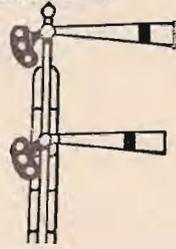
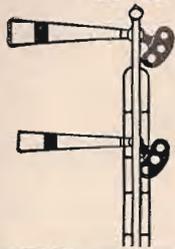


THE MILWAUKEE MAGAZINE



MAY 1923
Veterans' Number



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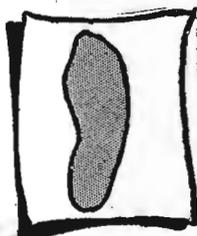
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CONTENTS

	Author—	Page
When the Train Goes By	H. E. Byram	3
Edmond D. Sewall		4
"Way Back When"	Once a Brakeman.....	6
The Story of an Early Day Wreck.....	Will A. Robinson.....	7
Mile Post 60		10
Elections and Appointments		10
Mrs. J. T. Gillick		10
Card of Thanks		10
From Memory's Storehouse	E. D. Sewall	10
A Bit of History	J. A. Macdonald	11
"Dad" of the I. & D.		11
Reminiscences of 50 Years of Service.....		12
A Letter From an Old Friend		12
Thinking Back	E. W. D.	12
Historical	"M"	13
A Fairmont, Minn., Home		14
Radio For Everybody	The Radio Editor	15
House Plans		16
Sports	T. I. Walsh	18
Fashion Notes	Hazel M. Merrill	20
The Children's Hour		22
On the Steel Trail		26
Special Commendation		20



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PRINTING DEPARTMENT

141 West Ohio Street

Chicago



When the Train Goes By

Once in a while I notice in the clippings that reach my desk reference to the large earnings of a railroad on a single train of freight compared with the supposedly small expense involved—the conclusion being that the railroads must make an enormous profit.

Evidently the publication each month by the Interstate Commerce Commission of the results of operations of the carriers, showing that they have not earned the "fair return" referred to in the Transportation Act, in any month since private operation was resumed, is not understood by everyone.

When it is remembered that the 5¾% on property value (not including stocks and bonds) based on 1914 wage and price levels was designated as only a "fair return", it is plain that the majority of railroads are earning **less than what is fair**, because, with the more fortunate roads included, the carriers of the United States earned only 3.33% in 1921 and 4.14% in 1922.

This should indicate to anyone that the assumption of big profits, based on the supposed earnings and expenses of any train, is not justified.

Let us analyze the returns to the railroad from a train of 50 cars earning in freight charges, say, \$100 a car, or a total of \$5,000:

When the train goes by the bystander sees the trainmen and enginemen thereon, but does not visualize the great shop forces required to keep cars and engines in condition for service. The payroll for these men amounts to about \$2,000,000 per month on the Milwaukee Road.

He does not see the small army of maintenance men working on the track to keep it in shape for the safe movement of such trains. Their payroll runs about \$750,000 per month.

He does not have in mind another army of dispatchers, agents, operators, freight handlers, signalmen, etc., all needed to look after the traffic and get the trains over the road safely and expeditiously; and the large force of clerks and accountants required to record each shipment and prepare data for the numerous reports.

Nor does the bystander, when the train is passing, think of the many supervisory officers needed to look after the forces in all departments; see that the trains are properly manned; that the property is efficiently and economically maintained and operated; that the various provisions of the many state and Federal laws are observed, etc., etc.

When all the items of expense are considered—and they all must be paid out of train earnings—the result, on the basis of our 1922 operations, would be as follows:

Out of the \$5,000 earnings of a train taken for illustration, \$2316 would go to all employes in payrolls; \$9 for payrolls and expenses of general officers, \$506 for locomotive fuel; \$1,298 for materials, supplies, and other operating expenses; \$308 for state taxes.

In addition to these items there are payments to other carriers for hire of equipment needed to handle our business and for rental of facilities used jointly, so that after all these expenditures and the payment of interest on bonds, out of the \$5,000 earnings of that train we would have a deficit on the basis of 1922 results, instead of a "huge profit".

The widespread misleading "gossip" about railroad operations has no weight, of course, after the facts are known, but there is a general lack of reliable information on such matters and we must depend upon officers and employes and all of the rest of our friends to assist us in getting the facts before the public. The figures given above should be helpful to that end.

President.

Edmund A. Sewall

1855-1923

On March 30th, occurred the death from acute pneumonia, of Vice President E. D. Sewall. He was ill but two days and his passing was a great shock to his many friends and associates of the railroad family. Mr. Sewall had been in Milwaukee service since September, 1882, beginning his railroad career in the ranks, starting as agent at Stillwater, Minn. He received successive promotions to positions of increasing importance as time went on. On March 1st, 1895 he was appointed assistant general freight agent, with headquarters at Milwaukee; from 1898 to 1902, he was general Northwestern agent, with headquarters at Minneapolis. In 1902 he transferred to the operating department, with the title of assistant general superintendent, in the same city, and his intimate acquaintance with conditions in the Twin Cities made him an invaluable official when he took up the operating problem.

On June 1st, 1896 he came to Chicago as assistant to the president, Mr. A. J. Earling. This was the year building commenced on the new Puget Sound Extension, and Mr. Sewall handled much of the business connected with construction, both at the front and at headquarters. During the time that the "Lines West" were operated under the corporate name of Chicago, Milwaukee & Puget Sound Railway, Mr. Sewall was Vice President of that company, and upon its union with the parent company in 1913, he was elected Vice President of the entire system, which position he held until his death. He was also vice president and comptroller of the Chicago Union Station Co.

No official of this company was ever held in higher respect or more greatly admired than was Mr. Sewall. He was born in Wilmington, Delaware, and came of old New England stock. His character was typical of all that is finest and best in that sturdy, God-fearing people. His education and training fitted him for the profession of civil engineer, but when he entered railroad service, he inclined toward the traffic end, and having made good in that, he turned toward the operating where he demonstrated the marked all-round ability which had won him steady promotion.

One of his distinguishing characteristics throughout all of his life-work was thoroughness, whatever he undertook, he put through with conscientious attention to even the smallest detail, and when Mr. Sewall's O. K. was put to a document, it was known to be perfect and right.

Mr. Sewall had an intimate knowledge of and an impeccable taste in literature, music and art. He was a master of English and wrote much, both prose and verse, but his modesty kept this knowledge from any save his closest friends. He had acquaintance with and love for the masterpieces of music, while his home was filled with treasures of art.

After his passing, one who knew him well and had been admitted to the enjoyment of his infinite variety, most fittingly illustrated his strength of character and varied accomplishments by application of a verse from 1st Kings, 7:22: "And upon the top of the pillar was lily-work, and so was the work of the pillar completed." And so was this man who has passed from among us endowed with the strength of the upholding pillar and the fineness of the choicest tracery.



E. D. SEWALL
A Man Greatly Beloved

"Way Back When"

Dead Editor:

In accordance with your valued request to say something on our 60th birthday, I send you this rambling sketch, with the introduction that we came into the world with more or less travail, in that there were heart-burnings and forebodings among the rank and file when the Milwaukee & LaCrosse "ate up" the Milwaukee and Prairie du Chien, its older rival, and in the opinion of its men the better of the two. It took many years for that feeling to die.

In the early days of the Milwaukee & Prairie du Chien railroad it gave a direct route for passengers for Chicago and the east in through coaches and sleepers via a train called the "Chicago Express" between Prairie du Chien and Chicago, via Janesville, thence to Chicago over the Chicago & North-Western railway. It was a shorter route than via Milwaukee, and as there were but local trains between Milwaukee and Chicago via the Chicago & Milwaukee railroad and no sleepers, it was the favorite route. (The Chicago & Milwaukee railroad later became the Chicago & North-Western.)



Wisconsin's First Steam Locomotive

In 1863 there were no railroads north direct from Milwaukee. The Milwaukee & Northern and the Milwaukee, Lake Shore & Western were projected, and when built, for a time, one ended at Cedarburg—the other at Manitowoc. Passengers for Green Bay lumber points and the Copper Country in the upper peninsula of Michigan went via Prairie du Chien to Milton Junction, or via LaCrosse to Minnesota Junction. The main line of the LaCrosse Road was via Horicon.

Trains between Milwaukee and LaCrosse ran into the station at the corner of Third and Chestnut Streets; Milwaukee and Prairie du Chien trains ran from the foot of Fowler Street. Later on the LaCrosse acquired the Milwaukee, Watertown & Baraboo Valley (a short road with a long name between Columbus and Brookfield), built the present LaCrosse division Portage to Columbus and from Brookfield to Milwaukee, and put its trains from the Chestnut Street station into a station at the foot of Reed Street. The Northern division and Milwaukee and Northern trains, however, remained at Third and Chestnut streets, and the Prairie du Chien trains at Fowler Street.

Some sort of dissension in the Milwaukee & LaCrosse camp arose, and Selah Chamberlain, who had been a director of the company for many years, took the line from Portage to Milwaukee and operated it under a separate title with its own equipment and in addition the line between



Mr. S. S. Merrill, The Milwaukee's First General Manager

Horicon and Berlin was operated (under a name I have forgotten) under the superintendency of Mr. Harkness. At the end of the difference the line between Portage, Berlin and Milwaukee came back to the LaCrosse. The completion of the cut-off, about 1870, from Schwartzburg, on the Northern division, to a connection with the Prairie du Chien at the Three Mile bridge, and the building of a cut-off one mile long between the Prairie du Chien and LaCrosse divisions in the vicinity of the West Milwaukee shops, took the trains that had heretofore run into Third and Chestnut streets into the Reed Street station. The Chicago & North-Western trains for Chicago left from it. Later on the Milwaukee & Northern, Wisconsin Central and Western Union came in and made of it a union station, and it was known as long as it existed as the "Reed Street Union Station." It was a "stub station" and a busy place.

In 1872 the present Chicago division was finished, putting the Western Union traffic into Milwaukee via Corliss and giving access to Chicago with its own trains. Through sleepers were put on from St. Paul and Minneapolis to Chicago via Prairie du Chien; to Chicago via the River Road to Minnesota City, the Chicago & North-Western from Minnesota City to Winona Junction, and thence to Milwaukee and Chicago. Later the completion of the River Road from Minnesota City to LaCrosse, and the bridge over the Mississippi River at North LaCrosse, enabled trains to move from Chicago to St. Paul and Minneapolis over "Milwaukee" rails, and the writer well remembers General Manager Merrill stating in his characteristic phraseology—"We now have two railroads from Milwaukee all the way to St. Paul and Minneapolis, and one of our own to Chicago; all as strong as a cart."

It should be kept in mind that the object in building the Milwaukee & LaCrosse and Milwaukee & Prairie du Chien railroads was to carry the water-borne commerce from Milwaukee to the Mississippi River, which then was the frontier for Iowa and Minnesota. Prior to the opening of the Chicago line in 1872, across the lake

to Grand Haven was an important line. Fine side-wheel steamers left Milwaukee and Grand Haven every night, and the route was known as the "Detroit & Milwaukee." Traffic on the Mississippi River was served by two rival daily side-wheel packet boats in each direction, plying between St. Paul, Keokuk and St. Louis, and the "Diamond Joe Line" carrying both freight and passengers on stern-wheel boats.

There was great partisanship between the rank and file as between the Milwaukee & Prairie du Chien and the Milwaukee and LaCrosse. Each thought their equipment and engines were superior to the other's. Speaking from the standpoint of a switchman in the old Reed street yards, I had a "speaking acquaintance" with the passenger equipment of both lines. The passenger equipment of the Prairie du Chien was superior to that of the LaCrosse, having greater uniformity and power-brakes.

In addition there was a sectional rivalry. The employes of the Milwaukee & LaCrosse lived mostly in the second ward; the employes of the Milwaukee & Prairie du Chien in the third and fourth wards, which at that time were more aristocratic than the second ward, called "Kilbourntown" and largely inhabited by a foreign-born population.

As a schoolboy in 1863, traveling on the Milwaukee & Prairie du Chien, I was an active partisan. Afterward, as I came to work under and with the men who manned it, that partisanship grew, and yet exists.

The Milwaukee & LaCrosse had a physical ending on Third street, and many of us can remember the "goose necks" that marked the end of a railroad.

In building the fourteen miles of line from Brookfield to Milwaukee the LaCrosse became financially embarrassed and was unable to pay the contractors for the work. The writer remembers seeing for the first time a gang of men making a railroad embankment in the vicinity of the present state fair grounds.

As the system enlarged the superintendents of the outlying divisions were mostly drawn from the Prairie du Chien. L. B. Rock, D. A. Olin, George W. Sanborn, W. B. Strong (afterwards president of the Santa Fe), Walter Alexander (afterwards president of the Eastern Minnesota), E. B. Wakeman, Henry Williams, Underwood Brothers, George O. Clinton and James F. Gibson hailed from the Prairie du Chien division and were sent, as the occasion required, to new lines.

Men from what is now the Northern and LaCrosse divisions became prominent on other roads. Captain Green from the Northern division became a vice-president of the Pennsylvania. E. H. Utley, vice-president of the Bessemer, came from the Northern. Andrew Reasoner, later a superintendent of the D. L. & W., and L. B. Beardsley, a superintendent, were from the LaCrosse division. E. W. and F. C. Beardsley (now president of the B. & O.)



The Old Passenger Station, Minneapolis

& Ohio Chicago Terminal railroad) were from the LaCrosse division. Charles W. Case from engineer on the LaCrosse division was superintendent of the I. & M., and later on general manager of the Great Northern. Charles H. Prior went from general roadmaster at Watertown to be a superintendent west of the river, and became assistant general superintendent of all the lines west of the Mississippi, except the Chicago & Council Bluffs. W. P. Cosgrave became a superintendent on the Chicago & North-Western. The Collins' Brothers and former President Earling graduated from the LaCrosse.

It has been before stated that the Milwaukee & St. Paul since 1863, considering its age and mileage, developed more officials than any other railroad of its size.

The Soo line first crop of officers were from the Milwaukee. F. D. Underwood, general manager, and two presidents (Edmund Pennington and George R. Huntington) came from the Milwaukee, as did its first master mechanic, Thomas Frazer.

The early engineers on the Prairie du Chien were from the Lake Shore & Michigan Southern, Central Vermont, Erie and Albany & Susquehanna. (Most of those roads have since been merged into larger systems). Those on the LaCrosse division came largely from the Central Vermont, Rutland, and other roads in northeastern New England.

It is a matter of regret to me that no history of the rank and file on any railroad is available. Two men distinguished in their several professions—both widely known and respected, having few equals and no superiors in their vocations—have written a general history of the Milwaukee road; one by John W. Cary, its general solicitor, who dealt with its corporate history in an able manner; the other by A. V. H. Carpenter, its general passenger agent, dealt with its traffic and some historical features—but the service records of the pioneer conductors, engineers and station agents are in oblivion.

It was the custom in the days of the early 30's to buy locomotives of builders from abroad, and the result was that very few of the locomotives were alike or had interchangeable parts. Each brand had its

partisans. Some engineers were committed to the superiority of "Baldwins," others "Rogers," "Schenectady," "Manchester," "Mason," "Tweed," "Hincley," "Danforth & Cook," "Brooks" and "Breesee Kneeland." About all the then locomotive builders were represented. Two engines were built at Milwaukee and known as "Menominee."

Originally engineers employed their firemen and conductors employed their crews, and, with all respect to present methods, I think better service resulted from that method. Train crews went with their conductors. About 1876 trainmen were given seniority and assigned certain runs on their own rights. Brakemen took care of lamps in the coaches, tail and hand lamps. Baggage men were confidential clerks for conductors. Dining and parlor cars were unknown. Sleeping cars were few, and reservations in them were not made; everyone had an even chance. I have seen rich men ride in a day-coach all night for lack of sleeping car accommodations. At that time there was but one special car (No. 49) which was used as a pay and business car combined. Later on a sleeping car was converted into a business car (No. 101). I think both are yet in use.

You set me to write something of a history of the Milwaukee road, and I drifted into gossip on the men and cars. If you call on me later I hope to stick clearer to your text.

Yours very truly,
Once a Brakeman.



A Model of the '90's

The Story of An Early Day Wreck Will A. Robinson

The *Milwaukee Sentinel* of October 20, 1881, carried a full page story of what it termed "the worst smashup that has ever taken place on the road," referring to the wreck of No. 3 at Pewaukee the night of

October 19, when that train, Conductor Bob McKittrick, Engineer Cy Washburn, Brakemen Lew Hull, Lon Taft and John Oswald; myself, baggageman, struck a broken rail at the ice house switch at Pewaukee. Engine, mail, express and baggage cars passed safely over while the coaches and all but one sleeper jumped the track rolling into a ditch, one sleeper being hurled over the bank into Pewaukee lake. Considering that out of about three hundred passengers, only fourteen were seriously injured and no one killed outright. It was properly what the *Sentinel* of that date characterized it, "about the luckiest accident, all things considered, that ever happened." The last sleeper stopped on the track and after the rescue work began, it was pressed into service as a hospital pending the arrival of the relief train with doctors and hospital outfit. Conductor McKittrick came running down the track to where I was trying to get over to the ditched cars to help out the badly frightened people who were clamoring for assistance. He called out to know if anyone was killed outright, which no one was able to answer either affirmatively or otherwise. Leaving me in charge of the work with brief instructions to work fast and get to the people in the lake as quickly as possible, he went on to Pewaukee station to advise Milwaukee and call for help. The sleepers in the ditch at the side of the track were on their sides and I was able to crawl across them to the lake, and wading in to the water, I reached the sleeper, which was in darkness, and only by the light of my lantern could I see anything of the condition of those inside. I could hear plenty though, for all those who were not badly hurt were nevertheless badly frightened while the darkness and water added to their terror. With lantern in one hand and axe in the other, I made my way to a point where we could begin some rescue work, and being joined by Brakemen Hull, Taft and Oswald, we made a bridge of fence boards and back of car seats to help those strong enough to walk out, and those who were too seriously injured were carried in slings made of sleeper blankets to the rear sleeper which still stood upright on the rails. We built a fire on the right-of-way to warm the shivering, frightened people. When Superintendent Atkins got out to where we were working, he stood beside me and said in his quiet way: "I have been railroading twenty years, but this is the worst wreck I ever saw where no one was killed outright." It was lucky that the sleeping car in the lake had landed there right side up, for if it had overturned, the story would have been a very different one.

A remarkable fact in connection with this unique accident was that the damage to the equipment did not exceed \$5,000, none of the cars except the smoker were damaged to any great extent, and the track suffered demolition only for about one hundred yards.

When I first stepped out of the water to climb into the immersed car, I saw in the dim light of my lantern a sturdy old Irishman sitting on the back of a seat and howling, "Oh me leg, me leg," and it did really look as if his leg was torn off below the knee, when suddenly the ray from the lantern shone on a wooden peg leg floating in the water under the seats. I rescued the leg and helped the old man get himself together and out.

The Men of the Sixties

On this page we have a few of the diminishing number of the real veterans of the ranks—who saw service with the Milwaukee even before it was formally chartered as the Milwaukee & St. Paul in May, 1863. Of these, easily the nestor, is John M. Horan, boiler inspector, Milwaukee, whose service date is 1855; with A. H. Bode, of Minneapolis, his close second. The date for C. E. Hobbs, engineer, of Milwaukee is 1858; of Henry McCarthy, engineer, Madison, 1859; of L. B. Beardsley, Sioux City, and of Wm. H. Fidler, engineer, Milwaukee, 1861; F. L. Bliss, engineer, Rock Island; Tector Coster, engineer, La Crosse; Kenneth Ferguson, engineer, Minneapolis; and Zebine C. Willson, agent, Palmyra, Wis., 1862; John H. Flinn, conductor, Chicago, 1863. Effort was made to get pictures of Messrs. Bode, Hobbs, McCarthy, and Fidler, but without success.

