remember when we were kids and participated in the game of "Post-office" at those school parties? Well, that game is gaining prominence again—ask Hannah.

Our veteran engineer, "Bill" Bowers, was confined to his home account illness last week.

A card from Conductor Billy Rands, who, with his wife, are in California, stated in the trip to Catalina Island on the Avalon was not the smoothest trip he ever took and therefore fed the fishes on the return to mainland.

Conductor Tom Biggs is there and over when it comes to getting business. While on train No. 4 February 27, he "landed" four passengers for Boston and upon arrival at Sioux City had Ticket Agent Fred Filmer issue the necessary long greens to them.

Word reaches us that Operator John Paulsen, Scotland, was married on February 21, to a pretty "Miss" at Tripp. They are honeymooning in Chicago and returning will make their home at Scotland. Congratulations Mister and Missus.

The Shrine circus at Sioux Falls the first part of March drew thousands of out-of-town people. On the opening day Superintendent Rummel attended, accompanied by Dispatcher Harry Hoskin; C. P. A. H. S. Wykhoff; "Sandy" Rowland, traveling engineer; Operator E. L. Taylor, Conductor W. S. Shadle, all of whom were guests in the 5808.

Milwaukee Shops Items

H. W. G.

Ted Kirkby drops in once about every two weeks. Always glad to see you, Ted. Reminder of old times, and not so very old, either.

Draftsman Horten set up the cigars the 26th. Another boy—the third. Congratulations, Horty.

Foreman Steamfitter H. R. Davis of the locomotive department has been on the sick list since the middle of January. Mr. LaPhillip is handling the work at present.

Some of us received cards from C. F. Winn from New Orleans, basking where it is warmer.

"Outlines Of Science" Vol. No. 3 (London) has the C. M. & St. P. Ry. electrification well mentioned in their electric article.

The Veterans' passes came the 5th, after a long, patient wait, making glad hearts all around.

The storm rounding up the viaduct makes a good inclined plane on which to take a good speedy slide as one of the stenos did on the upper landing the other morning. No bones broken.

Frank Peck, district storekeeper, was out with the Ford gasoline road scraper opening up the arterial highways around the plant. The 30 wire poles from the viaduct west to the curve are still down. Sup't. Whiting of the terminal was riding the front of an engine with a flagman on foot ahead in the thick of the storm. Even the signal tower near the north shop was snapped over, same over on the hump.

The veterans are again reminded to

give their address when any change is made. This is being done very well of late. The book of some 500 names for the shops must be kept up to date, as it is also used as a check up between the different departments. Deaths should be noticed to H. W. Griggs for the Milwaukee shops.

The main flag pole of the shops which is at the car department went over during the storm and the upper half is over on the roof of the main building.

Fred Egide, one of our oldest veteran foundrymen, died at his home in Milwaukee Mar. 12, 1923. Mr. Egide had worked in the foundry for 38 years, a good and faithful worker, missed by his old standbys.

The bowling tournament at the Auditorium is bringing out some hidden local talent. Otto F. Hoppe, locomotive blacksmith who had not bowled in 40 years since the old days of Milwaukee garden, was persuaded to try a few throws which he did and walked away with a score of 80. They'll have to get up before daylight to beat Otto. Next thing we hear the eastern tournament will be after him.

As we are about to close the items news comes over the wires that Engineer Robert Grace died at Portage, his home, March 13. One by one the old timers are passing away. Mr. Grace was about the oldest engineer of the Milwaukee road, having started way back in the early 60's. In the late 70's he ran the fast mail, and late years took the Madison Portage passenger run, which he held during the summer the last few years. Mr. Grace was a warm personal friend of A. J. Earling, and whenever the latter's private car came in, both old friends had a hearty handshake.

Southern Minnesota East
I. M. M.

John Holston, aged 80 years, passed away at St. Olaf hospital, Austin, Minn., Saturday afternoon, March 3, after a brief illness. The body was taken to his old home in Muscatine, Ia. for burial.

Mr. Holston was a very faithful employe, having served the C. M. & St. P. railroad about 55 years. He was a member of the Veterans Association.

Conductor Henry Heslip, who has been in the LaCrosse hospital for some time, was able to be taken to his home in Austin and is now on the road to recovery. We all hope to see him back on the job again soon.

Agent T. J. Fogarty of Sherburn has been on the sick list and unable to be at his work for the past month. B. E. Halvorson from the west end is relieving him.

Operator Helen Jahren has resumed her duties at Fairmont after a six weeks' vacation spent in Omaha, Chicago, Minneapolis and Austin.

Agents along the line feel rather lonesome since John Newcomb's absence. John is on the sick list but we hope to see him back most any time.

Have added three new passenger engines to our list; 902, 906 and the 908. An efficient passenger brakeman says it is now necessary for the brakies to get on the front end as the new engines are too speedy for them to catch the rear end. Engineers Whiting, Wells and West feel very cheery over their new steeds.

Born to Machinist and Mrs. Walter Grinnan, March 12, a daughter Gloria Virginia.

R. E. Nichols who has been with the

S. M. B. & B. department for some time has been appointed chief carpenter on the S. C. & D. divn. We all wish him success and good luck in his new work.

The S. M. division safety first meeting was held in Austin on Monday, March 5, and the I. & M. on March 6.

Arvid Satterloff, machinist had the index finger of his right hand crushed while at work March 3.

The Latest: A boy who works right in these offices, got two tickets to "Steve" and who do you suppose he took? It was a toss up between Ron and Herb. Wonder if the girls will do that next year.

Steve is very downhearted these days because the roads are in such bad condition—too muddy for Fording—only two passes a year—Minneapolis such a long way to walk.

A little perishable freight inspector arrived at the home of P. V. D. and Mrs. Williams the latter part of February.

Aside from being authority on the movie actresses, John Schultz is reporter for the local paper on holidays.

While driving from his home in Adams to Austin, where he is employed as foreman of the B. & B. department, Charles Wollweber encountered two timber wolves one morning after a snow storm. Chas. had some rabbits in the back of his Ford which he thinks, attracted the wolves. He had no gun with him so had to step on the gas to save himself as they were pretty savage looking, he said. However, if an opportunity like that presents itself again, Chas. will be prepared.

Minneapolis Shop Happenings
James Nellins.

The boiler shop puts on more of its old time appearance due to the return to work of boilermakers Thomas Dowd and Harry Schumacker, the former being absent for some time account of sickness and the latter account of being located at Aberdeen. Both are welcome back for they are pretty good fellows to mingle with. John Forbes is also back in the good old shop and doing business in the good old way.

Donald Sutherland, blacksmith shop, wore an extra bigger smile than he usually does on February 14 and for mighty good reasons, too. The good stork hovered about his house and left one of the finest baby boys known and Donald is being congratulated on all sides. The baby knew a good thing when he had it and refuses to leave which adds to the gladness of its parents.

Any one who has not attended the Tuesday noon hour health talks had better not pass up a further opportunity. The attendance is growing bigger at each gathering and last Tuesday, March 6; it was almost an over-flow meeting, the boxing boys from the Y. M. C. A. being especially attractive and interesting and brought a liberal amount of applause. Spend an hour at those meetings and forget for the time, the old hum drum of the shop routine.

On February 19, the employes, and particularly the old time men, were saddened at receipt of news that veteran Machinist Michael Fleming had passed away, he having been absent from duty for a long time account ill health but late rumors were that he was improving and expected to resume work with the coming of warm weather. The forces are all expressing their sorrow at his passing away.

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SAYS

"ADVERTISE

IN THE

MILWAUKEE!"

The supervisory forces, Messrs. Lamberg, Turrey and Palmer, are now all nicely settled in their new quarters in the upper north end of the mill, together with their office forces, and all appear very comfortable in their new quarters, although it seemed hard at parting from the old locations.

We note in the March issue of this magazine, an article from our friend and veteran E. W. Dutcher, written from St. Elizabeth hospital at Lafayette, Indiana. Now can Mr. Dutcher or someone else, advise the readers what our friend is doing there, on account of being sick, or what. Many old friends would be glad to know.

The scores of friends of James Elder, superintendent of air brakes, were grieved to learn of the death of his wife, the most sad event occurring on March 1 and what makes it especially sad is that three small children are left without a mother and at a time that such a 'best friend' is most needed. Mr. Elder has made hosts of friends in this vicinity, in fact he is a product of the Hastings & Dakota division where he worked as fireman and engineer and all are expressing sorrow at his terrible bereavement.

It might be well for us railroad men to note and take heed of a comment recently made by Louis W. Hill, chairman of the board of the Great Northern railway, a part of which is as follows. "Good feeling is an essential to the success of all partnerships. This one includes not only the railroad and all its peoples along its lines, but all railroad employes as well. If they will think well and speak well of their employer, always realizing that whatever hurts one hurts the other, it will help amazingly to prevent misunderstanding and promote the welfare of both." This appears to be a truth clear and plain to everyone and why can it not be practised by employes everywhere?

On March 2, the sad news reached the shops that the wife of Benj. M. Benson, chief clerk to the shop superintendent had passed away. The scores of friends of Mr. Benson, both in the shops and roundhouse and among the engineers and firemen, all unite in extending their sincere sorrow in this great bereavement.

Let us call attention to the article on page 7 of the March issue, by a veteran, entitled "Co-operation vs. Non-co-operation." It is good reading and that veteran surely scores a point or two. Pick up your March issue and read it again.

There is another good item in the March issue page 17, defining efficiency as the art of spending nine-tenths of one's time making out reports that somebody thinks he is going to read but never does. Another good definition would be, the art of telling someone else how to do things that we know nothing about ourselves.

Notes from the Local Office, Tacoma
R. R. T.

On Thursday, February 15, Mrs. McKay and Miss Sophie Hanson, both of whom are well known and popular members of our force, gave a miscellaneous shower at the home of Mrs. McKay in this city in honor of Miss Margaret Bolander, the charming young lady who is apparently destined to be the next bride among our Milwaukee girls. There were sixteen guests, most of them being Milwaukee girls. Dainty refreshments were served. In the games which took up much of the evening prizes were won by the Misses Gwendolen Gus-

lander and Willa Lindsey of our office and by Miss Gartley. The bride-to-be was the recipient of many beautiful gifts.

Agent Alleman, made a determined effort to break himself of the smoking habit a few weeks ago. In order to appease his craving for the weed he consumed a matter of about five packages of chewing gum per day here at the office. We regret to state however that old lady Nicotine got the best of him after all and that he is going as strong as ever; worse still, he is now trying to camouflage his backsliding by claiming that he wasn't really trying to quit, but merely reducing his smokes here at the office.

Ralph Bement, assistant agent, returned from his vacation trip to sunny California on February 13, just in time for the big snow which occurred at that time, having the pleasure of walking down to work through the snowdrifts the morning of his return. However Ralph says that he is glad to be back in our more robust climate after all. Like all good tourists he extended his trip to Tia Juana and assumes a sort of regretful, faraway expression when he thinks of that favored spot.

The big snow to which we referred above occurred on February 13 and 14, and was the heaviest here in years. Street car traffic was entirely deranged; some of our men at the office and warehouse were entirely snowed in and all the others had to walk to work. On the 14, Mrs. McKay was the only one of our ladies to brave the weather and show up at the office, being quite the heroine of the occasion. Transcontinental train service was somewhat delayed by snow in the Cascades and many of the train and enginemmen had some strenuous experiences up there.