John M. Horan

Readers of this magazine, and especially those resident in Milwaukee, and those who are members of the Puget Sound Pioneers Club, are familiar with the ruddy, smiling face of "Soda-Ash Johnnie" Horan, 83 years old and "does not look a day over sixty." Mr. Horan began his service with the Milwaukee in 1855 and was fireman on the old M. & M. R. R. when the late John C. Fox was running engine there. He and Mr. Fox were "running mates" many years, with but two years difference in their service dates, Mr. Fox having come to the railroad in 1853. The passing of Mr. Fox left John Horan the oldest employe in point of years of active service, and probably there is not another railroad employe with like number of years and activity to his credit, for Mr. Horan is still on the job.



L. B. Beardsley, a Veteran of '61

I was born in Schuyler County, New York, July 1, 1842, and came west with my parents in the fall of 1854 to Chicago and moved from there to Milwaukee by boat, and by stage coach from Milwaukee to Horicon, Dodge County, Wisconsin. There I attended public school from the fall of 1854 until 1859, leaving school to accept a position in a country grocery store, at the magnificent salary of \$6.00 per month, including my board. I worked there about 18 months, resigning to accept a position as newsboy on what was then known as the Milwaukee and Horicon railway, running between Horicon and Berlin, Wisconsin, and after working at that trade a few months I commenced braking on a freight

Milwaukee and La Crosse on what was then known as the Milwaukee and La Crosse railway. I was employed as freight brakeman for about two and one-half years, received \$35.00 per month, but was required to pay out of that amount 12½c per meal for board. I was then promoted to freight conductor at \$70.00 per month, in which service I continued until 1867, at which time I was promoted to extra passenger conductor, and was given a regular passenger run from Milwaukee to La Crosse in the early spring of 1868, continuing in that service until the fall of 1881, when I was appointed superintendent of sleeping cars.

In September 1882 I was appointed assistant superintendent on the Chicago and Council Bluffs Iowa division with A. J. Earling, and continued in that capacity until September 1886, when I was appointed superintendent of the S. C. & D. division, in which position I continued until September 1916, when on account of my age, length of service and the general condition of my health I accepted the position of assistant superintendent on this division with especially assigned duties, which position I hold at the present time.

At the time I commenced braking, the track was laid with 45-pound rail, from Milwaukee to LaCrosse, and at that time I recall quite clearly that the railroad company owned only 400, 24000-capacity box cars numbered in even numbers from 2 to 800 inclusive. All locomotives at that time, with largest cylinder being 16x24, were wood burners with the smoke stacks considerably larger than the boilers themselves. In those days the engines were not equipped with injectors, and on many occasions when we were stuck in the snow it was necessary to use a screw jack to jack the weight of the boiler off of the wheels, then apply a little steam, slipping the drivers in order to pump water into the boiler, and we were of course required to put oil on the tires to prevent them from cutting through the light rail, and in these cases it was also necessary to fill the tender with snow where it was melted with the steam heaters for use in the boiler.

At the time I was running freight train I cannot recall having seen a carload of live hogs. On the other hand hogs were killed by the farmers during the fall and winter, frozen and then hauled to market and sold to the elevator men, who then loaded them on flat cars and these shipments were then assigned to Plankinton and Armour's packing house at Milwaukee, Wisconsin. I can recall seeing four or five cars loaded in this manner on any one train going to the market.

When I came to the S. C. & D. division in the fall of 1886, the railroad was not yet completed between Manilla and Sioux City, that work being finished in the spring of 1887, and I have in my possession at the present time the first time table which I issued on this division for the operation of trains between Sioux City and Rodney, Iowa, which is dated December 27, 1886, under which schedule we operated trains until the line was completed through to Manilla. This time card shows the following officials on our railroad at that time: Roswell Miller, general manager; J. F. Tucker, assistant general manager; J. T. Clark, general superintendent; A. J. Earling, first assistant general superintendent.

The line from Scotland to Mitchell and also the Armour line were also completed and operation started late in the fall of 1886.

On account of having developed a cataract on both of my eyes, I have been unable to see to read for several months, but otherwise my health is fine, and I have not felt any better for years, than I have during the past six months.



F. L. Bliss

Franklin L. Bliss commenced his railroad service as fireman, May 1, 1862, with the Racine & Milwaukee Railroad, now a part of the R. & S. W. division. He was promoted to engineer November 1, 1864, and continued to serve in that capacity until June, 1913, being in active service 52 years, 43 of which were devoted to the passenger service; and all of it being on the R. & S. W. and Illinois divisions.

Mr. Bliss is a native of Chelsea, Vermont, coming west in 1861, to Freeport, Ill., from which place he removed to Rock Island, where he has lived for the past 49 years.



Tector Coster

Engineer Tector Coster of the La Crosse division began his railroad service in 1862, at La Crosse, Wis., for the La Crosse & Milwaukee R. R., which was the following year taken over as the initial line of the future C. M. & St. P. Ry. His first service in LaCrosse was under H. K. Bates, roundhouse foreman, and the roundhouse had but two stalls. He worked there until 1868, then went firing and was promoted to engineer in November 1870. Engineer Coster has worked out of LaCrosse during all of his long term of service except from 1880 to 1883, when he worked on the Viroqua branch, helping to build the branch and was on the first engine to enter Viroqua. He was in active service until about a year ago, and is now the oldest engineer on the LaCrosse division.

Z. C. Willson

Few are there in southern Wisconsin and fewer still anywhere near the Prairie



Willson. He is a pioneer of the state as well as of the railroad, for he was "located" before a railroad came through his home town of Palmyra, Wis., where he was born in 1845. In 1848 the promoters of the Milwaukee & Mississippi Railroad came to Palmyra to hire builders to construct the line through that section. His father took the contract, and after the road was completed, became the agent at Palmyra. Thus in a manner of speaking, "Biny Willson" fell heir to the agent's job and he is proud to say that there has always been a Willson in the agent's office at Palmyra. He entered railroad service in 1862 as telegrapher in his father's station, and he tells that the late Henry R. Williams learned telegraphy together, although he admits that Mr. Williams was the better operator. Mr. Willson also says that the late George R. Peck was a schoolmate of his at Palmyra. Mr. Willson is still active in the service as well as in the business of his native town.



Kenneth Ferguson

Engineer Ferguson started service with the Milwaukee in September, 1862, as engine wiper at Portage, Wisconsin, at a rate of 80 cents a day. We received our pay sometimes in script and the bankers scalped it to suit themselves. The engine house at Portage held four engines, the highest numbered engine was No. 30. I went firing on the road in 1865 between Portage and Milwaukee, and was promoted to engineer in March, 1872. I ran on the I. & M. and River Divisions until 1878, when I changed to the H. & D. The western terminal was at Glencoe and the company started building west from there that

spring and built to Montevideo; and as the line extended we followed with the regular mixed train. I pulled the first train into Granite Falls and Montevideo and when we arrived the whole town was at the depot and took us in wagons over town and gave us a supper and each one a cigar. We put in some hard winters on the H. & D. in early days. In the winter of 1880 and 1881 I was snowbound at Bird Island from January 25 to March 4, and then rode to Glencoe in a bob sled. Food was getting scarce in Bird Island. I am still on the H. & D., pulling The Olympian.



John H. Flinn

John Flinn is the only living representative of the train service with a service date of sixty years. He started with the Milwaukee in 1863 beginning his railroad career as an engineer, transferring later and becoming a passenger conductor on the Illinois division, then known as the C. & C. B. Illinois division. Mr. Flinn says when he commenced with the Milwaukee, its mileage was but 215 miles, all of which was in the state of Wisconsin; its motive power and freight and passenger equipment was less than 1250 altogether and its earnings about a million and a half annually. Mr. Flinn is still in active service, running between Chicago and Marion, Iowa.

An 1873 Veteran

On March 18, Wm. Hurd entered the employ of the Milwaukee Railway, as night switchman at the Halsted Street yards, Chicago, with Engineer George Grant. At that time Ike Hatch was yardmaster at Halsted Street; T. C. Hatch, first station agent at Chicago; George Creighton, gen-



Wm. Hurd

eral yardmaster at Western Avenue; Philip Hohmann, roadmaster; Russell Sage, superintendent; T. K. Sweeney, roundhouse foreman at Western Avenue, later superseded by J. V. Wilson. Cal Souther was night telegraph operator at Western Avenue; Curt McCollum and Ed Wright were

passenger engineers and F. D. Underwood was a passenger conductor.

In 1877 I lost my right foot, and was given work in the office. Since 1881 have been on the "coal job" at Galewood.



J. J. Moulding

A Hale and Hearty Veteran

John J. Moulding entered the employ of the Milwaukee Ry. at Watertown, Wisc., in 1866, as clerk for the agent. He was promoted to the position of road accountant, and in 1891 the office was removed to Milwaukee, Wisc., and the following year to Chicago. Mr. Moulding held this position until 1918 when he retired at the age of 85 years.

He and Mrs. Moulding are now living in Watertown, Wisconsin, and recently they celebrated their 64th wedding anniversary.



Charles M. Jones

Engineer Charles M. Jones commenced firing on the McGregor Western Ry. out of McGregor, now the I. & D. Division, December 13th, 1865, was set up and took regular engine to run March 14th, 1869. Has been in service ever since, 58 years, on passenger runs on River Division 47 years; never hurt a passenger or employe; never taken out of service a day.

Hold Annual Meeting at McGregor

The annual meeting of the Minnesota Central, I. & M. and McGregor Western Railroad Veteran Association 1864-1870' will be held in McGregor, Iowa, June 7. Through the kindness of assistant to Vice President J. H. Foster, the association will be provided with a special sleeper for the round trip, leaving Minneapolis at 2:45 P. M. June 6, arriving McGregor at 12:05 A. M. the 7, and returning the night of the 7th, arriving at Minneapolis 11:00 A. M. June 8. It is hoped that as many as possible will avail themselves of this opportunity to attend the I. & M. Veterans' meeting. The Commercial Club of the city of McGregor has extended a cordial invitation to the association, and Mr. Elial Hoxsie will act as host of the occasion.

THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor
Libertyville, Illinois

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Mile Post 60

As previously announced, this number of the Magazine celebrates the 60th anniversary of the corporate existence of the Milwaukee Railway, by dedicating this issue to the Veterans of the road.

Since the call for articles of historical interest, reminiscences, personal service records of the oldest of our veterans, etc., the response has been so splendid that the physical limitations of this Magazine was not equal to including them all, and at the same time do justice to the "rights" of our correspondents who go to much pains to gather the local news items. The very interesting history by our old friend "Once a Brakeman," whom most of us know as now the President of a great railway system, is a remarkable narrative of old days and happenings on this road, especially as having been written by a man who has been many years among other scenes and other interests, and the Editor voices the thanks of the Veterans to him, for his comprehensive and interesting history of the Old Milwaukee.

Appointments and Elections

Messrs. W. W. K. Sparrow and J. L. Taylor, formerly assistants to President Byram, have been advanced to the position of Vice Presidents of this Company. A more extended notice of these gentlemen's service with this company will be published next month.

Effective April 1st, the following appointments:

Mr. J. H. Foster, resident assistant to Vice Presidents, Minneapolis.

Mr. W. M. Weidenhamer, general superintendent, Northern District, vice J. H. Foster, promoted.

Mr. O. N. Harstad, general superintendent Southern District, vice W. M. Weidenhamer, transferred.

Mr. J. E. Hills, superintendent Aberdeen Division, vice O. N. Jarstad, promoted.

Mr. J. L. Brown, superintendent of transportation with headquarters at Chicago.

Mr. N. A. Meyer, assistant superintendent of transportation with headquarters at Seattle.

Mr. W. F. Ingraham, assistant superintendent Chicago Terminals, vice N. A. Meyer promoted.

Mr. F. H. Johnson, assistant to president, Chicago.

Mrs. J. T. Gillick

On April 17, at Washington Boulevard Hospital, Chicago, occurred the death from pneumonia, of Mrs. Elizabeth Gillick, wife of General Manager J. T. Gillick. Mrs. Gillick had long been a sufferer from bronchial trouble, and the pneumonia complication was more than her strength could resist. She was a woman whose remarkable endowments and beauty of character made its impress upon all who knew her and she enjoyed the deep and lasting friendship of a wide circle, to whom her passing is poignant grief. She leaves, besides her husband, two sons and a daughter, grown to manhood and womanhood, her aged father and mother, five sisters and two brothers. To the bereaved husband and family, the sympathy of the entire railroad is extended.

Mrs. Gillick's funeral was attended by representatives from all departments and sections of the railroad—men who gathered there to, in even so slight a degree, express to their beloved chief and his family their sorrow over their irreparable loss.

CARD OF THANKS

The Editor of the Magazine has kindly permitted me to take this means to offer the thanks of my family and myself to our many friends far and wide on the railroad, who by their kind expressions of sympathy and their many deeds of thoughtful consideration, helped us during the first days of our bereavement. We appreciate everything that was done and we shall endeavor to make personal acknowledgement, but I also wish to do so through the Magazine in the fear that someone may be overlooked, and I would not have anyone feel that their friendship is not prized beyond expression.

J. T. Gillick

From Memory's Storehouse E. D. Sewall

(Shortly before his death Vice President Sewall promised The Magazine a few reminiscences in honor of our Sixtieth Birthday and the following was the manuscript found among his papers after he had passed on. It is fragmentary, and is printed just as he had written it although he undoubtedly intended revising and amending it before submitting it for publication. Editor).

As the editor takes her seat at the head of the table (figuratively speaking) on this our sixtieth birthday, and calls upon each of the family in turn, it seems fitting that we should offer something from memory's storehouse, of those scenes, events and individuals with whom we came in touch from time to time; and if we use the old familiar names we will not be thought disrespectful, albeit their owners have in some cases passed on, for we all know that nicknames and sobriquets often carry with them more of regard and respect even of affection, than the names which accompanied the baptismal service. For instance the title "The Old Man," by which General Manager Merrill was referred to for many years, was used to indicate that he

was head of the family, and implied no lack of respect for his authority nor of fondness for his personality, for no man ever was closer to his men or had more loyal support; and in those days the general manager was the head of all departments except the financial, and a large factor in that. Illustrative of this family feeling it is said that he once sent for the general superintendent to ask him on what ground a certain man had been discharged. On learning that the offense was not a serious one, and that the long record was otherwise good, the "Old Man" said, "Put him back to work, give him another chance, his father worked for this company; his son works for his company, and by—his son's son shall work for the company, too." The value of inherited ability and adaptability was evidently as well understood by him as by the Swiss watchmakers whose unequalled product is the result of generations of inheritance.

Jim Gibson was once asked how long Roadmaster Tim Ahern had been on the I. & M. Division, and replied: "I do not know the year he went there, but have been told that it was when the Mississippi River ran only to North McGregor." When I first saw the river at North McGregor in March, 1872, it was well covered with ice, but I am certain that beneath the ice, the momentum was good for many hundred miles of progress. Incidentally that was my first experience with 25 degrees below zero weather. This was the spring after the great Chicago fire, and dreary and bleak looked the city under a dull sky and with a searching east wind.

The River Division was not completed until the fall of 1872, and the only line to St. Paul was via Milwaukee, Prairie du Chien, Austin and the Iowa & Minnesota Division, with a night's lay-over at Prairie du Chien. However all things considered the trip was made with reasonable comfort and we landed at the old stone depot at the foot of Jackson street.

At that time the one track between Third Street and the river (where the Union depot property now is,) belonged to the First Division St. Paul and Pacific R. R. Co., was on a trestle and the marsh below was a frog pond in mild weather. Ten years later, September, 1882, my service with the Milwaukee Company began—and then by proxy, my appointment as agent of the St. Paul & Duluth Railroad at Company at Stillwater included handling the business of the Milwaukee Company also, under a tonnage contract between the two companies.

On January 1, 1883, the Milwaukee's terminal having been completed, I was appointed agent and moved into the present brick station. Those were the halcyon days of Stillwater, the Minnesota Thresher Company and the Northwestern Manufacturing and Car Company were running full blast under the management of D. M. Sabin, later U. S. Senator, and the lumber and flour mills were all doing a profitable business.

C. H. Prior was our assistant general superintendent, lines west of the Mississippi, with headquarters in Minneapolis; and George B. Clason (always immaculate of person and apparel) was superintendent of the River Division. The mileage of the Company was but—(*The manuscript ended here).

A Bit of History

J. A. Macdonald

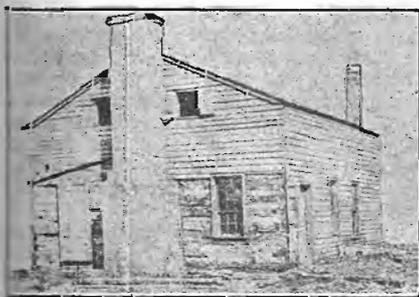
Prairie du Chien is one of the oldest towns in the State of Wisconsin and many places of historic interest are to be found there.

The Wisconsin River runs into the Mississippi River about three miles south of Prairie du Chien, and it was here where Louis Joliet accompanied by James Marquette, a missionary, and five other Frenchmen, in 1673, first saw the great body of water reported by the Indians fifty years before. It was in June of that year and they came from Mackinac in two frail birch bark canoes gliding the current of the Wisconsin River.



Old Prairie du Chien and the Mississippi River

Approaching Prairie du Chien by rail from the east there is a ridge on which are located Campion College and about one mile further west St. Mary's College, and about midway between was the site of Fort Crawford, the northwest earliest frontier post. When the northwest was wrested from the British, forts were needed to protect the white settlers. Fort Crawford was built by Col. Zachary Taylor, who was afterwards the twelfth president of the United States. The fort standing as it did on this ridge commanded a view of the Mississippi Valley in all directions. It was here that Black Hawk was confined after he was captured in the battle about thirty-five miles north of Prairie du Chien in 1832.



The Old Log House Built in 1817

One of the earliest log houses was built in 1817 and it was used until the early 1840s as a government store where the Indians bartered furs for ammunition, beads and whiskey. The fur business brought the early explorers, trappers and traders to this section nearly 150 years ago, and by 1808 it had reached to such large proportions that a stone warehouse was erected in that year by the American Fur Company. John Jacob Astor later became interested in this building, and it was here that the beginning of great wealth for several families had its birth.

It was in 1826 that Hercules L. Dousman was dispatched to Prairie du Chien as the confidential agent of John Jacob Astor to take care of the American Fur Company business at this important entrepot of the fur trade. Three generations of the

family have made their home there on beautiful grounds that overlook the Mississippi River. Green Bay, six days' travel by water, was the nearest civilized outpost. Some of the descendants of Hercules are now working for the C. M. & St. P. Ry.

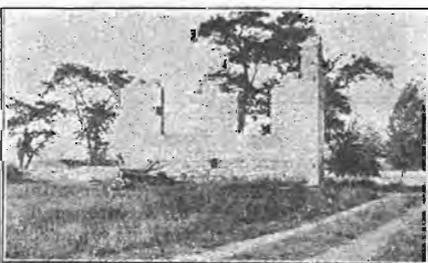
The Prairie du Chien Sanitarium is in part the old residence of Col. Zachary Taylor, who commanded Fort Crawford from 1828 to 1835, and from which place Jefferson Davis took his bride, who was the oldest daughter of Col. Taylor. In 1864 the old mansion and grounds were sold by the government and were purchased by John Lawler, who built the first pontoon bridge across the Mississippi River in 1874.