We regret having to register the fact that Frank Kinney, formerly in responsible positions for the traffic department at the Twin Cities and of late years connected with our dock No. 2, is in very poor health at the present time, being confined to his home, although not to bed. His many friends on the Old Line and here on the coast will wish him early recovery.

Ed. Mider, the tall and handsome foreman of the coach yard switch engine, is now the proud possessor of a Broadway Cootie or Chevrolet and is busy in his leisure hours dodging the speed cops. They haven't nabbed him yet but are extremely likely to get him sooner or later. We hear that Miss Conway, formerly of our force, but now with the Nils Peterson road, is also a late purchaser of the same popular brand of car.

Musselshell Minutes

"K"

Our stenos hold the record for economy—we haven't seen an Easter bonnet so far—where are you hiding them, girls?

March came in like a lamb, so the natives know what to expect in the line of exit.

Seattle seems to be the mecca for stenos from Miles City. Gladys Daly left last week to fill a vacancy in Mr. Vietch's office. She will join Betty Lane, who is now at work in the freight department in Seattle. We wish Gladys the very best of luck. As a steno she can't be beat and if they don't appreciate her out there, she knows what she can do.

H. M. Brown, section foreman at Baker, is said to have committed matrimony recently. We haven't learned the lady's name, but the division joins in congratulating the happy couple.

Mrs. C. A. Drawbaugh has been seriously ill for several weeks suffering from an attack of the influenza. We are pleased to report that she is recovering nicely at this writing. The neighbors say that "Draw" lost the combination to the coffee pot and didn't have very good luck the first two or three mornings after he became chief cook. We hope Mrs. D. will soon be back on the job and that his smile will be in evidence again.

P. J. Burns is anxiously awaiting the arrival of his new Overland. It is expected the first of next month. "K. B." has made the assertion that she is going to learn to run it or break her neck in the attempt—says if she can't run it she may as well be dead anyhow. Watch your step now, keep clear of the crossings and highways; keep your insurance paid up, too, after the 1st.

Clarence Hanover is the new chief clerk in Mr. River's office. It is said he hails from Milwaukee. Mr. Hanover was formerly chief clerk of the store department at Tomah. No, we don't think he is married—oh, girls!

Roadmaster Olson is the proud possessor of a new baby—Remington. Mr. Olson is loud in his praise of the new machine and we are tempted to borrow it some day just to see if it really is all that he claims.

Chief Carpenters Clothier and Sorensen were here for a few days last week, incidentally to attend the safety first meeting and look after other business matters in this vicinity. Since reading the last issue you will know why we are always glad to see them.

Mr. and Mrs. E. C. Olson are the proud parents of a fine boy, born February 16. They have named the lad "Bob". Congratulations are in order.

E. J. McAvoy, former chief clerk in district engineer's office, is now in Seattle. Mr. McAvoy is now chief clerk to Mr. Hayward. Clifford Alderman from the superintendent's force is taking Mac's place in Mr. Murray's office.

Johnny Wandell is inspecting stationary stock from Mobridge to Miles City this week. They say he stopped over night in Baker and while in that city, performed on the piano at the Best hotel, much to the delight of the natives. If you haven't heard Johnny tickle the ivories, you have missed a treat.

According to the local papers, the new railroad, to be built by the Haskell interests, is assured and actual construction will start about June 1. We are glad to hear this news. It will mean a big boom for Milestown this springs—lots of new people and big business.

Another sign of spring—ice in Powder river said to be going out. Every reader of this magazine has surely heard of the famous river. Its slogan, "Powder River, let 'er buck," is known the world over. Just now reports are coming from the south country about mysterious "hot spots" to be found in its vicinity, where the heat is said to emanate from the ground from an unknown source. Travellers stop to warm themselves in mid winter at these places and wonder whence it comes. It is believed that these places, so phenomenal because of the fact that no gas or odor accompanies the heat, may be the source of a new radium discovery. Scientific investigation will take place soon. Nothing surprises us—this is the treasure state you know.

Kansas City Terminals S. M. C.

I have noticed that invariably when the Magazines are received everyone turns to the local items to see what is said about the folks they know. It isn't always easy to get items and I want to express my thanks to those who have contributed. Every little helps; let's all get behind it.

Should any of you be in doubt as to how barbering should be done, especially trimming hair, ask Jim Talbott, he knows.

Tom Hayden from our passenger department (and others) attended the banquet given by the city bowling association held at the Coates house last month. Tom says he will never miss one in the future and always wants a front seat. What's the attraction? I don't know. Something about a dance or a dancer.

We understand Frank McCarthy uses his office as a distributing center for poultry products. It's all right as long as you don't go in for "chickens", Frank.

Spring building has started at Coburg.

The store department has a new home almost completed.

Helen, our "little" telephone operator, has been having a lot of trouble with one of her ears. Do you suppose what she hears over the wire could have anything to do with it?

Thomas Murphy, coach foreman, has a new suit and we understand he intends to get some new gold teeth, also. Girls, better watch your step as there is something in the wind.

We have another addition to the Milwaukee family. Oiler Reinhold Leins announces the arrival of a 12 pound girl at his home. Congratulations.

Speaking of radio fans, see J. E. A. or J. T. C.

Gus Westman, car foreman, has frequently been seen traveling south on a Prospect car, usually after 8:00 P. M.

Wm. Rogers, carman, is satisfied, but not contented. See him about Arkansas.

Spring is here; if you don't believe it, just watch for Lawrence Flagler and his car.

Does the wind blow in Kansas during March? I'll say it does; it blew the claim clerk's mustach off and every one says it's a great improvement. Keep it off, Charles, you look 10 years younger.

Women are not the only ones to change their minds. One of our boys bought a marriage license last month and then decided he wouldn't use it. Can you beat it?