Old Fort Crawford

The records of St. Gabriel's Catholic Church are practically complete from 1817 to date, or through five generations of members of the congregation. No other church of this or any other denomination in the west has such a well preserved record, which tells the family histories of the pioneers and their offspring to the present day. Father Durant started the records.

The first train reached Prairie du Chien on April 4, 1857. It was a gala day and all the townspeople with railroad officials and visitors were there. It was the first railroad to reach the Mississippi and it turned the tide of grain shipping to St. Louis by boat to Milwaukee by rail. The engines were wood burners, the coaches were small and uncomfortable compared with those of today, and the freight cars



Ruined Fortification

were of twenty thousand pounds capacity. Here for years traffic changed from rail to steamer and vice versa.

Prairie du Chien at one time was the largest primary grain market in the west. Millions of bushels of wheat, oats and barley were unloaded from steamboats on the Mississippi River and passed through the elevator. In winter dressed hogs were piled up like cordwood on docks and banks of the Mississippi—hogs that were hauled on sleighs from Iowa and Minnesota to reach the only railroad in the northwest. Passengers arrived by steamboats from St. Paul and beyond to take train for eastern points, and thousands of settlers from the east arrived at Prairie du Chien by rail, there to take boats for the north and northwest territory.

Campion College has a number of very

fine buildings. It is attended by about seven hundred students, many of them from far distant states. The college is flourishing and they have a building program entailing an expenditure of half a million dollars.

St. Mary's College is located adjacent to the site of old Fort Crawford. It is an exclusive girls' school. The chief figure in its establishment was the late General John Lawler who gave liberally to its support until his death.



The First Train in Mississippi Valley

Prairie du Chien is located on the level valley a mile wide and six miles long. The Mississippi skirts one side, and a range of hills some four hundred feet high along the other.

"Dad" of the I. & D.

Editor the Milwaukee Employes' Magazine:

Noting in the March number the death of Thomas S. Manchester, we feel that a few words about one of his youthful pals might be acceptable for the Old Timers number. Tom Manchester and Rush Eddy were pals from early boyhood. They were nearly the same age. Tom was eleven days older than Rush. The Eddy and Manchester families occupied the same house in Calmar during their boyhood days. We did not have duplex or double houses in those days and when two families lived under one roof they necessarily had to be almost like one. The boys were like brothers; all that seemed lacking was the blood tie. They worked together as wipers in the Calmar roundhouse and just one year after Tom secured his promotion to fireman, Rush received his. Rush or "Dad" as he is now called has worked for the Milwaukee all his life. Every dollar he has ever earned has been from the Milwaukee. He drew his first pay when as a boy of twelve he carried water for the section men east of Calmar. At the age of thirteen he drove team for the surveyors out of Calmar on the preliminary survey west under Langdon and Shepherd. Between times of working he attended school. After the death of his father in 1870 he continued in school for a short time before commencing work in the Calmar roundhouse. Started firing regular engine in October 1872, on the first coal burner that came across the river. Engine 36. Was promoted to engineer in October 1877. In 1881 he was given his first regular passenger run, in which service he has been ever since. Dad can tell some very interesting tales of the old days on the I. & D. when snow storms were snow storms. Fifty-six years of continuous service has engendered in him a loyalty for the "Old Milwaukee" that is beyond description. Just recently, to show something of his spirit to the Milwaukee, he personally, without solicitation, visited every business man in Mason City and secured freight shipments from some and good will from all. He never passes up an opportunity to boost the Milwaukee and the boys all love "Dad."

(Since this was written by Mrs. Eddy, "Dad" has passed on).



H. W. Griggs

Reminiscences of 50 Years' Service with the Milwaukee Road

H. W. Griggs, recording inspector whose office is in the mechanical engineering department Milwaukee shops, is about the oldest employe in his line on the Milwaukee system, having started with the road in 1873. Mr. Griggs was born in New Jersey in the middle of 50's, and came to Milwaukee May 24, 1873, started in as locomotive machine apprentice in the old P. du C. shops (Mississippi Shops) foot of 2nd to 6th streets on Fowler street, May 27. First in the drafting room under superintendent of motive power, T. S. Davis. He was chief draftsman from 1876 to 1890, made drawings for the placing of tools, piping, etc., in the new shops over the system. The locomotive department moved to the present site in April, 1880, followed by part of the car department in February, 1882, and the full car force in 1883.

He had charge of numbering and cataloging the locomotive patterns in 1876, the first on the system, in putting on the driver brakes.

He was chief clerk to E. M. Herr, the district master mechanic, in 1890-91. Was roundhouse foreman at Madison, Wis., until August, 1901, then roundhouse foreman at Portage, Wis., until December, 1910, then to Milwaukee shops as recording inspector, official photographer, shop chairman of the Veteran's Association.

Mr. Griggs writes:

In a reminiscent mood many old time events loom up, only a small part of which can be told here. The new store room at the shops, West Milwaukee shops as the shops were then called, was completed in 1881. Thos. Shaughnessey was the general storekeeper. J. M. Lowry was general master mechanic. Mr. Lowry died March 4, 1890.

Most everyone remembers the big snow storms and blizzards in February and March, 1881, when trains stopped and many people had to be dug out from their own homes, many of the shop men had to walk out from foot of 5th street more than once, and walk in from foot of 26th street when the shop train was stalled in the snow. Some of the spur divisions were closed for two weeks and more. C. H. Prior wired the condition in Minnesota to S. S. Merrill, who answered "Tear up the track and give the right of way to the Indians."

The foundry was started up in April, 1883, with J. N. Barr, superintendent (mechanical engineer), Geo. Gibbs was later mechanical engineer.

The old shops on Fowler street burned down in May, 1870, and temporary shops

en in the early 70's shows many old time scenes where Messrs. Davis, Lowry, Fairbairn, Baily, Hennessey, Adams, Hollister, Shaughnessey, Wasson and many old timers started.

A Letter from an Old Friend

Dear Editor:

Your very courteous invitation to contribute some reminiscence of the days long ago, when I was "one of the help" on the "old St. Paul road" just received, and I very gladly comply.

I began service on a section on the Racine & Southwestern division, in June, 1869. J. C. Leach was section foreman at Thomson, Ill. There was a big harvest, men were scarce, and the farms paying high wages drew the men from the sections. Section Foreman Leach was short of men and offered me a job, which I gladly took.

While working on the section, the agent at Thomson, T. J. Hayes, permitted me to begin learning telegraphy in the station, practicing nights. I was very ambitious to learn, and during the summer and the succeeding winter made quite rapid progress.



W. C. Brown

The following spring I went with my parents to Lime Springs, and continued the study with R. S. S. Andros, and in July began the actual work of telegrapher at Chickasaw station, on the I. & D. division.

I was operator at various stations on the I. & D. and I. & M. divisions, and during the winter of 1870-71 H. S. Wakeman, train dispatcher at Minneapolis, took me into his office, where I picked up the first practical knowledge I had of train dispatching, and determined to make that my calling as opportunity offered.

In 1872 I was offered a position as operator on the Illinois Central at Waterloo, with the understanding that in time another train dispatcher would be required and if I proved competent I could have the place. In the autumn of that year I was made dispatcher, handling trains nights between Dubuque and Sioux City, including the branch running up to Mona.

In this manner began a service on railroads which covered more than 45 years, but through them all I cherished the warmest possible friendly feeling for the old

I recall many of them through all the intervening years. W. F. McMillan, Elial Hoxsie, Charlie Hubbard, L. L. Calwell, Robert Jamieson, Charlie Waterman, Charlie Lavelle, Dan Howard among the conductors; Ab Gorham, Charlie Eells, Ned Lewis, Mark and Frank Beecher, Eddie Waters among the engineers; Mike Coleman, P. E. Wilson, Potter Woodcock, Wm. Allen, A. R. Foote, C. H. Hathaway, E. L. Brackett among the agents.

Very few of the old men are left, nearly all have passed to the silent majority. Occasionally the handful who are left meet and recall the early days, when they were glad to be known as "Shepard's men", days when they did their part in opening up that great country in Iowa and Minnesota between McGregor and Minneapolis.

Of the scores of conductors of the 70's, I think L. L. Calwell and E. E. Hoxsie are the only ones who are living at this time. Both are well above 80 years old. Calwell lives in Decorah and Hoxsie in McGregor, Iowa, both honored citizens of their respective communities, and it is a privilege to call on them and live over the old days, when we and the country were young, when it was the morning of life for all of us.

I take pleasure in inclosing a very poor snapshot of myself, which however is the only photo I have at hand. With kindest regards for all the old employes of the St. Paul railroad, I am very sincerely,

Yours,

W. C. BROWN.

Thinking Back

E. W. D.

What we now designate in a neighborly sort of way as "The Milwaukee" was once a rumor. That was more than sixty years ago and easily within my memory. Now I take a palace car by the shore of Lake Michigan and travel over the steel trail to the waters of Puget Sound as delightfully comfortable as if in a well appointed hotel.

The rumor bore a prophecy, and action came when prospective farmers who had purchased or preempted land in hailing distance of the proposed right of way, mortgaged their homesteads to bankers in the east who furnished the necessary means to purchase the first spike that fastened the first rail to the first tie—the actual beginning of the pioneer railroad out of Milwaukee to the northwest.

To write the history that lies between the driving of the first spike and the last, with more than two thousand miles between, would require an abler pen than mine and more space than allowable here. The pages of the *Employes' Magazine* contain in fragmentary form, much of interest both in song and story, and running through is a vein of romance to attract a sympathetic nature. Romeo must have had prophetic vision of "Sunrise in the Rockies" when he admonished Juliet.

Night's candles are burnt out and jocund day stands tiptoe on the misty mountain's top."

Of the scenic features of the "Milwaukee" much has been written and many pictures in word painting have been drawn, surpassing any canvas. It is ever in the company of mountain, lake and river, woodland and fertile fields. Each month brings change in its ever varying feature. At some points nature clings to her old fashioned scheme of coloring, baffling man's highest endeavor.

or the setting sun. Its trade-mark is an open sesame to the Orient.

Behind all is the human equation, the undaunted spirit of men equal to every emergency.

The pioneers were men of the far vision. Their work finished, came the men of farther vision, and now the great Milwaukee family, men and women, side by side, are loyally "carrying on."

Words do but fetter. "The Queen of Railroads there she stands!" and we are proud, rightfully proud, from the highest official to the man who taps the car wheels because told to do so!

Historical

Editor:

The many items which appear in the Employes Magazine from time to time, bearing on the early history of the Milwaukee Road, must be a source of great interest to those employes who have grown up with it from the beginning and to their children who are carrying on or continuing the association. I am sure the latter must take pride in being so connected, but when one of these can look back and prove identification, not only with the steering of the ship, but with its promotion and construction, there is, I feel,

just reason for being proud.

The writer was recently riding between Miles City and Moberge with Conductor Elmer E. Brooks and in the course of a short conversation, having something to do with the early life of the "Milwaukee," he drew from his pocket two aged documents, which I think should go in with those first above referred to, and securing his consent, I take pleasure in submitting them for publication in our magazine, feeling honored by an acquaintance with the son of one of the early promoters of what is now a truly great system.

The documents follow, and the names appearing therein may be familiar ones to some member or members of the Milwaukee "family."

Incidents of Construction of the I. & D. and H. & D. Divisions

Mr. J. H. Foster has kindly secured from F. W. Kimball, one time assistant engineer of this railroad, some history of the construction of the Hastings & Dakota and Iowa & Dakota divisions, with which he was connected during the locating and building. Mr. Kimball writes from his home at Waltham, Minnesota:

"I will give you some facts about the construction of the I. & D. and H. & D. divisions: Previous to 1877 the McGregor Western, running from McGregor to Algona, was not owned by the Milwaukee road, although was operated by, but in that year it became the property of the C. M. & St. P. Ry. There was a very small land grant connected with this piece of track which by limitation, would expire the following year, and there was a stiff fight that winter between the Milwaukee and a "paper project," for the grant,—finally won by the Milwaukee. In March, 1878, I was sent to Algona to start surveys and construction from Algona west and the line was constructed that year as far as Hull, with preliminary surveys made as far as the Jim River. Active construction commenced again in the spring of 1879, with the intention of going probably to the Missouri River, several parties were put in the field and location was made that season out to the river at the point where Chamberlain is now located, and good progress was being made. However, at the June meeting of the directors it was suddenly decided to build a branch southwest to head off the Sioux City & Yankton Ry., which under the control of John I. Blair, a strong Northwestern man, was making explorations from Yankton, northwest. So all efforts were turned to that line, and the branch from Marion junction to Running Water was completed; but it held up the main line so track was completed only to Bridgewater that year. On one of his frequent visits to the front, General Manager Merrill several times expressed the wish that he had someone to send across to the Black Hills for a reconnaissance,—a distance of about 200 miles across the Reservation to the Cheyenne River, and thence twenty miles to Rapid City. I was not aching for the job, but thinking he wanted me to volunteer, I did so, and a few days later, in a telegram, he advised me to that effect. As Sitting Bull was still on the northern frontier, not having given up after his encounter with and destruction of General Custer's command in 1876; and as small bands were continually coming back and forth to the reservations to surreptitiously draw ra-

Proceeding to Notice a Meeting
 was held at the Brock Hotel on motion
 Benjamin E. Best was chosen Chair man
 and Jas. S. Brooks Secretary. Mr. D. Hammer
 addressed the meeting. On motion an
 invitation was extended through Messrs
 & Hammer to Mr Green President of the
 McHugher Western Railway to address the
 people of this place on March 6th 1864
 at 1 o'clock P.M. On motion a committee
 of Arrangements was appointed whose names
 are as follows C. E. Brooks, McK Hall
 H. P. Nicholson, R. J. Sawyer, John Debin
 J. Debin, J. H. Kitchin, C. H. Hase, John Christensen
 Charles West, Wm. E. Wait, John Fisher
 P. H. W. Bremer, John Johnson, Andrew
 Myers, Charles Myers, John Gannon
 C. E. Sawyer, A. Best and Charles H. Ballard
 On motion the meeting adjourned
 to meet at the Brock Hotel on Saturday
 the 6th day of March next at 1 o'clock
 P. M.
 B. E. Best, Chairman
 J. S. Brooks, Secretary
 1864

Proceeding to Notice an adjourned
 meeting was held at 1 o'clock on motion
 on motion John H. Woodwood was
 appointed Chairman and James S. Brooks
 appointed Secretary. Hon. Mr. Green
 was introduced to the meeting who
 addressed the meeting on the subject of
 the McHugher Road known as the McHugher
 South Western R.R.
 On motion of C. E. Brooks, James S. Brooks
 Peter Rosa, McKingie, A. C. C. Brooks,
 were appointed a committee to take
 subscriptions to aid in the construction
 of the McHugher Western Railway
 to this point. Mr. D. Hammer made some
 remarks when the meeting adjourned
 on March 6th 1864
 John H. Woodwood, Chairman
 J. S. Brooks, Secretary

tions and to visit, it was not deemed wise for a small party to make the trip alone, so a small escort was obtained from Fort Hale, and the trip was made without especial incident, and a report was submitted, then the work that side of the Missouri was closed for the year. In the meantime the grading was practically completed as far as the river and the town of Mitchell was platted and some few buildings erected that fall, the lumber being hauled many miles from the then, front and from Sioux Falls.

The Hastings & Dakota line also was not owned by the Milwaukee, but was operated by them under some sort of lease, or division, and was completed as far as Ortonville, in the fall of 1879. That winter it was purchased by the Milwaukee, and suddenly in the early spring of 1880, all building activities were turned that way. In locating and constructing lines into Dakota, the Sioux de Coteau formed an obstacle which required a good deal of surveying and discussion, whether to go over them or around them to the north, and it was finally decided by the manager, as you know, to go over. I had a number of parties in the field, as everything was wanted immediately. Twin Brooks was the extreme western settlement, and that had only been there since the fall before, most of the settlers living in one room shacks, until you got over to the Jim River valley where there were a few who had taken claims up and down the river where they could get fire-wood and water, and occasionally one got enough timber to build a small log house; but there were no claims far away from the river. There had been a tacit agreement with the Northwestern that no lines should be built up and down the Jim Valley, but only lines across. In my traveling from party to party, in going down the Jim Valley early in the season, and before our grading forces had gotten as far as Summit, I came across a complete grading outfit with all necessary tools, teams and provisions. I could not understand it, but luckily I ran across an old foreman whom I knew and was friendly with, and he told me it was a Northwestern outfit sent in to start a line in the Valley. I immediately went back to Ortonville and wired the management, which resulted in orders at once to start a survey up and down the Valley, and an outfit of teams and tools were sent from the vicinity of Ortonville, and by the time the outfit got there, the line was located and staked out, and thus the line as far south as Ashton was graded before the line across the Coteau, although it was not laid with rail. Owing in part to the heavy work over the Coteau,—heavy for the class of tools in use at that time—the main line was not completed farther than Summit that year.

After the directors' meeting in 1880, it was decided to make a survey to the Black Hills, and as I was familiar with the country I was asked to turn the work then under way over to one of my men, temporarily, and take charge of that survey, and I did so, being furnished with a guard of Indian police from the reservation and it was on this survey that we were delayed by the Indians, which is probably what you refer to as "the Indian trouble," the story of which in its detail, would take considerable space. In 1881, the line of the H. & D. was completed to Aberdeen, I think, and south from Aberdeen to Ashton and

north to Ellendale, the line from Ellendale north to Edgely and west to Roscoe was of later date.

The year 1881 found work largely transferred to Iowa, in building from Marion to Council Bluffs, which would be another good construction story which could be very completely told by A. J. Earling, who was in charge of the work on that line.

in the service, writes: "He comes naturally by his love for railroad work, for his father was a genuine railroad man. He trained a number of agents under his fifteen years of service, who have ever been grateful for his thorough instruction. Among those still in the service are Harry Hanson, agent at Owatonna and A. A. Horton (his brother), agent at Fairmont.



Home of A. A. Horton, Fairmont, Minn.

The home of A. A. Horton, agent at Fairmont, Minn., pictured here is attractive and convenient. Mr. Horton writes that he considers it about as well planned a home as can be. It has a large living room with abundance of sunlight, enclosed porches on front and rear, the latter being used as a summer dining room, and other rooms built for convenience and comfort. An arbor-vitae hedge, vines on porches and flower gardens add to the beauty of the grounds.

Above is a picture of Willard L. Horton, a veteran of the Southern Minnesota Division, and one of those whose term of service on that line included the great blizzards of 1880 and 1881 when the entire division was snowed under. Mr. Horton opened the station at Wentworth, S. D., and at the time of his death in 1895 he was agent at Spring Valley, Minn. While he was agent at Wentworth, his son T. P. Horton, trainmaster of the LaCrosse Division, was born, and of him, his uncle, A. A. Horton, agent at Fairmont, and himself a veteran of 28 years



The Very Slowest Train Will A. Robinson

Once upon a time some old railway men were discussing the location of the slowest train record in their experience. One old fellow had spun his yarn; another old rail spoke up, saying "I can beat that." I was once on a railway up in the woods, having only one train on the road. It ran tri-weekly—it ran north one week and *tried* to get back the next. And one day an old Irish section boss sitting in the smoker was smoking an old weather beaten clay pipe, and his dog sitting in the seat beside him, with the car window open. The old boy stuck his head out of the window to look at the track and his pipe fell out of his mouth. Immediately the dog took a header out of the window to rescue the pipe. He grabbed it quickly and jogged on ahead of the train toward the next station. When the old, slow train hove in sight, the dog was calmly sitting on his haunches with the pipe in his mouth, waiting for his master to come in on the train; and it did come in "on time." Can you beat it?

Meeting of Freight Station Section A. R. A.

The next meeting of the Freight Station Section, Operating Division, A. R. A., will be held in St. Paul on June 19, 20, and 21, 1923. The delegates to this meeting will represent all of the large freight terminal stations of the country. All agents are cordially invited to attend, as many subjects will come up in these meetings, and should be of great interest to all in that line of work.

L. F. Donald, former trainmaster on the Southeastern Line, between Bensenville and Faithorn, has been transferred to Chicago Terminals in place of J. W. Blossingham, who went to the River Division at Minneapolis, April 1. Mr. Donald is quite well known around the terminal as he was

Radio for Everybody

This is the second of a series of articles on Radio as published in these columns every month. In the April issue of the *Employer's Magazine* the first element of this simple yet effective outfit for Radio broadcasting reception, the Tuning Coil, was described. The second item is described below.

II. The Grid Leak and Condenser.

Materials needed:

2 8/32 round head brass screws, 3/4 inches long, with 3 nuts and 2 washers to go with each screw.

2 pieces fiber 1/8 inch thick, 2 inches long and 1/2 inch wide as in figure 2 (a),

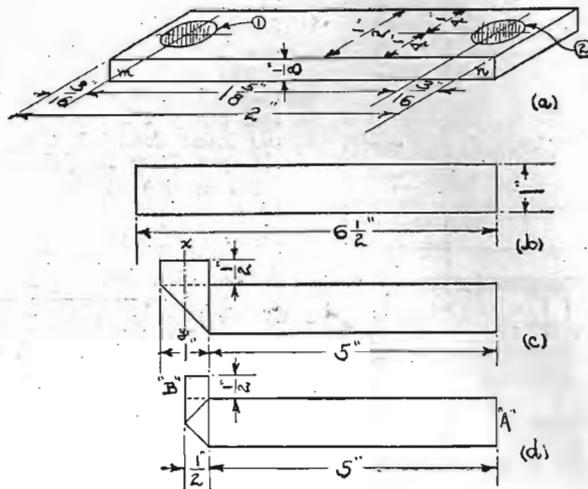


Fig. 2.

2 pieces tin foil 6 1/2 inches long and 1 inch wide as in figure 2 (b) (c) (d). (A florist can help you with this if you cannot obtain tinfoil of sufficient size.)

3 pieces paraffined paper 1 1/4 inches wide and 6 1/2 inches long. (This can be cut from the wrapper of a "Corn Flake's" box.)

A sheet of linen writing paper cut to 1 1/4 inches wide and 2 inches long.

A small quantity of paraffin.

First obtain the fiber sheet. This should be about 1/8 inch thick. The size of each of the two pieces should be as shown in figure 2 (a). Measure 1/8 of an inch from each end and at the center of the strip or 1/4 inch from each edge drill a hole that will take the 8/32 screw. Do this to both of the fiber strips. This is shown in Figure 2 (a) at (1) and (2).

Cut out the two tin foil strips of the size shown in figure 2 (b). Smooth these out carefully. Measure back from one end 1 1/2 inches and fold as in figure 2 (c) with the folded portion extending at right angles 1/2 inch beyond the edge. Fold this portion just folded, over on itself along the axis x-y to the position shown in Figure 2 (d). This tip will now serve as a terminal of extra strength for the tin foil sheet.

Cut out the three sheets of paraffined paper a 1/4 inch wider and an inch longer than the tin foil strips as are shown folded in Figure 2 (d). The size will then be 1 1/4 inches wide and 6 1/2 inches long. Lay down one sheet of the paraffined paper on a flat surface. On this smooth out one of the strips of tin foil such that the paraffined paper extends 1/8 of an inch to either side and 1/2 of an inch be-

yond end "A" in Figure 2 (d). This will leave the folded tip "B" extending out beyond the edge of the paraffined paper. On the tin foil lay another sheet of paraffined paper, lining it up with the first sheet of paraffined paper.

Smooth down the second tin foil strip and center it within the edges of the paraffined paper in the same manner as the first strip was placed, except that the extended tip "B" be pointed in the opposite direction. This would be pointed downward on the paper in the second case as against the upward position shown for the folded tip "B" in Figure 2 (d). Over this line up the third paraffined paper sheet.

Lift the end of this composite pile of tin foil and paraffined sheets at end "B" a little, being careful not to derange the sheets just assembled. Slide one of the fiber strips under this end in such a way that one of the tin foil strip ends "B" falls directly over hole (1) and the other, which has been laid so that tip "B" extends in the opposite direction, falls over hole (2). This leaves the long part with end "A" extending away at right angles from one edge of the fiber strip as at m-n. The paraffin strips will extend beyond the opposite edge to m-n a 1/2 inch and should be folded under.

From the bottom up, insert the two round head brass screws forcing them through the two tips "B" after first inserting the point of a fork or other sharp pointed instrument to break through the tin foil. Be careful not to tear the foil or disarrange the assembled sheets when so doing. Slip one of the washers over each of the two screws and then tighten down a nut, over each washer to clamp the screw body tight to each corresponding tin foil lug "B".

Carefully wrap the extended ends "A" around the fiber strip in such a way that one of the tin foil strips is always separated from the other by the middle sheet of paraffined paper and the outside paraffined wrapping until all the 5 inches of extended length is wrapped smoothly and firmly (not too tightly, or you will tear paper or foil) around the fiber strip. Then wrap the small piece of writing paper over this in the same direction and glue the overlapping portion together to hold the whole together. In ink, on one surface of the writing paper covering, print care-

fully:

0.00025 MFD

Heat the paraffin in a small glass tumbler by placing tumbler in hot water bath, until all is melted. Then immerse all of the "Condenser", for that is what you have made, (except the threaded ends of the two screws) in the bath until thoroughly coated and all air bubbles have disappeared. Remove and allow the paraffin to cool and harden well.

Slip the second fiber strip over the first so that the threaded ends of the two round head screws extend up through the two holes of the second strip. With a medium soft pencil fill in with pencil marks, a solid ring of pencil "lead" on the surface of the fiber about the two screws, to about 1/8 of an inch larger than the outside diameter of the washers, which should then be slipped over the screws and tightened down on to these carboned surfaces with two of the remaining nuts.

Turn down the third nut a few threads on each of the two screws without tightening down. Draw a straight line of about the thickness of the pencil lead between the two carboned surfaces under the two washers, and the "Grid Condenser with Leak" will be complete.

The next part for your radio receiver will be described in the June issue of the Magazine.

A Good Dinner Makes a Satisfied Patron

The following letter proves the truth of the above:

January 29, 1923.

Mr. F. W. Getty,
Supt. Dining Car Service,
C. M. & St. P. Ry.,
Chicago, Ill.

My dear Mr. Getty:

I have just finished one of the best dinners which I have ever eaten on a dining car and hasten to congratulate you and the Company on your service.

Mrs. Gilbert and I invited some Spokane friends—a bride and groom—to have dinner with us tonight so I asked your Mr. E. W. Conley, conductor in charge, to take special pains and he certainly did with the result that we were delighted with a most wonderful dinner.

As a sort of a railroad man myself—I am division attorney for the Union Pacific at Spokane, I want you to know how much pleasure your service has given.

Mr. Conley has been most kind and attentive on the trip and deserves high praise for the way he handles his guests.

Yours very truly,
(Signed) W. S. Gilbert,
Spokane, Washington.

Terre Haute Division News

The local storekeeper's office has a new clerk. We notice the storekeeper sticks around the office more than he used to, and we wonder why.

H. H. Chapman, formerly chief clerk to H. E. Rouse, general storekeeper, Chicago Great Western R. R. at Oelwein, Iowa, has accepted a position in the office of C. W. Pearce, division storekeeper.

C. G. Juneau of Milwaukee was the guest of the car department April 13.

The girls in the master mechanic's office at Hulman Street are anticipating a party—The Hipp and King Lem's Inn—to be given by J. Niman, chief train dispatcher. The rest of us are wondering—

Little "Claire Marie" is a new member in the home of Mr. and Mrs. Rollie Blackwell, south 17th Street, since April 11. Congratulations to the happy parents.

A special, bearing officials from the Southern District, made a stop over in Terre Haute, Friday, April 13.

We are all wondering what Miss Edna Pfeiffer intends doing with the 50-ton car load of coal which her lucky ticket won a few days ago.



cans because it is distinctly something belonging to us and part of our home tradition.

The little white cottage on the page opposite features 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 entrance 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.

R. and S. Line
S. R. Collier

There was a safety first meeting held in coach at Ladd on March 28 with about 40 employes present. Many good suggestions were made and no doubt acted upon before you read this.

Conductor Thos. Wheatley has resumed work on the Oglesby-Granville patrol after an absence of 3 or 4 months due to sickness.

Archie Freebern, brother of Brakeman Ed Freebern, has returned to the R. S. Line and taken a place as fireman. He served about 6 years in the Marines, most of which time being stationed in Peking, China. "Red" has broadened out considerably since he used to run around with the boys on the Granville job. He can tell you many interesting stories of his stay in China.

Operator C. E. Noffs, formerly on second trick Mendota, has left this neck of the woods, he having received the agency at Lyons, on Bulletin.

Operator O. F. Butler is back at Mendota on second trick, having come down from Beloit to be at home.

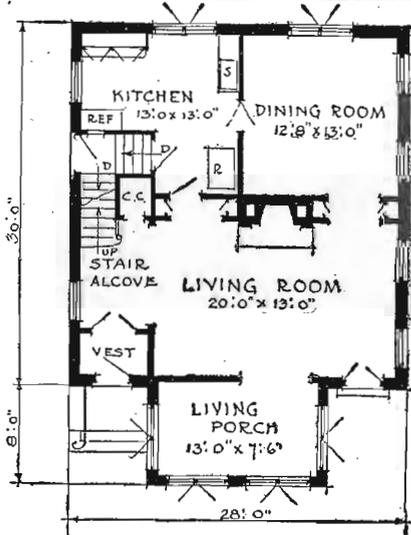
Fireman Clyde Carlson had the misfortune to injure his hand while closing the slide on engine 8081. While not serious it was necessary for him to lay off about two weeks.

Brakeman C. E. Ryan, working extra on the Granville night job, had the misfortune to break a bone in his ankle while at work one night recently, which will compel him to lay up most of the summer.

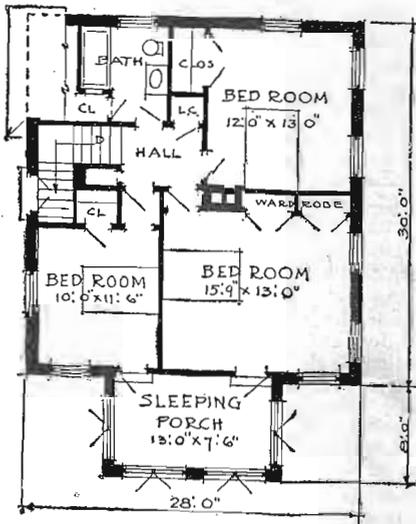
Engineer Geo. Kuckuck lost a bunch of keys some place along the line. A heart-shaped key ring with about 10 or 12 keys on it. If anyone on the line happens to find them Engineer Kuckuck would like to have them.

L. J. Cain acted as day roundhouse foreman a few days during Mr. Messer's absence. Machinist Jas. Ferrero relieving Cain on the night foremanship.

Conductor R. A. Noling is on the layoff list at present, with a broken bone in his instep; relieved by Conductor J. V. Kenny on 498-499



FIRST FLOOR PLAN



SECOND FLOOR PLAN

A Square House With Sleeping Porch

This is a six room, square, two story house which will make a home that is a model of compact and commodious planning. It is only 28 feet wide and could, if necessary, be nicely placed on a 35 foot lot, though 40 foot lot would be better. It is designed for a western or southern frontage.

From a tile vestibule with double doors one enters a convenient hallway and passes through an arch into a finely proportioned living room. The central fireplace has deep openings on each side and in the recesses of the openings, bookshelves and cupboards have been artfully contrived. Another opening leads into a fine sun porch with casement windows on three sides. The dining room and kitchen occupy the rear of the house. Both rooms have windows on both sides. The kitchen is a model of good arrangement with an opening for the icebox so it may be filled from the entryway. The upstairs contains one small room and two larger bed rooms; a sleeping porch above the sun porch is entered from the front bed rooms. The bath room has a tile floor.

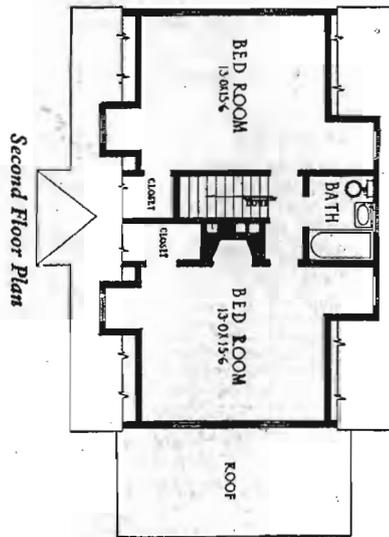
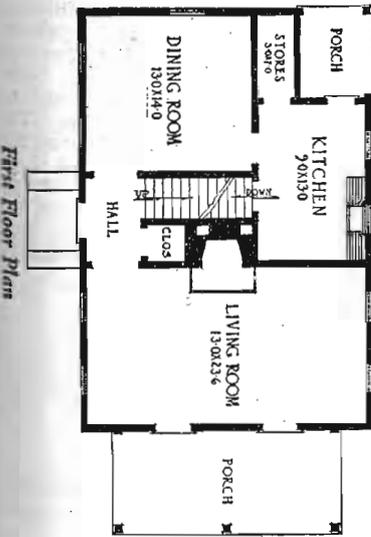
The outside elevations are an adaptation of the Dutch colonial design which is

quite popular everywhere and so much in vogue in eastern Pennsylvania. The effect of the white stucco on concrete block with green blinds and trim and the red brick sills will be very pleasing, while the trellis covered front porches overgrown with vines will add greatly to the artistic charm of the dwelling.

By special arrangement with the Portland Cement Association, 111 West Washington Street, Chicago, a copy of their book of plans, entitled "Concrete Houses", may be procured from them for the sum of fifty cents. They are also offering, free, copies of their booklet, Portland Cement Stucco, and same may be had by applying to their address, given above

A Little Frame Cottage

Unquestionably 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 Ameri-



Chicago Terminals
Guy E. Sampson

The month of March has come and gone and all we have to say is that if the weather man has any more such weather to hand out in the same month we hope he sends it to some warmer clime than Chicago. It sure was a cold windy month and April has started in, not much better. The heavy snows north of us sure made it bad for our yards as the connecting divisions could not handle the business we had for them. But our officials, by occupying three main between Franklin Park and Galewood, with outbound trains ready to go, managed to keep taking in all connecting line business, which was very heavy from the I. H. B. and the Belt railway. It surely kept some of them on the job every hour in the day.

On February 28 Thos. N. Lannan, crossing flagman at Bensenville, while crossing a street in Chicago, was struck by a Yellow taxi cab, injuring him inwardly. He was rushed to St. Ann's hospital where he died a few hours later. His burial took place at Elgin March 3. He had been making his home with his daughter and son-in-law, Mr. and Mrs. W. A. Gardner and the sympathy of all employes is extended to the bereaved family.

On the evening of April 4 switchman Lyall E. Sampson was seen on the streets

of Bensenville carrying a box of cigars and dishing them out freely. When asked why the generosity his only reply was, "Why, a nine pound daughter." Mother and child doing fine and we hear Lyall has already put in an application for her for the position of stenog. in Mr. Meyer's office, when she can qualify for the position.

Yard Clerk Tom Collins can't get over his boy tricks so we are told and if the following report is correct we agree. It seems Tom wanted to hide some eggs for Easter as he used to do on the farm. Having no hay-mow to hide them in, he placed them in the bottom of an old basket in the basement. Mrs. C. purchased some potatoes and told the boy to dump them in that basket, which he did. You can guess the rest except what Tom said when he saw the spuds in that basket. He won't tell that part of it.

Train-director Frank Reed took a week's vacation and visited his aged mother at Washington, Iowa. Upon his return train-director J. Kirby took a month off and we understand himself and wife will spend the month at Excelsior Springs. G. E. Sampson is working their trick while they are away.

On April 6 Andy Goyt, an old time employe, was buried at Elmwood cemetery. The trainmen had charge of the fun-

eral ceremonies and a great many B. of R. T. men attended. Sympathy of the railroad boys is extended to the bereaved ones.

If you want to see a busy yardmaster just drop off at the North Hump any time between 4:30 p. m. and 12:30 a. m. and see Knut Johnson putting cars over the hump. During the rush of business we recently passed through it was nothing to see him operating the Hump with from 6 to 8 men short, and you would be apt to see Knut throwing switches, riding cars and directing the work of the other men at the same time. In fact, he has worked so hard that he has at last purchased an auto to bring him to the coaches each morning and meet him every night.

Mile-A-Minutes, little ditty in regard to eating peas reminds of one we heard a long time ago. It runs thus: YY U R, YY U B, I C U R, YY 4 me.

Operator Williams at Tower B 17 is wearing another smile as a new daughter has just arrived at his home.

On March 6 while pulling a baggage truck across the track at Western Avenue depot, baggageman Richard B. Kimball, aged 67 years, suddenly stopped and fell to the platform. Employes carried him to the baggageroom, but he never recovered. Mr. Kimball came here from Merrill about six years ago and was always right on the job looking after everybody who came his way in a way that made his services valuable not only to his employers but to the traveling public as well. Mrs. Kimball now resides with her son who also lives in Chicago. The sympathy of all employes is extended to the bereaved ones.

Vernon Weidenbacher has notified us himself that a big daughter arrived at his home April 3. Everybody fine. Congratulations.

Yardman Ralph McLaughlin has purchased a lot at Bensenville and will erect a residence thereon this spring. Glad to see you, Ralph, and assure you we know that you will never be sorry you bought in this wide awake village.

Fireman Hudson on April 8 became a married man and while we were not informed who the lucky lady is we know that so nice a young man could make no mistake in choosing a life companion. Congratulations to both.

Friends of one of our former assistant superintendents of terminals, J. E. Hills, will be pleased to learn that he has been promoted from the position of trainmaster of the River Division to that of superintendent of the Aberdeen Division.

Miss Kathryn Beith is now employed as stenog in the office of assistant superintendent of terminals, N. A. Meyer's office. All employes consider yourselves introduced to the young lady and don't be backward in welcoming her in our midst.

Florence, Alice and Kathryn were all wearing new earrings today; that's a sure sign of spring.

Earl Berg is trying to join the rat catchers' union. With his experience and constant demand he feels he is well qualified. His methods are both original and unique.

A. E. Nelson, the "kandy kid," had been working on the second shift where we don't see him so often but never forget him.