Now that everyone has had the flu, let's forget our ailments and get our work caught up in good shape for vacation time is "knocking at the door". Don't all figure at the same time, 'cause it can't be done.

The local office Boys have started to limber up their arms for the indoor ball game which is the main sport during the spring and summer. They no doubt will expect to even things up with the M. K. & T.

Do you think there is any chance for June weddings this year? We can't say, but from all indications there may be as there has been a lot of fancy work done lately. What for? Nobody knows, but here's hoping it will be used this year.

Katie Hamman, our Barney Oldfield from the cashier's department, says some undertakers are sure careless. One hit Katie's little Lizzie and almost knocked a fender off. Well, maybe his business was poor. Better dodge those fellows.

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Signal Department Wig-Wags — Lines West
F. G. M.

Right here we want to call attention to the existence of one of those sparkling things in the possession of our lady time-keeper. Uh-huh, she parks it on the third finger to the left. Here's wishing you both every happiness, Eva.

May life flow along,
 All profit, no loss,
 If BOTH can be happy,
 Where ONE is the boss.

Relaying of steel and partial overhauling of the Black river interlocking plant, long since overdue, is slated to take place the early part of March. This ought to keep Hans Loftén, Bobby Hart, Shorty Weaver, et. al., busy and quiet for a while.

February 24 Fred Nagel received the appointment of assistant signal maintainer at Corfu.

Testing phones in the laboratory sounds like a quotation from "Puck," especially if you can hear both ends of the conversation. Here is a sample:

"Harold, go out and get on that receiver in the other room."

Harold goes out. Pretty soon,

"Hello, do you hear me?"

"No, I don't. Do you hear me?"

"No, what are you saying?"

Curtain, boy! No encore.

John Ricketts, ex Deer Lodge signal-material-clerk, and ex-lots-of-other-things, paid the signal office a visit on Lincoln's birthday. He didn't say anything about Lincoln, but covered most other subjects.

Since Harry Wade moved away, and Steed and Schutzman had to hock their Lizzies, jitney service to the Tide Flats is about as much a matter of memory only, as a saloon in Kansas.

We are looking forward to the well-advertised but long-delayed arrival of Jim Howell's rejuvenated limousine. What do we care if it is a 1492 model, and looks like a relic of a once prosperous age? If it travels, that's all that's required.

In February Foreman Bates installed a 100-cell dry battery in the laboratory. So far, no one has been bitten by it, but as far as we are concerned, if there isn't a casualty before long we'll consider the thing a failure. Well, what are 150 volts good for, anyway?

On or about Feb. 11, F. C. Bingaman, until recently signal maintainer at Marble Creek, died at the home of his brother in Altus, Okla. The body was interred at West Plains, Missouri, Mr. Bingaman's home town. His signal department friends extend their sympathy across the intervening miles to the saddened family.

Sumner Stanley, maintainer at Warden, had a collision with a section car early in February and was badly hurt in the mixup. Examination at the hospital in Spokane showed a fractured skull. He made a rapid recovery however, and was back at work after about three weeks' layoff.

The highway grade crossing a mile west of Finlen was replaced with an underneath crossing on Feb. 15 and the signal and bell moved to Bearmouth. Jim O'Dore's squad is to handle the job of installing them at a crossing near the latter place.

In February a wind storm on the Bozeman line blew the trolley down and burned up the telegraph instruments at Bozeman, Hot Springs and Salesville.

On Feb. 17 the staff signal at the west end of Hangan was knocked down by a cut-widener. There wouldn't have been

much to it if the signal hadn't fallen into the trolley and started a little fireworks. After the smoke had cleared away there appeared to be missing a signal, a couple of thousand feet of cable, some relays, and a few indicators, switch boxes, etc. Otherwise, everything was O. K. Net result—five signals out of service six days. Slim says he has an extra gray hair or two, and he also remarked—but no, we're barred from printing that.

That makes a signal knocked down in Idaho, then one in Montana. Forewarned is forearmed, Ed. The coast division is due.

J. L. Randolph, maintainer at Roland, Idaho, accumulated a cluster of bruises when he hit a section car near tunnel 21 in the Bitter Roots. His car took on a good-sized cluster of them, too.

Dubuque Division

J. J. Rellihan

The Dubuque division was out of luck last month. At the time that the items were to be sent in yours truly was all in with the flu or some relation to it. It was so serious that the trainmaster had made arrangements for the roses.

J. H. Cline, agent at West Union, has been appointed county auditor of Fayette County. John is giving the job a try-out before resigning as agent, the station being bulletined for four months, and his son Harry, agent at Canton, Minn., is temporarily in charge.



Section Foreman LaTronch and "Crew", New Albion, Iowa

Conductor J. E. Kohler and Brakeman Jack Fish had a narrow escape on the night of Feb. 17. They were coming west on an extra out of Savanna when their caboose was derailed and tipped over. Both men were knocked unconscious, Fish being the first one to come to, when he discovered the caboose on fire. He crawled into the burning car and pulled out Kohler, whose clothing was on fire, and saved him from a frightful death. Both men were taken to Dubuque and placed in a hospital and at this writing are getting along in good shape.

Business continues good on this division, and every day it seems to be getting just a little better. Eight G-7 engines have been assigned to the division.

If Mabel married Preston would there be Harmony in the Newhouse at Reno? Yes if they would Prosper.

Agent Wyse at Waukon Jct. had about all the flu in his home that he cares about. His wife and four of the children were down and out at the same time and his son Robert a patient at a Dubuque hospital with pneumonia.

The many friends of Passenger Brakeman Sam Hess were grieved to learn of the death of Mrs. Hess on Feb. 9, after an illness of only three days with pneumonia. The funeral services on Feb. 23

were conducted by the Eastern Star, and interment made at Linwood cemetery, Dubuque.