SPORTS

T. I. WALSH, Editor

The C. M. & St. P. Ry. Co. League closed its second successful season. Honorable mention should be given the leaders in all events. The Railway Exchange team finished first with an 887 average. Joe Pollock of the Ticket Auditor's run away with high individual average getting 193-64, finishing 5 points above his nearest competitor. The Freight Auditors topped the pins for 2881 for high three game series and no one was able to better it, although it was threatened several times by the Ticket Auditors with 2872 and Railway Exchange with 2858. Freight Auditors and Car Accountants split high single team game with 1036 each. Krumrei copped high three games with a nice total of 685 while F. Dale had 673 for second place. Krizek with 257 and Foreman with 255 were the high scorers of the season in the high single games.

By the way we would like to know just how the Assistant Comptrollers split their \$13.00 they received for prize money. Big Bill Kruckstein says they were the carps but they got even on Saturday afternoons. It's all right Bill, we won't try to steal your fish by feeding him.

A team composed of League Bowlers represented this company at the A. B. C. tournament held in Milwaukee. The members were Specht, Goetz, Krumrei, Dale, Faus and Walsh. In the main event the team got in the money by totalling 2717. Goetz and Krumrei secured 1233 sticks in the doubles while Faus and Specht topped the wood for 599 and 595 respectively in the singles event.

From present indications the League should be better next year than this, Galewood will enter two teams, Auditor of Investment and Joint Facility Accounts office one as well as several other offices that were not represented last year. We hope for at least a 12 team league.

The Chicago teams of the C. M. & St. P. Ry. entered into the American Railway tournament will undoubtedly carry away a big portion of the prize money in that Tommy Gavin hit them for 665 pins in his singles, and is now standing in first place, Krumrei obtaining 605 as his share of the doubles, his partner and himself ending with a total of 1142. Specht and Walsh got a grand total of 1144 with both of them shooting about the same number of pins. Dale, Faus, and Goetz will all be in the singles with good opportunities for Walsh, Krumrei and Faus collecting. Faus is tie for third in the all events with over 1750. You have to hand it to the kid for consistent tournament bowling, as he also collected over 1800 in the all events in the A. B. C. Milwaukee.

Well boys we all hope that you have been satisfied with the league this year and as the writer has a touch of spring fever he will put aside the dope sheet for a few months. We hope that you will all take as keen an interest in bowling next year as you have this. A meeting will be held the first part of September to re-elect officers for the coming season.

C. M. & St. P. League, Milwaukee

On March 26, the C. M. & St. P. Bowling League of Milwaukee, ended a very successful season with the Cashiers Fowler Street freight house employes, taking top honors. The Cashiers, throughout the season, presented a powerful line-up and after assuming the lead November 20, 1922, were never in danger of being tumbled from their lofty perch. Members of the winning team were as follows: C. Schwab, A. Hoerl, A. Kubeska, E. Hoerl, F. Draeger, W. Geisinger and W. Walleman (captain). During the 1920-1921 season the Cashiers were also the leaders of the league, having tied the Telegraphers for first position.

One week after the close of the regular season the fourth annual handicap tournament took place. This tournament being run for the purpose of giving the low averaged bowlers, who do not get in on the regular season prize money, a chance to collect. Eddie Brock was "King Pin" for the night and received all considerations that go with the high total.

This is how they finished:

	Won	Lost	Average
Cashiers	61	20	848
Telegraphers	50	31	834
Muskego Yards	46	36	825
Milw. Shops—Store Dept.	44	37	844
Milw. Shops—Car Dept.	44	37	818
Ticket Agents	41	40	805
Signals	34	47	779
Rates	29	52	799
Chestnut St.	28	53	752
Terminals	28	53	727

STANDING OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO. BOWLING LEAGUE

TEAMS	Won	Lost	Per Cent	High	Average
Railway Exchange	60	24	714	1010	887
Ticket Auditor	56	28	667	1034	899
Car Accountant	53	31	631	1036	881
Freight Auditor	46	38	548	1036	873
Aud. Expend.	43	41	512	992	870
Freight Claim	39	45	464	997	862
Aud. Sta. Acct.	26	58	310	937	780
Asst. Compt.	13	71	155	952	818

HIGH TEAM AVERAGE—Three Games, Frt. Aud. 2881. Ticket Aud. 2872. Ry. Exchange 2858. HIGH SINGLE GAME—Frt. Aud.—Car Acct. 1036. Ticket Auditor 1034. HIGH INDIVIDUAL AVERAGE—Three Games, Krumrei 228½. Dale, F. 224½. HIGH SINGLE GAME—Krizek 257. Foreman 255.

Ticket Auditor	81	234	193-64
"	84	247	188-14
Aud. Expend.	84	237	187-73
Ry. Exchange	47	244	187-36
"	84	253	187-11
"	81	235	186
Car Acct.	69	255	183-40
Ticket Auditor	84	234	182-51
Aud. Expend.	81	257	181-62
Frt. Auditor	76	227	181-54
Car Acct.	78	222	180-13
Frt. Claim	81	244	179-59
Car Acct.	60	253	179-30
Frt. Auditor	81	234	175-71
" Claim	84	244	175-56
Car Acct.	69	243	175-15
Frt. Auditor	66	212	173-36
Car Acct.	81	209	172-60
Frt. Auditor	39	216	171-17
"	75	223	171-17

INDIVIDUAL AVERAGES

Player and Club	11. Treskett
1. Pollock	12. Specht
2. Krumrei	13. Peters
3. Dale, J.	14. Mohr
4. Goetz	15. Heyn
5. Dale, F.	16. Knoll
6. Faus	17. Peterson
7. Foreman	18. Hettinger
8. Gavin	19. May
9. Krizek	20. Snyder
10. Earle	

E. Johnson 42 games, 191 average; C. Horlivy 63, 190; C. Schwab 60, 182; F. Shannon 75, 181; C. Witt 72, 180; F. Derfus 57, 179; C. Klug 81, 179; A. Hoerl 81, 176; F. Schiebel 45, 176; A. Epp 70, 176.

Report of Bowling League, Madison, Wis.

	Won	Lost	Pct.
Cartoads	46	26	638
Mikados	40	32	555
Pinlifters	39	33	541
Rotarys	38	34	527
Moguls	35	37	488
Shamrocks	22	50	305

The Madison bowling league will wind up the season of ninety games April 18. Madison bowlers will enter seven five-men teams in the Milwaukee tournament. Thirty men will enter the two-men event, and 29 will roll the individual contest. The Secretary recently visited the Parkway Alleys, where the tournament will take place, and he reports that the Milwaukee bowlers certainly picked the alleys that are the "berries". The alleys were so highly polished and shiny that he could see whether

	Won	Lost	Average
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Telegraphers	50	31	834
Muskego Yards	46	36	825
Milw. Shops—Store Dept.	44	37	844
Milw. Shops—Car Dept.	44	37	818
Ticket Agents	41	40	805
Signals	34	47	779
Rates	29	52	799
Chestnut St.	28	53	752
Terminals	28	53	727

his jazz-bow-hook-on tie was straight or not. The alleys are fast, and the pins seem to fall quite easily.

J. F. Conlin, cashier in the freight office is certainly a pin breaker. He has a reputation of breaking the pins, with his fast ball. Here is a tip to the Parkway alleys. Give Conlin a basket-ball to roll in the tournament.

Bill Kleiner, who ices the cars at Madison, will enter the tournament real cool. Just watch him sneak up on the pins and catch them unawares, but occasionally the pins see him coming and they dodge his ball.

Dr. Coue, O'Neil's bowling and rheumatism is getting better and better in every way. He gained one point in his last average.

If twist of the body would make the pins fall down, Mr. Fox would be a perfect bowler, but he sure has an awful hook.

"Andy", our foul line man, is a lawyer by profession. When he makes a foul line decision, his word is the Law.

"Nobby" Lyne can sure get the uneasy

ones. Recently he made a spare by hitting number 4, 7, and 10 pins. He is a man to be feared in the tournament.

The last tilt between the Moguls and Pinlifters, the Pins presented a rope-full of knots to the Moguls, each knot indicating a split for every man on the team. The Pins had the dope wrong, however, as each knot meant either a strike or a spare, as the Moguls won two out of three, the second game being won by one pin. Dochterman took the score sheet home to see if it was added correctly.

The members of Ben Olson's family will no doubt listen in on the radio during the Milwaukee tournament, so as to get Ben's bowling score before he gets home. Better tell them the truth, Olson.

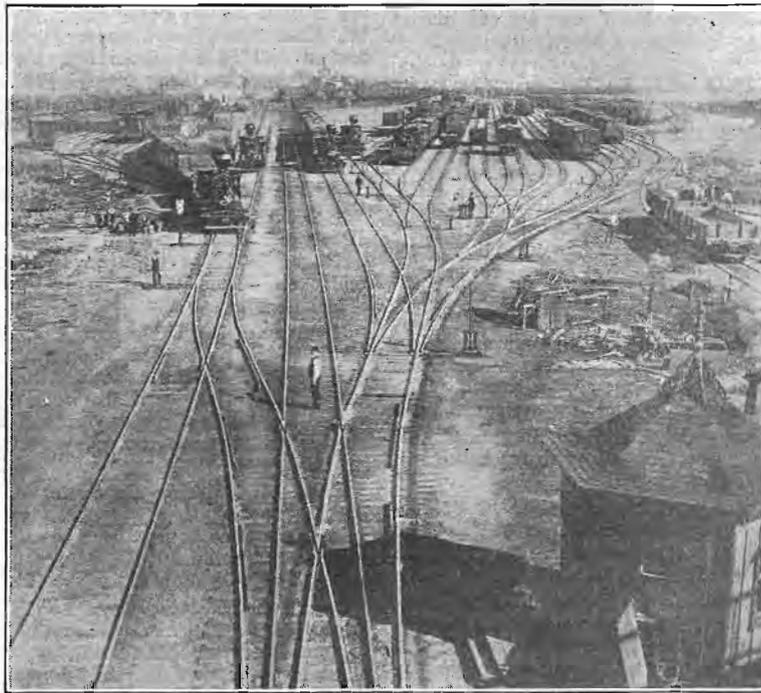
NOTICE

April 12th, 1923.

The Milwaukee will again be represented with a baseball team in the Railway League of Chicago.

All who are interested will please communicate with Elmer G. Martwick, residence, 3309 Palmer Street, telephone Albany 2812, or he can be reached through the Bensenville Roundhouse.

T. I. WALSH.



The Yards at Western Avenue, Chicago in 1880

East Wind

Mile a Minute

Isn't this Anniversary Number a peach? Old East Wind, you should feel very flattered to have a place in so fine a booklet. The little old F. F. Merrill on the cover is somewhat of a back number compared with our present day electric locomotive, and makes us wish we might take a peep into the future and see what improvements 1923 will bring forth.

Whoopée! The Management of White City will conduct a Milwaukee Employees' Day and have assigned Sunday, June 3, as the day. Thousands of tickets will be available for distribution and a good time is assured all. You should see the long list of events you may take in for nothing, and if there is any doubt as to whether a good time can be had, you are respectfully referred to Dorothy Hallwachs.

Certainly keeps one busy these days re-

membering all the new titles. We are always glad to note climbs up the ladder and wish for the height of success in each and every individual promotion.

Bessie White, who was in Mr. Whipple's office before she left the Milwaukee fold, came back to see how hard we were all working and to take luncheon with some of the girls. She says everything is going well with her.

Judging from the aggregation of iodine-painted palms and dislocated digits around the Exchange, spring baseball training is now in full swing.

Don is figuring on going to sea this summer to put himself in shape for the hurricane deck of those new souze side busses.

Mrs. Lyons, formerly with Mr. Loweth, wandered back to the Railway Exchange one day not so long ago and told us how much she did not like staying home. Seemed good to see her again.

Vacations are now in order, and we should have some very interesting and unusual items of travel and adventure to offer you in the next publication. Already we have learned that Granger Smith and Dorothy Hallwachs are away, and perhaps they will be the first to contribute to our usual long list.

"Spring are came." We know, for didn't we with our own eyes watch the gyrations of the spider-like scaffolding and stagger dazed hours through a vigorous onslaught of muriatic acid used by the workmen in restoring the tiled surface of the Railway Exchange building to its virgin purity. The Railway X and Wrigley buildings appear as twins now, so far as scintillating cleanliness is concerned; but still the latter is a bit gummed up. Proud of our washed face, we'll say so.

Looks as though you'll have to call Wallace "Vanilla", since he has been a wafer so long.

Wonder how it feels to have all that manly protection in your new position Miss Walsh.

R. G. Stowell is now the authority on side track construction, he having succeeded to that position in general manager's office upon the transference of Mr. Witt to the chief clerkship in the office of Vice President Greer. Welcome back to the fold Mr. Stowell with heartiest wishes for your success.

Louise Schram and Connie ewitt are sporting diamonds. Wonder why.

Lillian Melcher Schroeder entertained the girls of Mr. Brown's office on Thursday evening April 19. Everything was done to make an enjoyable evening and the guests departed at an early (?) hour.

Des Moines Division

Conductor Raaz has a new signature, viz., "King Tut." We didn't know he was quite as old as this would indicate.

In opening the doors at the coal dock, brakeman Gant had his ankle injured due to the force of the wind tearing the door loose from his grasp. He has been laid up for several days and says that it sure was some wind that morning, but does not say whether it came from the north, or from the south, or was some of Bill Marshall's hot air.

Anybody having any books on how to become a great movie actor, please send them to Pete Griffith, engineer. He is thinking of trying for a job at Hollywood. Take your fireman, Egelson, along, Pete, as we hear he is a good competitor to Rudolph Valentino.

Conductor Nick McGrath has been wearing some carefully placed bandages on his neck. He had a vacation recently but did not know that the buildings in Des Moines were so much taller than those in Rockwell City and Storm Lake as to give anyone a stiff neck.

Florence Nelson reports being sleepy on Monday morning when she spends Sundays in Rockwell City. We suggest she send him home earlier.

Anyone desiring their fortune told see Conductor Finnicum. He had a set of cards recently with which he could tell anyone's age without asking.

That is sure some whistle they have on the 2262. When it comes in town we wonder how in the world Frazier tells whether he is engineer on a locomotive or a steamboat.

Fashion Notes Hazel M. Merrill

Since this is the Veterans' Number, and our attention is being repeatedly called to "Remember Way Back When," I ask you to recall the days of the bustle and then allow me to inform you that we have it from the best of authority that we are going to wear bustles again this season. Of course, the desire of Milady to be ever slender will not permit of a very large one, and they are more of a bustle-drape with the puffs not stiffened, and they must also not be worn except for evening. However, tiered and flounced skirts are worn for both street and evening. Three-piece suits still hold first place, consisting of models from an Eton jacket and cape-back coat to the knee-length coat flaring from the shoulder. The knee-length coats flaring from shoulder are often worn with sports outfits, with dress with plain plaited skirt, as box plaits are very much in vogue this year. Jackets remain hip-length, many of them; some belted, some hanging straight, and some fitting the hips closely. Bodices are of printed or embroidered silks, and with the three-piece suits, the jacquette is often lined with the same silk of which the bodice is made. Coat dresses have found high favor and make a smart business costume for spring. Many hats have high crowns with the trimming often placed at tip of crown, front or back to add height, while ribbon and flowers vie with each other for first place, and there will be more straw worn this season than for many seasons past. Hats and parasols of gay printed crepe to match will be worn with white frocks in the summer.

Feet are also stepping out and getting rather "gay" this season, colored shoes being quite the thing.

For older ladies (please note I said older—not old) strictly plain tailored suits will always have their place in the wardrobe of the well-dressed woman. You will also welcome a beautiful soft material, foulard, of black and white with rather an elaborate rose design, for afternoon wear.

Household Suggestions

Use soft crepe paper to clean either sterling or plated silver after polish has been applied. Also use crepe paper napkins to polish glass and crystal ware after first drying with towel.

When poaching eggs, eggs will not stick to pan if pan is first greased with bacon or other fat.

Purchase a spool of gummed package tape to use when fastening packages together when storing away woollens for the summer. Moths do not like printer's ink and this tape makes the bundle secure and avoids the tears that pins sometimes make in the newspapers.

To prevent your men folks cutting the threads of your fine linen towels, when wiping razor blades, place a small towel, hung by a tape, in the bathroom expressly for this purpose.

If you wish to make your kitchen table higher, purchase four ordinary wooden door bumpers and screw them into the legs of the table. They make the table stand three inches higher and also give the legs a neat finish, while the stable stands as solidly as before.

Special Commendation

The following named have received Special Commendation for meritorious service performed while in the performance of their regular duties.

Operator T. C. Gaby, Milton, Wisc., made valuable use of his radio outfit during the severe snow-storm of March 12. Davenport, Iowa, station was unable to connect up with the University of Wis-

consin and transmitted it by telegraph to train dispatcher's office, Madison. The message: "Hazel Brachear, French teacher, Madison. Come home this afternoon, Elizabeth very ill". Miss Brachear received the message by telephone at 3:21 p. m. and was able to start on her trip on our No. 146 at 4:10 p. m.

Fireman J. A. Fardy on PduC No. 1 was taken very sick at Brookfield on the night of March 15 and was unable to fire engine any farther. Engineer Pat Mulcahy, LaCrosse Division, Nos. 410 and 423 was deadheading to Madison and he volunteered to fire engine to Madison, which he did; thus saving a great delay to No. 1. Cooperation of this nature is very gratifying.

Machinist Helper Fred Tielebien and Boiler Filler Frank Collins, Mitchell, S. D., while on their way home at 1:00 a. m. March 14, discovered a fire in the flagman's shanty at Sanborn St. Mitchell. They broke a window to get in and extinguish the fire, thereby saving the company's property and putting out the fire which might have become serious.

Kansas City Division Conductor W. C. Stewart discovered a broken truck side on AT&SF, car 21887 and set car out at Excelsior Springs on March 10.

K. C. Division Conductor G. L. Santee, on the night of March 15 noticed a pair of wheels sliding on train No. 76 when meeting them at Linby, and succeeded in getting signals to 76's crew to stop.

Through the assistance of K. C. Division engineer S. E. Yeoman, a passenger was secured via our line from Des Moines to Chicago. The party was well pleased with the trip and has assured the passenger department of further patronage.

River Division Brakeman John E. Reilly, train No. 5, March 14 discovered fire in the roof of the depot at Frontenac when train was pulling out of the station. The train was stopped and fire extinguished.

LaCrosse Division Conductor C. E. Stowers discovered a broken truck in train No. 66, February 24.

LaCrosse Division Brakeman E. Volderon for discovery of broken brake beam on tank of engine in train No. 17, near Tomah on February 24.

Switchman A. C. Taylor No. LaCrosse, for prompt action in stopping train No. 60, avoiding a serious tie-up in LaCrosse Yard, February 25, due to broken flange on car in train.

On March 18, during a severe snow storm and when one of our trains was stalled in the country near Buck Grove, Iowa, Mrs. Mary Lutz, a farmer's wife, brought the crew a supply of sandwiches. This act of kindness was highly appreciated, not only by the crew but by the whole division.

On March 2, Section Foreman John Miller, Grant Center, discovered a brake beam dragging on car in an east bound freight train. Train was stopped and the defective beam removed, saving a possible derailment.

On April 8, as train No. 76 was leaving Sioux Falls station Switchman F. F. Brown discovered a brake beam dragging on car 74569. Train was stopped and the defect remedied, saving a possible accident. Alertness is what counts and "Safety first" plays an important part.