The citizens of Spechts Ferry received quite a surprise when Wm. C. Goodsell, telegraph operator of that place, stepped off the train, after an absence of two days, with a bride. The lady was Mrs. Edith Paulsen of Dubuque, and the happy couple immediately started housekeeping at Spechts.

George Childe, agent at Mable, Minn., who is spending the winter in Los Angeles, attended an "Iowa" picnic there last month and had the pleasure of meeting our friend, former superintendent J. W. Stapleton. Mr. Stapleton wished to be remembered to all his old fellow employes on the Dubuque division. He also located Mr. Baird in the Milwaukee office there. Mr. Baird will be remembered as our division freight and passenger agent.

The bird that predicted an "open winter" must have been F. O. B.

Nick Barbars, who has been one of our most faithful section foremen for the past 43 years, has retired as foreman on account of his age, and has accepted a position as yard foreman at Harpers Ferry. Leo Hilkins has been assigned to the section vacated by Mr. Barbars.

On account of the heavy business that we are handling an extra operator has been put on in the dispatcher's office and a telegraph office has been opened up at Catesse from noon until 8 P. M. C. E. McCloskey of the Marquette passenger station, has been put on at Dubuque, and Freddie Gassman as the "agent" at Catesse.

After a long and lingering illness Mrs. J. D. Welsh, wife of Conductor Welsh, passed away at her home in LaCrosse Feb. 19. Services were held in LaCrosse the morning of Feb. 22, and her remains were taken to Dubuque for burial. A special car was tendered the funeral party for their use on No. 4 that day. Mr. Welsh and daughter Irene have the sincere sympathy of every employe on the division in this, their sad bereavement.

Business on the Waukon line is going to be good as soon as the frost goes out of the ground. A contract has been let for paving all the streets in that city and the amount of gravel that will be needed will very likely necessitate another crew on the branch to make two night trips.

Mrs. Horning, wife of Engineer Edw. C. Horning, and mother of Engineer Edw. F. Horning, died at her home in Dubuque February 28, after an illness of several months. Mrs. Horning was 59 years old, being married in 1888, and had resided in Dubuque ever since. She leaves her husband and three children to mourn her loss, all of whom have the sympathy of their many friends. The funeral was held March 3 at Linwood cemetery, Dubuque.

Engineer Phil Stempfer met with quite a serious accident on Feb. 21. "Barney" was pulling No. 4 and just west of Gordons Ferry they struck the rear end of 2nd 72. In unloading Mr. Stempfer broke both legs. He was immediately taken to the hospital at Bellevue where he has since been confined, but is getting along quite well considering everything.

Yours till the snow bawls.

West End Scraps

D. R.

Sorry, Mr. Wilson that we are so late announcing the news of your wedding. It was our fault, we admit (the announcing

we mean), but did you see about it in February's edition in the Coast division's column? Accept our best wishes Paul.

Numerous changes have occurred within the last couple months all of which deserve mention. First among these is the departure of James Ritch for Oakland, California. Jimmy has branched from railroading to farming, running a poor little Ford tractor around a large ranch near Marysville. He claims to be raising only blisters for this year's crop, and a good healthy appetite.

Harry Wurzbacher has also left the employ of the company and is now with the Palmolive company in Oregon. As a result of Harry's leaving, Pete Plinck was moved from the engineering department into Mr. Nicholson's office and is now holding the position of secretary to Mr. Nicholson.

Charles Finlayson has been officially appointed assistant purchasing agent to succeed the late Mr. Wilder, whose recent death we still mourn.

Mr. Nord of the traffic department, left us some time ago after a stay of only a short while. Ted McGeary and Miss Gladys Daley have just recently been added to Mr. Veitch's office force and we must say if said force has many more additions like the last there will be quite a clamor for positions in that same office.

Can you find anybody you want to in this building now? Well, nobody else can either, as all the offices have been put in an uproar since the new annex has been completed and all the moving done. This moving has struck the passenger department, the claim department and Sedgwick and Williams, all of whom are now in new quarters. They may have things all shiny and new but that new varnish is a drawback. Wonder if they taste it during their of time before getting used to it. If so, it lunch hour too. Maybe it is only a matter sure takes a lot of it. The "it" used here means time, not varnish.

Some weeks ago, before spring was known to be so far away, several of our young fellows, namely, Paul Cary, Henry Williams, Dick Prankhard, and Matt Sullivan took a trip up to the snowy hills in the vicinity of Lake Kechelus, for a day's romp on snow shoes. Lame backs and sore muscles were the order of the day following but nothing serious happened to darken their memory of the trip and it is claimed "a good time was had." B-r-r-r. If they had only waited a day or so longer they would not have had to seek king winter up in the hills. He paid us quite a call in the shape of a blizzard about the middle of February, which caused the city a great deal of discomfort by tying up the street car service. How did you get home during those couple days? We walked. Some of our friends stayed down town.

A. P. Chapman returned from his vacation in sunny California some time ago and Matt Sullivan is now taking the remainder of his last year's vacation. That's saving them up for quite a while. A. J. Knoff from the city ticket office is also off on a vacation, being just about now, somewhere in the vicinity of Los Angeles, probably attracted by the bathing beauties on the nearby beaches.

Eugene Webster, our traveling passenger agent, bought a Chevrolet touring car together with a new pair of glasses.

Jack Telford is also a proud new car owner, having just bought a Ford coupe. Jackson tells us that Telford turned around four times on Fourth and Union, and got a yellow slip, before he got started home one night.

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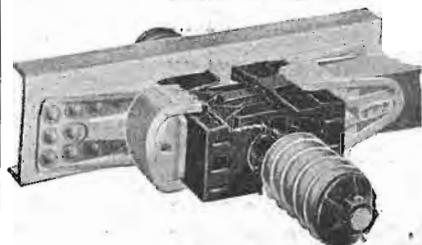
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River Division News
 M. M.

Would like to tell you about the miscellaneous weather we're having but I fear my items would be blue-pencilled. Last month I *know* I saw robins and did want to tell about them. But this month I'm not going to send in many items 'cause there isn't any news and then there won't so many to blue-pencil.

Some one wants to know how long Chief Clerk Roxie at Winona has smoked that Brier pipe. What say?

You weren't any more disappointed than I, when I didn't see the notes written by our very capable correspondent from Eau Claire. Perhaps the items reached there too late for publication and will be in the next issue. (Correct—Editor.)

Sympathy is extended to Jas. Elder, air brake supervisor, in the loss of his wife the forepart of March. Funeral was held at Minneapolis.

Notice—You may expect to see Chief Carpenter John Ostrum dolled up in the very near future. The tailor informed us that he left his order and that he wished the suit to have all the features that make for clothes satisfaction. Suppose it will be the Tuxedo style and look very swagger. Haven't been able to find out whether he has "divagated" into the colorful realm of neck wear or not.

District Boiler Inspector H. J. Wandberg arrived at Wabasha March 15 bringing with him a regular snowstorm. Well, Henry, it's alright to call but never mind bestowing any more tortures than what we have had to encounter already.

Understand Conductor Chas. Langdon is expected back from California. Some of his kind friends better wire him to change his mind until our winter has passed into oblivion.

During our short spell of pleasant weather some of us were greatly imbued with the spirit of house-cleaning and the roundhouse office at Wabasha was the victim. Words fail me when I try to give a description of the office and the only way that I could do justice to it is give a colored picture and this is impossible. The first two days after the cleaning we had "open house day" and visitors were allowed to view it. Result was we didn't have any visitors only business callers.

Below is a picture of the freight office force at Wabasha. Please don't all ask at once who the little boy is. Freight Handler Olaf Lund, who enjoys working at a station where they have a "matron", and then, too someone will want to know who the "gentleman" is with the hat. He is the agent, F. C. Beck, and to the right is Dick Thompson with his pocket full of ammunition for work. H. D. Witte at the head of the regiment handles the wires and next is Bill Feddern who has a keen sense of humor and a very droll manner which are both visible and audible at times. Lec Cater didn't get his necktie so we have his picture anyway. Notice the grin. Sharp Brown is the Bill Clerk. Let me say that if you have any mathematical problems to solve, just send them to this bunch for solution.

Trans-Missouri Gossip
 M. F. H.

N. H. Fuller is taking a six weeks' leave of absence and will spend some time at Thermopolis, Wyoming. H. L. Wiltout,

of Three Forks, Mont., is acting superintendent during his absence.

Mr. and Mrs. A. S. Hagan of Marmarth are visiting at the Paul Nylen home.

The trainmaster's clerk is looking for enough money to pay for a license for a Ford coupe. "Ollie" said she could have it to drive this summer.

"Dad" Wyman has fully recovered from his operation and after visiting in the east for a short time, will return to work.

Has anyone noticed that Tom Milligan is reducing. We understand that he is exercising considerably—walking after No. 217.

Conductor and Mrs. G. R. Jacobs have returned from their winter's sojourn in California.

George Hill says that we could not keep house without Bill Moran's "Lizzie".

B. S. Brockoff, agent at New Leipzig, is laying off on account of having blood poisoning in his hand. W. B. Brundage of McLaughlin is relieving him.

Engineer H. R. Catey and Miss Winifred Cavanaugh of Marmarth were married Feb. 24 at Aberdeen, S. Dak. Both Mr. and Mrs. Catey are well known on the T. M. and everyone joins in wishing them all happiness.

H. B. Culp leaves soon for his home at St. Maries where he expects to visit for a short time.

Bert Dafoe of Shields has been assigned as section foreman at Moreau Junction.

R. C. Showalter, pipe fitter helper at the local roundhouse, is seriously ill with pneumonia.

Chas. Paschion, hostler at Moberge round house, has returned to work after a prolonged siege of illness.

David Mankey, car clerk at Marmarth, has returned from Mitchell where he has been attending school for the past six months. He will return to work the 15th of the month.

Mr. and Mrs. Francis Kellaheer are the parents of a fine baby boy born March 10. Congratulations.

Cecil McNeeley, one of the freight house men, made a trip to Mound City one Saturday recently. Cause for his frequent calls in that part of the country is unknown.

Des Moines Division Items

There seems to be an unusual amount of sickness on this division this month. Dutch Newell has been very ill, but (thanks to the First Aid of a friend) has fully recovered and is O. K. for No. 33.

Fireman Leiffert has also been confined to his home for the past several weeks, but he expects to be back on the job in a short time. John Farley is feeling fine at the present time, although his illness has not been serious, it has kept him from duty, (at various times). If any other sickness is heard of we can refer them to Fireman Leiffert for a "SURCUR" for anything from the gout to the blues.

"Do you think skirts will be much longer?"

"It depends," replied Miss Cayene, "on whether the Paris fashion dictators are more interested in selling silk stockings or dress material."

After a strenuous argument with Brake-man Fred Anderson, as to which was the taller of our fair damsels, Florence and Vira, the argument ended, costing Anderson a two-pound box of chocolates, which we all enjoyed. Next time, Fred, don't bet on the other fellow's game; they MAY have just come from the attic where the scales used for that purpose are located.

The tranquil atmosphere of the dispatcher's office was disturbed for a few minutes last week, when Dispatcher Olson discovered a bulletin posted on the bulletin board reading as follows: "ARTHUR OLSON WINS SECOND PLACE IN NEWS HEAD PIN BOWLING CONTEST." Listen, Olie, we didn't mean to make you peeved; we are all proud of you.

Overheard in roadmaster's office. Brake-man Corbett speaking. "What, the police station? No. I didn't call that number. I know that wasn't Charles Lemley's number." Evidently another one added to the membership roll of the Stood-Up Club.