On March 12, while train No. 76 was at Canton, a steer fell out of a car in

Foreman A. P. Wilkins and T. Grande recovered the animal, thus saving the company a heavy claim. Their personal efforts and hard work accomplished the feat and their zeal in the company's interest most commendable.

John Josefson, car cleaner, Kansas City, found a purse belonging to Miss May Wayland, lost on train No. 25, March 17 and promptly restored the lost article to its owner.

Superior Division Conductor Jos. Smith discovered a bad wheel on car in train Extra west 8020, February 17. It was found on inspection necessary to remove the wheel.

C. F. Lucas, C. & M. Division, discovered broken rail February 15 and took immediate steps to stop an approaching passenger train, thus averting a serious accident.

Northern Division Brakeman C. L. Whipple, on No. 10 noticed a load of logs in bad order on car in train No. 67 while passing him at Reeds Corners. He jumped on the passing train and stopped it, thus averting a serious derailment.

On March 5 at Sioux City, while walking up the main line from East Yards to the freight house, Perishable Inspector L. W. Krohn discovered about 12 inches of broken rail in the main line track. He walked back to East Yards and notified the section men and repairs were made immediately thereby preventing any possibility of a serious accident which no doubt would have occurred had this broken rail not been discovered.

S. M. Division Brakeman A. H. Clark discovered a broken tread in wheel under L&N car 90120 in train 66 of March 19 at Hokah, Minn., which no doubt averted a bad derailment.

River Division Brakeman J. P. Hurley, while acting as brakeman on No. 18 just east of 28th Avenue, South, Minneapolis, March 25, discovered broken axle on second coach, derailing one pair of wheels. He set air promptly, avoiding further derailment.

C. & M. Division Conductors T. E. Bamber and G. E. Simpson rendered valuable assistance in putting a brass in milk car No. 559, train No. 58, March 23 while at Rondout with their train No. 161.

Engineer William Parry and Fireman Edgar Smith, Milwaukee Terminals, during snowstorm on March 13, discovered a plank on the main line, while doing switching at Nordberg Plant. Same was removed before No. 10 passed, which no doubt avoided a derailment.

I. & D. Division Conductor E. A. Winter discovered a broken wheel on car 90963 at New Hampton; and again on March 31 discovered a broken wheel on car 72481 at Charles City. Cars were set out without further accident.

Illinois Division Brakeman A. F. Rupp volunteered to fire double-head engine on No. 24, Elgin to Chicago, March 18, helping out when help was much needed. Such cooperation is greatly appreciated by the management.

Superior Division Conductor W. S. Robbins discovered one of the cars in Extra 8016, East, February 4 performing out of the ordinary, two miles west of New Holstein, and promptly stopped his train. Four cars were found derailed on account of a broken rail and Conductor Robbins' prompt handling of the situation in re-railing the cars with a delay of but two

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

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

The Patterns

3705. Ladies' House Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inch bust measure. A 38 inch size will require 6¾ yards of 27 inch material. The width at the foot is 2¼ yards. Price 10 cents.

4368. Misses' Dress.—Cut in 3 Sizes: 16, 18 and 20 years. A 16 year size requires 4½ yards of 52 inch material. The width at the foot is 2¾ yards. Price 10 cents.

4336. Ladies' Apron.—Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 2¾ yards of 36 inch material. Price 10 cents.

4335. Ladies' House Frock.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4½ yards of one material 36 inches wide. The width of the skirt

4362. Ladies' Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 6½ yards of 36 inch material. The width of the skirt at the foot is 2½ yards. Price 10c.

4354. Juniors' Dress.—Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size requires 4¼ yards of one material 32 inches wide. Price 10c.

4348. Girls' Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 10 year size requires 3¾ yards of one material 36 inches wide. Price 10c.

4349. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 yards of one material 40 inches wide. Price 10c.

3875. Child's Set of Short Clothes.—Cut in 5 Sizes: 1, 2, 3, 4 and 5 years. Size 4 requires for the dress, 2¾ yards; for the petticoat, 1½ yard; for the combination, 1½ yard, of 36 inch material. Price 10 cents.

4277. Ladies' Bathing Suit.—Cut in 3 Sizes: Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4¾ yards of 40 inch material. Price 10 cents.

4342. Ladies' Blouse.—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 2 yards of 36 inch material. Price 10c.

4358. Smart Sun Bonnets.—Cut in 1 Size. It will require for No. 1, 1¼ yard, and for No. 2, 1½ yard of 32 inch material. Price 10c.

Good Things to Eat

Strawberry Sherbet. Mash one box of strawberries with one cup of sugar and let stand two hours. Add one cup of water and strain through cheesecloth. The fruit may be squeezed through the cloth without injuring the quality of the sherbet. Lemon juice may be added to taste, or a pinch of salt to the strawberries; and freeze.

Cornstarch Cake. Cream one half cup butter, add one cup and a half of sugar, half a cup of milk, one half teaspoon of almond flavoring; one half cup cornstarch, one and one half cups flour and one and one half teaspoons baking powder. Fold in the stiffly beaten whites of six eggs and make in moderate oven.

English Muffins. One hears so often — "How are they made?"—referring to English Muffins, that the following recipe is quoted from the Woman's Home Companion for May. "Put one half cup scalded milk and one half cup water into a mixing bowl and when lukewarm add one yeast cake, one teaspoon salt and two cups bread flour. Let rise, beat down and rise again one half its size. Sift flour lightly into a dripping pan and make impressions with a tin box three inches in diameter. Drop the dough into impressions, dust with flour and let rise until very light. Lift carefully, lay on hot, slightly greased griddle and cook slowly until brown on both sides, turning occasionally with a spatula. If muffin rings are available, grease them, lay on greased tin sheet, half fill with dough, let rise until the mixture comes to top of rings, then place on griddle, rings and all and finish as above. Muffins should be about three inches in diameter and one inch thick when baked." English muffins are best split and toasted and buttered while hot. The same authority also suggests toasted muffins and

cheese as very appetizing. The muffins after being split and toasted are covered with grated cheese, seasoned with salt and cayenne pepper and put in the oven until the cheese begins to melt. Garnish with leaf of lettuce and an olive.

Fudge Frosting. There is no more tasty frosting for cake than fudge frosting if it is well made. Here is one guaranteed to be "the best ever." Melt two squares of chocolate over hot water, add one cup of sugar, one tablespoon of flour with a pinch of salt and when smooth, add one third of a cup of milk slowly. Cook until it spins a thread one inch long. Add two tablespoons of butter and one quarter teaspoon of vanilla flavoring. Beat until the right consistency to spread without running, and then pour over cake. If frosting becomes too thick during the beating, set over a pan of hot water until the frosting returns to the right consistency to pour.

There was a young codger,
Whom people called Roger,
That worked in an office nearby.
He ballled up 37's,
Till Al says "By Heavens,
This annoying chap must die!"

A Gift.

"I am afraid, doctor," said Mrs. Taw King, "that my husband has some terrible mental affliction. Sometimes I talk to him for hours and then discover that he hasn't heard a word."

"That isn't an affliction, madam," was the weary reply. "That's a gift."

The Power of Love

Captain (sharply)—"Button up that coat."

Married Recruit (absently)—"Yes, my dear."—*The Campus.*

Up-To-Date

"I call my new maid 'The Wireless Wonder'."

"Why?"

"Because she's always 'listeningin'!"



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.



Here Again, April 15th.

Dear Boys and Girls:

"This morning, plain as plain could be,
A little birdie called to me
'Come out! Come out! Come out and see!'

A butterfly all bright and gay
Went flitting on to show the way,
'Just follow me!' he seemed to say.

And all around I heard the bees
Whispering something to the breeze,
I thought they whispered 'apple trees!'

And then—I shouted with delight—
Someone had been there in the night!
And turned the trees all pink and white!"



And then I danced and danced under the trees and climbed up and took a nap in the branches and woke up smelling just like an apple blossom, and filled my arms full of them and started for here! Did I drop any in your yard as I came by?



How-do-you-do, Peggy Ferguson! I got your letter, and because it is the very, very first one anybody has written me, I am going to put it in here word for word!

April 10th, 1923.
410 Walnut St., Yankton, S. D.

Dear Peter Pan,
I am glad you have put a page for children in the Milwaukee Railroad Magazine. Here is a little poem I made up about my puppy.
I wish I could show you my puppy,
She knows how to beg and sit up,
I never could think what to name her,
So we always call her just "Pup."
You see I am doing all I can to make your page a success.
With best wishes,
From Peggy Ferguson.

Thank you very much for sending in the poem. If anybody can write a better one, I would like to see it! And, Peggy, I would love to see a picture of "Pup"!

The circus is here and all the boys and girls are running

And one little boy cried
like this, because he
couldn't go!



Here's a picture of the
clown—



And
here's
one of the big
black
bear—



And a little dog sat on
a stool and laughed, like
this—



And the elephants
ate their supper, like
this—



And there was a
Wild West Show cow-
boy like this—

I know the editor of "The Toytown Tattler," and he sends me copies of it. In th last one there was a story entitled "Big Mystery Over Missing Bracelet," which was so funny I think you would enjoy reading it, so I am printing it here.

One day last week there was great excitement in the house where little Flossie Hayes lives. Flossie's mamma couldn't find the beautiful gold bracelet that she had received from Flossie's papa for Christmas. They looked upstairs and downstairs, in this room and that room, behind pillows, under rugs, and in every sort of place but still no bracelet was to be seen.

Fossie and her mamma were at last so tired from their efforts that they sat down in the bedroom and talked about where the beautiful piece of jewelry could possibly be. Flossie's mother was becoming more excited each minute, when all of a sudden Flossie let out a squeal of surprise and made a wild dash towards her dolly, Rebecca. Mrs. Hayes looked in amazement, for there around Rebecca's little neck was the missing golden bracelet.

Rebecca met their astonishment with a peal of silver dolly laughter.

"I thought this was the way to wear it," she said in a tiny voice. "I didn't think you'd mind if I borrowed it."

Well, Rebecca looked so funny with the big golden circle around her thin little neck that Flossie and her mamma forgot their astonishment and laughed 'till they cried. The picture will show you how foolish Rebecca looked.

The Editor of the "Toytown Tattler" also prints a "Lost and Found" column, and here are two ads which were in the last one I saw.

Lost—One pair of false teeth belonging to the kangaroo in Noah's Ark. Finder please return teeth to the Ark before feeding time.

Found—Two tin wheels, one inch in diameter. May have come off from wooden horse during trotting exercise. Owner please apply to worsted elephant who lives under a bed in Jimmy Van's house.

And I won't tell you any more because you will see it all when it comes to your town!

Somebody asked me how to get to where I lived, and I said, "Second to the right, and straight on until morning." And they laughed and seemed to think it was such a strange direction, which sort of made me feel out of sorts because I don't think it's funny at all! Anyone can find it who hasn't grown up!

I got home last month just in time. Pirate Don Durk of Dow-dee (who's as wicked as wicked can be) was trying to capture Pulcinella and Percy! The Good Fairy was holding the door! So they were safe, but oh! they WERE so glad to see me!

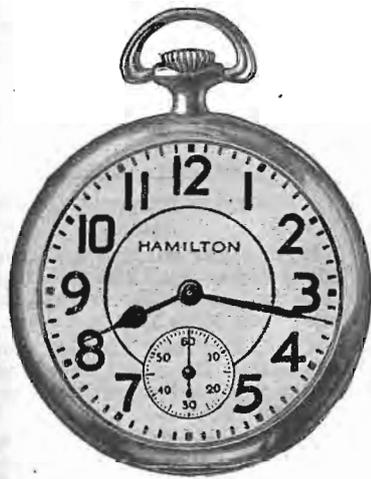
Goodbye!

Peter Pan



If You Want an Accurate Watch — Buy a HAMILTON

HAMILTON No. 992. 16 size, 3/4 plate, 21 jewel movement, adjusted to heat, cold, isochronism and five positions. Will pass inspection on ALL RAILROADS.



ENGINEER STEVENSON of the Lackawanna, Conductor Mandaville of the Erie, Engineer Monk of the Erie and Conductor Landy of the Chicago and Northwestern are but four of the thousands of Railroad Men who keep to schedule on Hamilton time.

Wherever you find Railroad time inspection maintained, you'll find Hamiltons predominating; which is in itself a significant fact. It proves the Hamilton to be the favorite of Railroad Men who must have watches they can depend upon to tell true time.

Insist on owning a Hamilton. It is a watch built sturdy and strong, with timekeeping qualities that better the standards set for Railroad service. The Hamilton No. 992, here shown and described, is preferred by most Railroad Men. For other than time inspection service, ask to see the Hamilton movement No. 974. This model gives you Hamilton quality at a lower price.

Write for a copy of our new timekeeper, which tells the story of the Hamilton Watch and gives much valuable information.

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



Hamilton Watch

"The Railroad Timekeeper of America"

Sound Ripples
Breezes

At last the hare—Bellingham division—will be in the race, though we don't expect to win any prize (the reason being there are no such things for gossip getters). We do expect it to be read in black and white that we have at last awakened from our Rip Van Winkle snooze. The scribe thinketh now to himself is an opportune time to say that our sudden arising is due to no adjustment on the division save our egotistical idea that we have the best division on the line and want the rest of you to know it. Also the snappiest little ball team ever assembled under the Milwaukee colors—

they are known locally as (well that will be something for the next month's issue.) We do not wish to disclose all of our secrets at once so please excuse us for rippling on.

Society dibs and dabs,
Here's hoping no one crabs,
For now our high powered sparks
Will call forth personal remarks.

Oil doth not always maketh a man a neat clean sum. For further particulars see Horace MacIntosh, storekeeper assistant.

Excuse our little delay here as it is mighty hard to get the berry working while the sun is beaming down and thought has visions of the old swimmin' hole with

Jones's apples not a stone's throw away.

We have just found out another sure sign of spring. The painting of the old "boats" and a line of new ones brightening up the old stall.

Conductor Chas. A. Sears has taken unto himself a new crummy—of course new to this division.

It is not known when the wedding bells will ring for brakeman Harry Gillispie, but when they do his wife will be getting more than she bargained for (if she finds it out) as Harry has the world cheated when it is a matter of window washing.

Please let this scribe introduce to you two sweet young ladies, both in the superintendent's office: First, Miss Blanche Brooks S. S., better known as "Betty," and Miss Ethel Stokes C. C. A., who rang some bells about seven months ago and when they stopped ringing, she was Mrs. Caldwell.

Our master mechanic, Chas. E. Brook and his C. C. John Coulthirst, are now settled in their new home down by the (seashore—no) roundhouse and they are more than pleased with it.

Geo. W. Blair, the grand old man of the Bellingham division who knows passenger and freight rates backwards and forwards and from any other angle, is now on his Excelsior Springs vacation. He is staying at Snapps Hotel and writes that he is having a pleasant time.

You may have to wear a monocle to see this one but nevertheless here goes: Guy Wilson was hammering and hammering on a cotter, was approached, greeted and then interestingly asked: "Why all the sweat?" (as it was very visible). Guy pleasantly replied: "The ding thing still has its spring."

Trans-Missouri Gossip
M. F. H.

N. H. Fuller attended the ceremonials at Miles City on April 18th; this in connection with the laying of the first rail for the new road from Miles City to Casper.

Chief Carpenter Clothier attended the Musselshell Division Safety First meeting which was held at Melstone the first of April.

It is reported that O. E. Bradford, former freight inspector on the Trans-Missouri Division, now with headquarters at Austin, Minn., has joined the Ku Klux Klan. This is possibly the reason for his disturbing the midnight slumbers of a number of lodgers at a certain hotel, he explaining that he was suffering with a severe case of nightmare. It is strange how a change of climate will affect some people.

Engine and Train Timekeeper F. E. Byrne has taken a month's leave of absence and is spending his time in Montana somewhere. His place is being filled very ably by J. J. Peschel with J. M. Barry acting assistant timekeeper.

Geo. J. Hilton took French leave the other day and when he finally came back, told us he had been in Minneapolis. Well, I don't know as I blame him.

On March 17th a baby boy was born to Mr. and Mrs. A. S. Hagan of Marmarth.

L. A. Hourigan has taken a thirty days' leave of absence and will do a little bit of rustic work on his farm at Thunder-Hawk.

Mrs. Frank Morrison, of Marmarth, visited for several days with friends in Mo-

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J. H. MACE

Official C. M. & St. P. Watch Inspector

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watches to railroad men than any other Railroad Watch Man in America. This year I propose to double any previous year's record—that's why I am making this unusual and liberal no-money-down offer—I propose to make the prices and terms so attractive that where there are hundreds of railroad men on every railroad now wearing "Mace's Railroad Watches" there will be thousands before next Christmas. You will want to be one of them.



Send No Money I Trust You

Watch Sent On Approval

I will send you, without one cent in advance, this magnificent Hamilton Watch—"The Railroad Timekeeper of America"—21 Jewel Movement; Adjusted to the second; adjusted to temperature; adjusted to five positions; Montgomery Dial; New Model; in a case of your own selection, and I will guarantee the Watch and the Case in every way. Clip the Coupon, mail it to me today and I will send you my Free Watch Book—also full particulars about my small, easy monthly payment plan—a plan that will make this genuine Hamilton Railroad Watch yours for what others are asking for watches that do not compare with the Hamilton. Send the Coupon today. Address

Remember I send you this Watch, in a Case of your own selection, without one cent in advance—you see just what you are getting, you examine the Watch—if you are satisfied it is as great a Watch Bargain as I say—then, and then only, you pay me for it in small monthly payments, while you are wearing the Watch. Also remember that this Watch meets all requirements and passes all inspections of all railroads in the United States, Canada and Mexico. Clip the Coupon, fill it out, and send it to me today. Send no money—not one penny.

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Name
Address

Passengers on Moving Street Car Talk By Radio With Power House

Successful tests of carrier current, as a means of communication between moving street cars and the power station on the Third Avenue Railway to New York City, were recently completed by the General Electric Company. This is the first time that a moving trolley car has been able to keep in constant communication with headquarters and marks a new advent in this new science.

At the suggestion of the Third Avenue Railway, this new use of carrier current was tried. A transmitting and receiving set, similar to that used in any radio broadcasting station, was installed in the Brook Avenue sub-station in the Bronx and a similar set was installed in one of the street cars. The messages, as broadcast from either the car or the sub-station, instead of flying in all directions through space, were confined to the trolley wire, thus insuring privacy and direction of signals. Other advantages of carrier current over ordinary radio were the absence of static and the fading of signals. Persons who listened in and talked, either from the moving car or the power station, were unanimous in declaring the voice was as clear and distinct as any conversation they had heard over an ordinary land telephone.

In addition to being a means for instantaneous communication between headquarters and a trolley car, the same apparatus can be installed on an emergency or repair wagon. Then when this wagon is sent out on some trouble, by merely connecting the lead from the carrier current set to the trolley, whether there is power in the wire

or not, the workmen can be kept into constant touch with the repair barn. So as not to be dependent on trolley current, the telephone set is operated from storage batteries, which in turn operate a motor generator set, thus supplying the necessary energy for the vacuum tube transmitter and receiver.

On the New York street car, three 50 watt Radiotrons were used for sending and an ordinary receiving set with one detector tube and two amplifiers of the UV 201 type for receiving signals. The two transmitters operated on a different wave length and by this means it was possible to carry on a two way conversation at the same time, just as is possible on the land telephone. Since these wave lengths were greater than 15,000 meters, there was no possibility of any interference with other broadcasting stations. Then too, the signals were confined to the immediate vicinity of the trolley wire so closely that even though a person had a receiving set tuned to this high meter wave length installed in his home along the route of the car he would be unable to hear any of the conversations.