Wm. Moody, trainbaggage man, has undergone an operation recently, but we understand he is getting along nicely now, and expects to be back on the job soon.

They're Week Day Expressions

Accountant Jimmie: "Hello, Leo! How's the hospital this morning?"

Fireman Clark: "Now, listen. I'm sick, not working today."

Dispatcher Edson: "Mornin'."

Frenchy: "Anybody got any news for the Magazine? Has to be in today."

Engineer Newell: "We are all fed up on that stuff, too."

Brakeman Moody: "Anybody want to fight?"

Conductor Meyers: "How're all the Democrats today?"

Brakeman McCutchen: "Now, don't run off with that paper."

Assistant Accountant Jean: "I haven't decided whether I'm going to work today or not."

Conductor O'Laughlin: "Well—I've plenty of lady friends."

Stenographer F. Nelson: "Yes, you can borrow it, but bring it back, or we'll soon be out of wrapping paper."

Chief Clerk McGovern: "Do you want to talk with me awhile? Pull up your chair."

R. & M. Clerk B. R. R.: "I'll have them for you by 5, Joe."

T. M. Timekeeper Stuber: "Well, let me see."

Dispatcher Olson: "Well, I did pretty good in the league last night."

Operator J. A. P.: "When are you going to wash your face?"

Don't know what's the matter with Izzie this month, haven't received his usual monthly contribution. "What's the matter, Izzie, frozen up, or is it a fair one from the sultan's harem, now occupying your time? That's alright, Izzie, we're for you, and remember, 'Never let business interfere with pleasure'."

Our regular correspondent, Frenchy, is suffering from some trouble with her right eye, which, although not serious, is confining her to her home today. But by next month, we'll look forward to some interesting news as she will be back on the job and giving the Magazine her undivided attention.

Here's to our sick, not personally mentioned above, and we hope for your speedy recovery.

The On Time Line—Kansas City Division H. F. B.

Re-examination of train, engine and yardmen has been under way on the Kansas City division for the past few weeks with Trainmaster F. H. Allard brushing the men up on standard rules and Traveling Engineer E. Schmitz brushing them up on handling of air brakes.

Ralph Lowe of the division engineer's office is the possessor of a new baby daughter born Saturday, February 17.

Early in the morning hours of Sunday, February 18, Engineer Michael J. Grady, who had been in the Milwaukee's service since May 1883, passed away at his home in Kansas City due to a complication of grippe and other troubles caused by his teeth. We wish to extend to his survivors our most sincere and heart felt sympathy.

The lumbermen who were on their last lap of a tour from Chicago to the coast and down the coast to Los Angeles and the southern route back to Kansas City, were handled from Kansas City to Davenport over the Kansas City division enroute to Chicago, February 20, and were given a nice run over the division in eight hours and thirty-eight minutes. Mr. Hoehn accompanied the train from Kansas City to Davenport and spent the day at Nahant.

Superintendent B. F. Hoehn, after going to Excelsior Springs to spend the weekend recently was taken ill and was compelled to remain at the Springs for over a week but is now back on the job and feeling fine.

During the month of January 1400 cars of fruit were handled through Nahant and 1241 cars during the month of February. This is a considerable increase over the same months a year ago as cars handled through Nahant during February this year showed an increase of about 5000 cars over the same month last year. We also have a fast time freight run out of Nahant which connects with Kansas City division No. 74 leaving here at 4:30 p. m. with the fruit and meat.

The ice on the rapids between Davenport and Le Clair went out March 3 and the switchmen's troubles at Davenport will start in a very few days as Captain Henderson with his ferry boat will be on the job in a few days and then look out for whoever blocks the crossing at the foot of Main Street.

W. Snell, district general car foreman, was a recent caller at Nahant and we hope he makes arrangements to move some of the old cars off the repair tracks, for we surely need the room.

Conductor J. S. Williams, who runs on trains 103 and 104 between Ottumwa and Marion, received a very painful injury on Friday, March 2, when he fell from train 104 at the west passing track switch at North English, evidently caused from losing his balance when the car struck the switch. Although having several bad scalp wounds, which made him unconscious for several hours, and other bad bruises and injuries to the body, "Old Josh" is getting along nicely and we are in hopes that he will soon be in condition to resume work.

Our regular special train of oil men to Chicago that we generally have about this time of year was taken care of this season with two extra cars on The Southwest Limited Monday, March 5.

Farm products grown along the Milwaukee lines in the Dakotas, Montana,

Deaf Can Hear Says Science

New Invention Aids Thousands

Here's good news for all who suffer from deafness. The Dictograph Products Corporation announces the perfection of a remarkable device which has enabled thousands of deaf persons to hear as well as ever. The makers of this wonderful device say it is too much to expect you to believe this so they are going to give you a chance to try it at home. They offer to send it by prepaid parcel post on a ten-day free trial. They do not send it C. O. D.—they require no deposit—there is no obligation.

They send it entirely at their own expense and risk. They are making this extraordinary offer well knowing that the magic of this little instrument will so amaze and delight the user that the chances of its being returned are very slight. Thousands have already accepted this offer and report most gratifying results. There's no longer any need that you should endure the mental and physical strain which comes from a constant effort to hear. Now you can mingle with your friends without that feeling of sensitiveness from which all deaf persons suffer. Now you can take your place in the social and business world to which your talents entitle you and from which your affliction has, in a measure, excluded you. Just send your name and address to The Dictograph Products Corporation, Suite 1305-Y, 220 W. 42nd St., New York, N. Y., for descriptive literature and request blank. (Advertisement)

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**30 Cal. 9 Shot
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**Guaranteed New
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9 shots in less than 2 seconds. Automatic ejector, full safety, perfect grip and perfectly balanced. This is a regular pocket machine gun that can be dismantled without tools. These guns were imported before present tariff went into effect. Order quick before price advances. **DON'T DELAY.** Write name and address plainly.