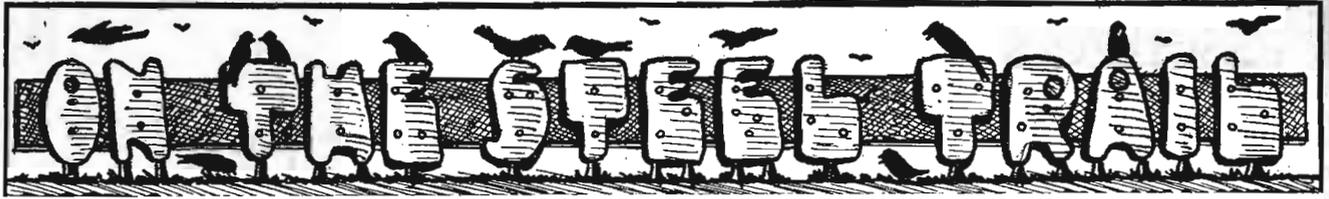
Walter J. Quinn, electrical engineer of the Third Avenue line, in speaking of the tests, said:

"Operating delays usually occur through unforeseen causes such as fires, accidents and traffic congestion. Even with the best telephone service time is lost in reaching emergency crews and other employees who are charged with the duty of maintaining schedules and clearing up trouble. Where such

employees are beyond reach of immediate telephone facilities, additional time is required in dispatching messengers for them. To improve this condition it seemed most logical to use the trolley wires and feeders of the system as a channel for the broadcasting of signals and messages, and with this in mind the General Electric Company and the Third Avenue Railway have been jointly experimenting for several months.

"The wires and feeders form a network covering the entire system which furnishes ready means on contact with all strategic points and also the means by which emergency motor vehicles may instantly make contact and be placed in communication with the central dispatching point. I think the tests concluded this week substantiate my belief, that the carrier current telephone will do just what we have been seeking."

This is the third use carrier current has been put to thus far by the General Electric Company. About a year ago it was first used to operate a street lighting system at Little Nahant, Mass., 6 miles from the power station at Lynn. Last fall it was successfully used in transmitting a telephone conversation over a 70,000 volt transmission line for a distance of 40 miles out of Baltimore, Maryland. These tests were made with 50 watt sets. Larger sets of 250 watt are being built by the General Electric Company which will make it possible to greatly extend the distances



Bad Land Echoes Bill Mike

Strange thing happened here this winter, might have been quite serious too, (course this thing is on the quiet and I'm only telling you) I have often, often wondered but I really never knew, why the officers in the army have no guns like privates do. But I've come to a conclusion, and I think I've got a clue, that they pick the poorest marksmen as the officers of the crew, and they take away their rifles, sew a something on their sleeve, makes 'em think they're higher'n others as no doubt you can perceive. In our city we've a major who went hunting with a friend, went out hunting jacks together 'way down by the river's bend. The major got excited when he saw one jump and run, and he just up and fired, no telling how 'twas done, but when the smoke had lifted and he'd opened up his eyes what he saw so deeply shocked him and was such a big surprise that he stood a moment wondering, then he rushed unto his friend, and he anxiously inquired, "Oh! Mike is this the end?" But to Mike 'twas the beginning of a lot of pain and care, and for days poor Mike could hardly sit e'en in a cushioned chair.

D. T. M. is back among us, just got back the other day, Boys be mindful of your ladies cause our Davie's been away, been away to some big college and has learned a lot of things, what to say to her in spring-time and how to choose engagement rings. It seems that "Rabbit's" brother also went to this same school and he taught his older brother how to spoon and how to pule, so that he's become an expert, as their neighbors testify, at least, 'tis so in Marmarth and note Mobridge don't deny. Our Ted's been down to Mobridge looking over prospects there and he says he saw some good one but none that can compare with the lass who's up at Rhame whom he says is waiting there, with a smile upon her face and, well, 'tis none of our affair.

Now, if some of you feel slighted, please don't blame it unto me, but if you have some items, come spill 'em and we'll see if we can't find space to crowd 'em somewhere in amongst the rest, anything that's sort of newsy or anything to say in jest. Let us keep this thing a'going, now we've started once again, let us all get out and hustle, if you don't then don't complain, if there is no news from Marmarth in the copies yet to come, it is just the same indifference that's put many things on the bum. Let the other fellow do it doesn't get us anywhere, let us all pull together and let each one do his share, let us do this city justice, let the rest know we're alive, let us not be drones no longer but all be workers in this hive, let us start co-operating, use the space that we're assigned, make it so when you say "Marmarth!" folks won't have to rack their mind—to think if they have heard that name or seen it on a map, let's get people interested—take you as quick as snap, saying "Oh, yes, that's where they have a real live next time I pass that way,

see that town, must be a live one from it's news and I hear there's lots of scenery, lots of places to take views." Don't you think it is much better to boost your town and help it grow? Keep Marmarth in the public eye, keep it there and don't you know they'll begin to take an interest, live with us though miles away. Some day you may find they're neighbors who have come and come to stay, these neighbors will draw others and some morn you'll wake to find, that this town is a big city—and the nicest of its kind.

"News From the Connecting Link" Elizabeth Koelsch

Since Mr. Miller works the first trick two days every week he had copied Chet's system of moving his trains so they arrive at Joliet yard about 4:00 P. M.

I wish to apologize to you boys, for Mr. Cook, but he really does appreciate the new chair that somebody donated him even if he didn't say so. And Mr. Schmitz felt so sorry for Mr. Cook, being he's so rushed and everything, that he took up a collection and presented it to Mr. Cook. And the result, well, the next day Mr. Cook appeared on the scene with his brown pompadour nicely trimmed.

Mr. Lake requested me to inform the employes of the C. M. & G. that since Mr. Bates, our esteemed traveling engineer, has moved his family to Joliet, "he puts on his slippers and fills up his pipe for he's not going bye-bye these nights."

Spring is here Spring is here! Mr. Miller spent one entire afternoon housecleaning the dispatcher's office.

Our busy car repairer, Paul Russel, of Joliet, had the pleasure of renewing brasses on three cars of company coal, whose spindles were very hostile, in order to get Andreas tracks clear so the agent could get some fresh air.

John Smith, our eminent conductor, is contemplating a trip to his old home in Sweden to attend a reunion of the Smithson family, which will be held in July.

While we are talking so much about Safety First I feel in duty bound to inform all concerned not to get near Mr. Cook when he is wearing a grey tie with small green marks in it, because said tie is one that wife gave him for Christmas which he claims he has to wear once a year.

Mr. and Mrs. J. A. Wright have recently moved into their new home and are now getting use to their new car, which is a beautiful new Chalmers, and one to be very proud of. Mr. Wright drives it over to the shop occasionally.

C. E. Heward is at home sick. He is expected back in a month's time. We sincerely hope he will be fully recovered at that time.

A. C. Beinert was seen lately on the corner of 9th and Pacific avenue and was very much interested in conversation with "the other party" so we know that accounts for his not seeing us. But we do agree with him, he couldn't have placed his undivided

Iowa Division Ruby Eckman

A number of changes have been made in appointments of agents and operators on the Iowa Division middle and west during the last few weeks. W. C. Mouser, who was holding second trick Council Bluffs yard, appointed to first trick account the death of C. E. Oleson. O. P. Byrd of Earl- ing, appointed second at Council Bluffs. H. P. Buswell, who has been holding Slater second, goes to Dunbar as agent in place of G. L. Buckman, whose death occurred last month. A. E. Fiala, agent Weston, has taken a four months' leave of absence. E. T. Corbett takes his place during his absence and Lester Losey takes Corbett's place as agent Yorkshire during his absence.

Engineer Joe Kirkwood was off duty for some time account neuritis in his elbow which developed after a bump on the arm.

Engineer Ray Burns had a couple fractured ribs due to a fall during the icy weather.

Mrs. J. C. Somers, wife of a boiler-maker in Perry shops, passed away on March 20, following a short illness. Burial was made at Perry.

Owing to the increase in business on the Iowa Division a large number of new train men have been added to the list and practically all of the firemen who have been on the reserve list for a long time have been called back to work. During the snow blockades and trouble caused by a couple bad derailments on the middle and west divisions, a number of the recently promoted conductors had a chance to work at their new positions.

Agent Joe Frundel, of Lemon, South Dakota, was in Perry during the latter part of March. He and Mrs. Frundel came down to visit relatives and were snow bound in Iowa a few days during the storm.

A number of the Perry railroad men had their first experience bucking snow about the 18th to 20th of March when the division was visited by the heaviest snow storm in years. Snow plows on the Iowa division have not had much use for a few years, but this past month they bucked some real drifts.

Engineer Fred Osborne, who has been making his home in Council Bluffs for a couple of years, has moved back to Perry.

Switchmen Thos. and Jerry Cummings went to Hot Springs, Arkansas, the fore part of April to spend a few weeks. The boys were there when the Big Arlington Hotel fire occurred.

Charles Robertson, lineman, who has been at Perry for a number of years, has taken a similar position at Elgin and has moved to that place. Charles has many friends on the Iowa Division who were sorry to see him leave the division.

Sparks from a nearby foundry set fire to the roof of the depot at Perry April 7 and caused considerable excitement for a few minutes. The city fire department extinguished the blaze and the carpenters patched the roof so it was as good as ever.

Florida last fall, has returned to Perry and resumed work. O. M. has been bothered with catarrh each winter and decided to change climates last fall and the change proved very beneficial to him as he was able to work nearly all the time he was gone.

Engineer Hiram Colburn and wife are grandparents now, a daughter having arrived at the home of their son, Frank, in Tulsa, Oklahoma, the fore part of April. Mrs. Colburn went to Tulsa to see the little one.

April 2 a six and one-half pound daughter was born at the Kings Daughters' hospital in Perry to Mr. and Mrs. Verto Reichert of Marion. The proud father is the chief clerk to Superintendent Marshall and the mother is the daughter of Conductor A. B. Cate of Perry.

Sunday, April 1, occurred the death of O. H. Hasse, who was for many years yard foreman for the Milwaukee at Perry. Death was due to pneumonia, following a few days illness. Otto was one of the most popular and faithful employes of the Milwaukee at Perry. Burial was made at Perry, the services being conducted by the Masonic fraternity, in which he was an active worker. He leaves a wife and one son, Leo.

Calvin Hall, for many years in the employ of the Milwaukee in the car department, was very badly burned in an explosion in Des Moines the fore part of April. His condition has been serious since the accident.

Chief Carpenter E. Collings of Perry received word in April that he was a great-grandfather, a son having been born to his grandson at Persia.

Conductor Fred Bolender fell from the side of a car in Council Bluffs yards March 29 and fractured the small bone in his leg just above the ankle.

A number of engines on the Iowa Division have been equipped with the rod cap which Engineer Long Morgan designed and patented. They are being given a trial on the Union Pacific as well.

Engineer James Donahue of the Manilla switch engine crew slipped on the ice and injured his arm the fore part of March. Engineer Dibbern has been in charge of the switch engine during his absence.

William Telling, who gave his address as Chicago, jumped through a window in train No. 7 April 12 as the train was running between Bouton and Perry. The man had the hallucination that some one was after him with a gun and sought to escape his pursuers. He escaped without bodily injury but his mental condition was such that he was confined to the Perry hospital for some time.

Heard Above the Air-Hammer's Rat-A-Tat-Tat at Bedford Shops
"Red"

Bedford items have been conspicuous by their absence for the past few months but here's hoping these will arrive in time for the May number.

Right here we wish to register a complaint. Not a single, solitary magazine arrived for March. Our stenographer serves notice to all and sundry, herewith, to wit and habeas corpus, that if said sighting of Bedford employes occurs again, she will at once and with malice aforethought, bring suit against the publishers for grand larceny. Take warning.

The firm of Banta and Carleton is again in the employ of the C. M. & St. P.

here. Chet returned to work back in February as reported last month and Harry came back about the middle of March. We bid you welcome, boys.

Boilermakers John Brown and Carl Gosewehr have transferred to West Clinton.

Famous sayings:

Butch Blanchett: What time is it?

Frank Heath: My air hammer.

Dick Boston: Did I ever tell you that one, etc.?

Floyd Ewing: Gimme a chew.

Peter Funk: Been sick.

Levi Mikels: Lemme get this one and then I'll be thru.

Anyone in the pipe shop: Hey, gimme a chew. I left mine on the piano.

Machinist Dave Long came in to work the other morning and came very near not getting to go to work at all. You see, Dave had had his sideburns or drop temples or whatever you call the durn things all shaved off and had forgotten his horn-rim spectacles and the boss failed to recognize him and refused to let him go to work until one of the boys who had happened to see Dave in the barber shop came along and vouched for him.

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FOREIGN DEPARTMENT

**THE MERCHANTS
NATIONAL BANK**

Robert at Fourth

Saint Paul

And last but not least, we hate the bird who's always chirping about there being no items of local interest in the magazine, but who never was known to report any news. Whom do you hate?

H. & D.
"J. D."

Rudolph, the H. & D. sheik, is reported to be watching the crossings at Olivia very closely.

The married peoples' dancing club of Montevideo have acknowledged that our friend F. T. B. is a real terpsichorean artist, especially, when it comes to dancing a quadrille. We think that the reason he is able to out-manuever them in dancing an old time square dance is due to the fact that he is always jumping and tearing his hair and therefore has them all out-practiced.

Aberdeen yard advises us that they have been having so much trouble trying to locate a certain H. & D. brakeman when wanted that they have decided upon installing a radio outfit with a sending and receiving range of 50 miles. When the outfit is completed they promise to bring the delays due to "waiting for brakemen" down to absolutely zero. How about it Crabbie?

We think that Pete our popular agent at Correll, should be given an iron cross for the heroic stunts performed by him during the night of the fire. An extra east on said night, reports that they observed Pete standing on the ground in the fire-light and plastering snow on the top story of one of the highest buildings in the city with nothing on but a red sweater for protection. The building in question was formerly used by a defunct poultry concern to pick chickens in but recently has been fixed up and is now used to shelter the local poker players association. Unless gratitude is a minus quantity in that community, we think that Pete would have clear sailing should he decide to run for the office of alderman-at-large at the coming election.

There was quite a little excitement in Montevideo a few days after the big storm in February, when a grimy, weary looking individual with icicles several days old still frozen to his whiskers, got off No. 18 and started towards town. He was followed (at a safe distance) by a large and curious crowd, who expected him to head straight for some haystack for he evidently was in proper condition to make Rip Van Winkle look like an amateur when it comes to taking a long-distance nap. To their surprise he turned up at South 4th St. and headed straight for the residence of T. M., R. E. Sizer, and ignoring the door-bell walked right in. After a hasty consultation the crowd decided to press a phone into service and a gentle voice informed them that Mr. Sizer had just returned from Summit where he had been battling a S. Dak. blizzard for several days and had just retired after leaving orders for breakfast (to be served 48 hours later) that would tax the capacity of an ordinary grocery store and two meat markets.

Mr. Purdy, agent Renville, was elected mayor of that city by a big majority. Operator Martinson, also of that city, was elected city clerk.

L. L. Phelps, agent Olivia, is one of the newly elected councilmen of that city.

Louis Allen Dunlap, second operator Stewart, recently equipped his home with a radio receiving set costing less than

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WATSON E. COLEMAN
 PATENT LAWYER
 624 F Street Washington, D. C.

Havana, Cuba last week. He was also awarded the contract for electrical equipment that is to be installed in the new \$50,000.00 hall which will be built this summer at that point.

Bill Meyers, operator Milbank, and wife are leaving March 31 for the west coast where they expect to spend a few months.

Fireman Frank Hauser lost his house and household goods in a fire March 30. His wife and three children got out without a scratch but Frank received a few burns about the neck. An electric washer is about all they could save. Fire seems to have started from an over-heated stove.

E. T. McCormack of Ortonville, is in a hospital of that city. Mack's physician advises it is nothing very serious and that he'll have Mack out again in a week or so. We are all hoping for the best as Mack has had his share of hospital bills this winter his wife having been in a Rochester hospital only recently.

R. & S. W. Division
 Lillian L.

George Brinkman is a real hero—honest, I'm not kidding, for he said so himself. He knocked a couple of small icicles off the eaves of the superintendent's office, which prompt action no doubt prevented an accident to some of the ladies. Brink is fond of the ladies, you know, and is always there to protect them in times of distress.

Wish someone would satisfy our curiosity and tell us why Heine is making such frequent trips to Davis Junction.

A Safety First meeting was held at Ladd March 28, and from the number of suggestions that came in, judge all the "Ladders" must have turned out.

Several people were exposed at the time Roundhouse Foreman Hannaford had "radio fever". Believe the case of Dispatcher Pietsch was the most serious, as he purchased a fine new outfit. "Lillian" also developed serious symptoms, but as she is always financially embarrassed, was only able to raise the price of a small machine.

Assistant Engineer E. H. Johnson has been transferred to the Dubuque Division, J. G. Wetherell coming to the R. & S. W.

It has just leaked out that Ruth Hall has a very warm spot in her heart for Corliss. She will probably tell you the reason if you just ask her.

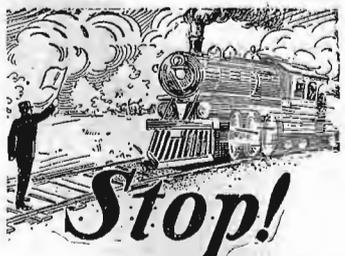
We are glad to report that Engineer J. J. Myers, who was very seriously injured at Milwaukee on March 31, is coming along nicely.

They marry 'em off quick in the Beloit freight office. Marvin Brown, rate clerk did not like to see the rest of them get ahead of him, so he took unto himself a wife on March 31.

Fireman William Ruble, employed by the Milwaukee for about 42 years, passed away at his home in Freeport on April 4, after an illness of about four weeks. We wish to extend our sympathy to the relatives and friends.

Freeport passenger and freight depots are receiving a coat of paint, both inside and out. Work is being carried on with difficulty, and the clothes of the office force are becoming multi-colored.

Freeport again went unanimously "wet" April 5 to 8. The Pecatonica River overflowed our tracks and only the passing train was available.



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through. If it had not been for Roadmaster Zimmerman's timely work, would have had a much worse washout. However, during the flood Bob Wright and his seagoing switch engine never lost a move, although it was hard for Bob, because he only had "one story" boots.

Operator Frederick purchased an auto built by a well known Michigan manufacturer.

A new siding is being constructed just east of the C. G. W. viaduct west of Freeport, known as the Conway track, which will be used for unloading material for the state road near there.

Claribel Cunningham, cashier at Freeport, is back to work after a long illness.

To W. M. W.—A "Good Scout"

Just listen, and I'll tell you,
Tell you what it's all about,
For the entire Southern District
Feels the loss of a "Good Scout",
A "Good Scout", yes, we all say so,
He was ever fair and just;
One we always could depend on,
One in whom to place our trust,
He leaves many friends behind him,
Friends that are both tried and true,
Who will always have fond memories
Of a man that's sure true blue.

—R. & S. W. Division.

News from Deer Lodge

The railroad officials have all joined the new golf club and intend to play golf every Saturday afternoon. Maybe we clerks can go fishing Saturday afternoons now.