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Our 32 page Illustrated Booklet, "The Magic Story of Paint and Varnish" will tell you how best to select paint for the longest wear, for best results, at the lowest price. It contains full instructions compiled by an old Master Painter, for the application, as well as other essential things to know about paint and its uses. This valuable Book together with sample for testing and color cards FREE.

WRITE TODAY
C. E. LIVELY & CO., 442 United Bank Bldg.
Cincinnati, Ohio.

Idaho and Washington are being shown in a special free exhibit car along the Kansas City division and was in Ottumwa near the Jefferson Street station for a couple of days.

Superintendent B. F. Hoehn has been appointed one of the directors of the Ottumwa chamber of commerce. Through the boosting that Mr. Hoehn has put forth the Milwaukee's standing as next to the largest industry in Ottumwa has been brought to the attention of every one in Ottumwa and a large increase in business in both freight and passengers both in and out of Ottumwa has been the result; and with Mr. Hoehn in this position we all know that the "Old Milwaukee" will not want for lack of representation before this body.

The Milwaukee all star basket ball team which was a member of the Ottumwa Industrial league went down in defeat before Morrell's team at the Y. M. C. A. on the night of March 6 by a score of 30 to 25. The Milwaukee team gave them a fast run for their money and Morrell's were permitted to win only on scores made from fouls and our team being a little short on wind in the wind-up. However, winning nine games out of a possible ten is a fine showing for the first season.

Prairie du Chien and Mineral Point Division Notes

Gloria

C. J. Richter, yardmaster, Janesville, has been given a leave of absence account of poor health. He has taken a trip to Memphis and Hot Springs. Engineer Thos. F. Fox, Janesville, is also taking the same trip.

The snow storm that hit Janesville the night of March 12 put a crimp in the bus line business—the railroad getting their business for about a week.

Engineer Wright attended the last safety first meeting which was held at Madison. He had his heavy artillery with him and used it.

"Strawberry" Dunn, the leading man on the "Stoughton Patrol" followed the big snow into Waukesha with the plow. After filling up heavy at Waukesha on "ham and", he wended his way westward.

Agent Murray, Calamine, now has a full set of teeth. (He lost two—but nobody seems to know how!)

Many robins have been seen around on the Platteville branch which is a sure sign of spring. Conductor Thos. Heagney and L. G. Hinkins came out of the barber shop all set for hot weather!

Dispatcher Dousman is busy fighting off automobile salesmen. Ed. visited the auto show and he looked so prosperous that the big car men are after him. He says he may buy a small car but not a Ford.

The Chevrolet Motor Company, Janesville, has started operations in earnest and indications are that this concern will keep us very busy handling their shipments. The C. M. & St. P. had the honor of handling the first carload, out of Janesville, same went forward Feb. 24, in MC 62641 destined Readstown, Wis.

Our hustling agent, A. G. Verch, Gratiot, Wis., in his haste to get everything in readiness to meet a passenger train, saw a late lady passenger at the ticket window and in his haste he said, "Where are you going?" She replied, "If any one asks you, tell them I am going to II—." Whereupon the agent snatched a ticket from the case and stamped it and said, "Fifty-one cents, please, and get off at Browntown."

Old Line Line O' Type

Hazel E. Whitty

Push or pull for the road you're working for or get out of the way.

The meanest men in the world are W. H. Armstrong and A. F. Carlson. They are the ones who stole the old snap shot I had hidden away for months in the darkest recesses of my desk, and sent it in to the editor, who for the first time failed me and put it in. I only hope that I can live this down but I fear it will always be against me.

There are a good many sick on the division at the present writing. Among them are Conductor Wm. Schultz, Ray Lockwood, Engineer Jas. McManus, Brake-man Ice Miller.

Heinie Arndt suffered a painful injury recently. He was standing on the front end of the caboose and a stone or bolt struck the ties and bounded up and struck him on the knee. It caused him considerable pain.

It appears that Shamrock O'Connor is not able to get any sympathy on the division. He was feeling pretty bad here lately, and applied to Conductor Schultz thus: "Say, just look at the dark rings under my eyes. Don't you think I need a couple of days off?" "Huh," says Conductor Schultz, "What you need is a bar of soap."

We now have as our assistant engineer, F. R. King, who takes the place of Peter Jenny, transferred to assistant engineer on the Superior division. Wonder if Mr. King will prove to be the hiker that friend Jenny was when it comes to the tie inspection.

If you want a good old fashioned laugh and don't want to go to the movie show to see Charlie Chaplin, just ask Harry Luker what the lady chiropractor did to him in treating him for indigestion lately. He could not understand why she pounded him on the back. If you are unable to understand him, Dopey Lueck will act as interpreter, free of charge.

During the recent storms, when the ground was covered with snow and the old northwester was blowing at 50 per, it is reported that some of the boys took a day or two off to get the old white mulg shod, so that business could be kept going. We do not know, but hope that the above rumor is not true.

Yea, verily, the endurance of every one of the Northern division employes has been strained to the utmost during the months of February and March. The snow, combined with the cold weather, has surely been a severe trial to all, and the part that was most annoying was the fact that no sooner was everything cleaned up ready for business, than another blizzard was at hand and everything had to be done over again. However, most of the old time section foremen recall the storm of 1905 when the snow was 3 men deep on the Portage Line. The fall of snow this year was not so heavy, but it was mixed with sand and formed a substance almost as hard as concrete. At least that is what the reports are.

Understand that the 1923 models are to be very fine cars. They will even have a little pocket in them where the mortgage can be carried.

A. F. Carlson has purchased a new Chevrolet touring car. Better watch your step now everybody, and look twice before you start to cross the street.