All of the clerks on Lines West have been invited to be the guests of the Deer Lodge clerks at a dancing party May 2. Our notorious clerks orchestra will furnish the music. This announcement won't hurt anything. The dance will be over before you read this, anyway.

And once again the cycle is complete and we start all over again. Those who have made a study of feminine style have witnessed the gradual change from bold to brazen and finally from the bizarre to the ridiculous. But those decadent days are gone forever now and modesty again sits upon her throne. For we have the good old styles of '63 with us again. The demure arrangement of the hair, parted in the middle, with the ocean wave and "cow-lick" anchored in mucilage, very much in evidence. And with the advent of the long skirts those parts of the feminine anatomy known as knees and calves with which we have become so disgustingly familiar, have been relegated to the nebulous unknown, their present whereabouts being a matter for conjecture only. For a concrete example of the new styles take a look at Georgia. What a blessing for those girls whose limbs are inconsistent from a geometrical standpoint.

Theodore Hollis, of Tacoma, has accepted a position in our local store department and that decrepit department is now rapidly getting on its feet again. Ted is a bowling slicker, a pool shark and a base ball darby, besides being an accomplished Fordist. He also has a good line of evening conversation. Make it snappy for he is just on leave of absence and when that expires his vacation days will be over for life.

Miss Ethel Thompson is the new time-keeper in the mechanical department. She is a girl of rare judgment, having selected the best town on the C. M. & St. P.

coma, and prior to that from Moberidge. Deer Lodge is justly famous for her pretty girls and is very fortunate in having another name to add to the list.

Next month the Deer Lodge clerks plan to journey to Avery and put on a dance at that place for the Avery clerks. We will leave here on No. 17 Saturday and return on No. 18 Sunday. Arrangements have all been made to use Mr. Phelan's private car. All they have to do now is gain his consent.

The life of a writer is not all sunshine and roses by any means. Please don't get angry when I say mean things about you. I am very sensitive and it pains me greatly to have you bawl me out just because I have insulted you. Try to be a sport.

Milwaukee Shops H. W. G.

Messrs. Wandberg and Hoppe called around the 21st March and once since.

A sad accident it was when the Madison Portage train on the morning of March 9 went through the bridge south of Poynette, all except the two hind cars. Engine 515 was doubled up in going over. Fireman Daley had to be cut out of the tender with the acetylene torch. Engineer Art Rolleston died in the hospital two days after; then Baggage man Holstein, and later the section hand who was riding in the baggage car, making four deaths. It seems that these bad mishaps followed soon after the death of Engineer Robt. Grace, who ran the passenger train on the M. P. branch for 35 years.

Frank Rusch was here the 4th, but so busy that we and a whole lot others did not see him. Call around next time, Frank. It seems that the traveling engineers will meet in June at Spokane, or Tacoma.

Does Nora B. mean \$21.00 a ton for that coal, or \$21.00 for the two tons? If the latter, please send some this way, Nora.

Friend Hub Smith, in commenting on Loweth being the highest station out west, is reminded that Washington Heights, Milwaukee, lies much down on the lower level.

The "50 years in service" slogan will be appropriate to this writer next month, May 27. The Lord willing, I believe the Editor has something hashed up for us if not too strong. (Strong biography, we mean.)

The first we heard of the death of Mrs. Jas. Elder, wife of our air brake superintendent, was through the Minneapolis items. Not enough of such happenings are broadcasted as might be. Mr. Elder has the profound sympathies of all of his co-workers and the officials.

General Storekeeper D. C. Curtiss is coming across with some photos of improvements over there which are well put. Somebody, somewhere, is going to get the benefit of these ere long.

The mailing department has moved from head of the stairs to the east room, head of the hall. The janitor will occupy part of the old coop.

Speaking of photographs, we are in line for any old time pictures of the Milwaukee Road, or Milwaukee City. Anyone having any old prints will confer a great favor by letting us know about them and willing to loan them for a short time to copy. We would like to have a photo of the late J. M. Lowry, general master mechanic

The new edition of the shops phone directory graces the desks over the plant. Our phone girl, Mae Moore, aids very much in the work. This was where we had the flash that jarred the whole office. When the officials came in to see if Mae was hurt, not she; just as calm as if nothing happened, and nothing did happen only the noise.

Another string of our U. R. T. cars was photographed down at the lake yards the other day.

S. M. West Notes

Ray H. Hoffmann

V. Lucas, section foreman at Howard, is the proud father of a baby boy, born on his birthday in March. A very nice birthday present, we say.

A. J. Starks, chief dispatcher at Madison, and Roadmaster J. S. Healy have purchased themselves new cars, Mr. Starks buying a Chevrolet sedan and Mr. Healy a Chevrolet sedanette. Healy says he will take Roadmaster T. McGee's bet that he can drive 26 miles per gallon of gasoline after he has run his car 1,000 miles. Step on her, John, and give her the gas.

Mack McCreedy, passenger brakeman on No. 211 and 216, on the M. & B. line, has returned to work after spending the winter in Washington and California. Mack seemed to enjoy Hollywood, Calif., the best of all, as he says he took a number of trips to the "motion picture city." He also attended the horse races in Mexico.

John Jones, passenger brakeman, who has been relieving Mack McCreedy during the winter months, has returned to his run out of LaCrosse, Wisconsin.

Merle Fredericks, section foreman at Erwin, So. Dak., spent a few days visiting friends in Rochester, Minn., during the early part of April. Merle was relieved by Donald Bradley, of Bryant.

This spring weather must be putting lots of pep into Roadmaster J. M. Murphy of Sioux Falls, So. Dak., as he has been asking "ye scribe" if he was in condition to take him on for a few rounds. I hope to accommodate Mr. Murphy to his heart's desire whenever he says "Go."

Rollo Westby, section laborer at Madison, has gone to Bellingham, Wash., where he will be employed on the "Milwaukee" in the B. & B. department. Rollo says he likes the "West" O. K.

A "Safety First" meeting was held in the passenger station at Madison on the evening of April 3. The meeting was well attended by all classes of employes and quite a few interesting subjects on Safety First were brought up for discussion. After talks on "Safety First" matters by H. G. Dimmitt, master mechanic, W. F. Esch, Safety First inspector and Chairman E. A. Meyer, the meeting was closed.

Edw. Westby, section foreman on section 53 at Madison, has returned from Tacoma, Wash., where he spent the winter with his son, Emil Westby. We are glad to see you back on the old job, Edw.

The dispatcher's and roadmaster's office at Madison have adopted an Irish rat terrier. His purpose will be to keep all undesirable visitors in the clear. He hope Mr. Dog will live a long and peaceful life.

Council Bluffs News

Ada Olsen

Machinist Allavie has gone in the chicken business. Now, don't be alarmed, I mean fowls. Did you say, Jack, that

you got seventeen eggs from twelve chickens?

Thomas Rooney, age 2 years, little son of Howard Rooney, assistant general yardmaster, passed away March 15. Tommy had the flu and he never recovered. I am sure the sympathy of all are with Mr. and Mrs. Rooney in their loss.

Did you ever see so much snow in your life as we had the 17th and 18th of March. They stood out on the turntable and shoveled snow and every time they threw a shovel full, two came back in their faces. Snow piled up in drifts five feet high.

Maxine Eckert, storehelper, has signed up to play ball with the Eagles this season.

We are all wondering why Machinist Chapman is working so steady. It does take a lot of money, John. But cheer up; it only takes \$2.50 for a license. Perhaps we can get Settles to help.

Art Hansen, coal shed foreman, has a new Ford sedan. Be careful, Art. I believe you are slipping.

The new drop pit which is completed helps wonderfully now that we have more work to do. Due to the fact of the engines running through to Savanna it is necessary for Council Bluffs to do the heavy work. So far we have made a remarkable record and we certainly hope the good work goes on.

Mr. Applegate, chief clerk out of master mechanic's office, paid us a visit March 29. He went over several reports in detail and made it very plain as to what he wanted. Glad to have you, Mr. Applegate; come again.

Mr. Morgan, local storekeeper, went to Marion for a few days to attend staff meeting. He was accompanied by Mrs. Morgan.

Hugh McLean and Chas. Kinchner, boilermakers, spent a few days at their home in Cedar Rapids.

John Schonberg, passenger car inspector, is back to work after a brief vacation on the jury.

Twin City Terminals

"Molly O"

Effective April 1, J. H. Foster was appointed resident assistant to vice presidents, operating and traffic departments, headquarters at Minneapolis, Minn.

W. M. Weidenhamer, who succeeds Mr. Foster as general superintendent of the Northern District, was transferred from the Southern District.

Mr. Weidenhamer's reputation for being a "regular fellow" preceded him and he found a warm welcome awaiting him at Minneapolis, and while he will be missed on the Southern District, we feel that we have secured a valuable acquisition as an official in this district. During the short time that Mr. Wiedenhamer has been in Minneapolis he has completed a trip over practically the entire district. Mr. Wiedenhamer says that he is glad to be located in this important territory.

We do not know of anyone who is better fitted to fill the position vacated by Mr. Foster than Mr. Wiedenhamer and he is rapidly making friends on all sides.

Miss Alvira Ecklund, an employe of the accounting department, was married April 12 to Ed. Vogt, and the young couple have taken up their abode in a love nest in the new Minnehaha district. They have the best wishes of all for their future happiness.

C. Swenson, rodman, engineering depart-

ment, left March 31 to take a position of instrument man on new construction work between Miles City, Mont., and Casper, Wyo. Morgan Nyberg, formerly rodman at Mason City, has been transferred to Minneapolis to take Swenson's place.

Clarence Prescott has spent \$1.18 real money repainting his Ford and it is rumored it looks almost as good as a coal scuttle now.

Norman Podas has been relieved of nearly all his regular work and is now spending his time on the Dam Ford line, or we mean on the Ford Dam line.

Almost any noon Ernie Bolmgren, Ralph Whiteford, Harold Madvig, Norman Podas can be found comparing notes on "Methods of Raising One Year Old Babies," and the rest of the office are endeavoring to maintain the "balance of power" or "cordial entente" by abstaining from any decision as to the respective merits of the various photographs. When they have as many as Harry McCall, Bill Crow or Charlie Fulnecky they won't think it necessary to call a family conference every time the baby says "da" or "goo."

The following prescription for office employes satisfied with I. C. C. accounting has been contributed:

Rx

M W & S.....	VII
M of E.....	IV
T R L.....	XV
R & E.....	VII
INC A/C.....	III
P & L.....	VI
G B S.....	V
G P O.....	IV
P S & R.....	VII
D C A.....	XV
T F I.....	X
O I R.....	XV
U I C.....	VIII
O C & I.....	V
O D L C A.....	I

Shake well before taking.

Sig: Large doses each hour for eight hours. Continue indefinitely six days per week.

U. R. Right, M. D.

We are pleased to see Mary McCarville back on the expense desk, after an extended leave of absence.

Darby O'Brien has joined the benedicts. Congratulations.

We have a genius amongst us. Pat Flaherty has invented the smallest "radio device" in existence.

The old game of catch has started among the boys in the office over the freight-house, thus indicating spring weather. We are all glad to see it, as our summer so far has consisted of three days in March, winter setting in again on April 6.

Loud and vociferous noises emanate from the local freight office during the noon hour, owing to the hotly contested checker games indulged in by the sporting element of the forces there. John Olson was recently heard to grunt out loud over a game when he saw it was lost beyond recovery.

Rail Rumbblings from St. Paul

Allen

The body of Vice-President E. D. Sewall arrived on train 101 April second and was taken to Lakewood cemetery, Minneapolis.

The pall bearers were Messrs. C. L. Kennedy, A. G. F. A., A. S. Willoughby, D. F. & P. A., L. M. Jones, A. G. P. A., J. A. Chandler, T. A., Geo. W. McMillan, T. A., and M. P. Graven, agent.

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J. E. Boucher we believe is sure in line for a Carnegie medal. He saved the lives of two little girls recently at the 24th street crossing in Minneapolis at the risk of his own life. Mr. Boucher, better known as "Smoky", is a switch foreman with headquarters at St. Paul. This is not the first time Mr. Boucher has saved others from serious bodily harm and possibly death.

The world hath wicked people, thought Mr. Smith, roundhouse foreman, one morning when he found some one had cut his aerial from its mast for the sole purpose of using said mast for their own aerial.

Mr. Fitzgerald, agent Merriam Park, has a real good discovery in the field of radio. The other evening he wanted to get a station in South America, so he simply placed his radio set in an open window and he got "Chile."

Joe Dettle, signal maintainer, was transferred from this district to Weaver, Minn. G. H. Tavas succeeds him. Several days before leaving Mr. Dettle stopped a transfer of freight cars between Merriam Park and St. Paul and called the crew's attention to the fact that a brake beam was dragging, thereby no doubt averting considerable destruction.

Kansas City Terminals S. M. C.

Our honest opinion is that spring is here this time. However, it looked the same way March 17 and then on the 18 we had the worst storm of the year. It was mighty bad while it lasted, but we got very little sympathy from our friends farther north. They kept asking "Where is the snow." All I can say is that it just blew so hard it blew it all away.

If Diogenes were only here now, he wouldn't have far to look for an honest man. John Josephine found a pocketbook containing over \$60.00 in one of 25's cars and the young lady who lost it was delighted beyond measure when it was returned to her intact.

Attention, Duck Hunters: Of course we (and also the ducks) know it is now closed season, but file this away for next year's reference. The Dawn bottoms between Chillicothe and Dawn are so filled with ducks that they almost darken the sun when they rise. It is reported that for the first little while they would fly at the approach of a train, but now they pay no attention. It sure is an awful temptation for the trainmen.

We have a lot of new cars in the family, and also a number of new accidents to report. Mr. Vail has a new Ford, but it is reported that one of the twins hit a dirt wagon while practicing driving. No serious damage done. Clyde Zane couldn't stop quick enough the other Saturday and bumped into a truck ahead of him, doing some damage to his Ford. Bill Lindsey, we understand, now has a new car. Eddie Beisecker has had his car almost demolished and was hurt quite badly himself. He is still unable to be on duty. The whole Coburg family is grieving with you, Eddie.

Speaking of Fords, we can say the Mr. Ege's Ford is a darned good one for the shape it's in. Ask the girls at Liberty street—they know. He only killed ten people, knocked two street cars off the track, and almost moved the Kansas City Club, all in one evening. Give him a week and Kansas City would be a wreck. Why did Jennie get out and walk

What we would like to know from our tracing clerk in Mr. Adsi's office is, is the future address to be, Chillicothe or Gravey-bowl, Ida.

Mr. Preston still insists that it is not the high cost of living that hurts us; it is the cost of high living.

Signal Dept. Wig-Wags—Lines West F. G. M.

Safety Second

The switchman tried to pull a "flying switch."

The engineer was sure the bridge would hold,

The signalman forgot to flag a curve,
And by their friends, their stories
now are told.

The 1923 railway appliance exhibition at Chicago is all over, and from all reports it was a mighty interesting exhibition. Ed Allen, Slim Seeburger and Mr. Smith returned in fairly good condition themselves, but with varying reports as to the condition of Chicago weather and Chicago acquaintances. A late radio report has it that Slim was bothered some by an excessive number of ash-cans and back fences out on Wabash Avenue, but good luck and long legs carried him out of the danger zone.

We have before us a receipt signed by E. T. McPherson and reading as follows: "Missoula, Mont., March 18. One 7½ lb. girl on requisition No. 1. Received, O. K." Congratulations, E. T., sorry we haven't her name and description.

Fred Anderson, at Marble Creek, is digging a mysterious cave under his shack. Nobody is quite sure what he is going to use it for, but it will probably be a nice still place.

If you hear anyone say following a steel gang with a drilling machine is heavy work, just refer him to E. H. Taylor and Fred Anderson. They both claim it's like laying off.

A. Rumor (you all know him) informs us that F. D. Wise at St. Maries, is getting ready to rake in the shekels on the earnings of his line insulator patent. Will someone please tell Fred when chickens should be counted?

Joe Munkhoff visited the Tacoma office March 16, while touring some of the western states on a wedding trip. The cigars didn't explode, Joe, so come again.

Here's a riddle. When is a lineman a lemon? A package recently consigned to Mobridge, care of E. W. Champer, lineman, was unloaded at Lemmon, S. D. The baggageman mistook "Lineman" for "Lemmon."

"No real gentleman will tell the naked truth in the presence of ladies."—From Mark Twain's foolish wisdom.

West I. & D. Inklings Dott

I am sorry we had no notes in the last magazine, but circumstances made it impossible to write them until too late. However, they were sent in and if our Editor sees fit they might be printed this time.

We notice Joe Malone sporting a brand new Chevrolet coupe around and wonder who'll be the lucky person to sit on the right hand side of the "just room for two" model. Speaking of Chevrolets, the Chevrolet Company owes the Milwaukee a commission this spring. Roundhouse Foreman Ricks, Roadmaster Farrel and Wireman Young have all purchased new cars of that

make and they are a nifty boat, all right. But the pedestrians in Mason City will have to watch their step when crossing the street as we hear "Joyce" has a coupe all her own.

Engineer Rodgers made a short visit at his home in Rapid City last week and while away Bert Gardner flew down to Chamberlain and back a couple of times on 104 and 105.

The new time card is in effect on the division now. It brings 103 in at 7:55 a. m. and after thirty minutes for breakfast they leave for west at 7:25. Can you beat that? Well, you see the time changes here. Wayfreight No. 97 comes in at 2:30 p. m., which makes it much nicer for the men living at Murdo than the old card. It says on the card that 92 is due into Murdo at 4:30 p. m., but I think they're kidding us about that.

Does Operator Lambert like cookies? I don't know whether he eats them or not, but I'm quite sure he likes them.

I believe the old slogan "Go west, young man, go west" is being revived around here and probably everywhere else of late. Work ought to be plentiful this summer with the new railroad and we also hear reports of a coal mining boom in Wyoming.

Fireman Carl Zickrick went east on the 2nd and came back a few days later as Engineer Carl Zickrick. Congratulations to you. Some others probably went too from other points but not knowing I can not say.

Brakeman Walter Johnson received painful injuries to his foot or ankle while on duty one day this month. I don't exactly know how it was done, but we all hope it was not serious.

The 2409, the "Water Dog," we hear it

called now, is back from the shops better than ever after its famous plunge into the depths of the Missouri river at Chamberlain last August.

George Sherlowsky is our new blacksmith at Murdo, filling the vacancy made by the death of Robert Edborg.

Clyde E. Coble, brakeman, was a passenger to Hawarden, Ia., this afternoon, being called there by the death of his father, B. E. Coble. He has the sympathy of all in his sorrow.

The 711 just whistled a warning that she was on her way, so I'll have to hurry or we'll be left out again this month. If we don't tell all the news it's because we don't hear it, so any news any of you know will be welcome. Just tell it to us and you'll see it in the magazine.

Dubuque Shops "Jingles"
"Oosie"

Francis, Pete and Peggy all had their long locks shorn and now they look as youthful as the day that they were born (and just as funny).

New cars are making their appearance this nice springy weather. The latest arrivals and their owners: J. H. B., Buick coupe; our trainmaster, a high-class can't-be-beat Grey, 1923 model; and our traveling engineer, a Reed Special (built for one small passenger).

Sheik Sully's Sheba still sullenly seeks Sully.

The other Thursday of last week, we had a funny fire—it burnt the paint from our office floor and filled us full of ire. The damage done was very light, for the paint was awful thin, but the way the office force did run—it really was a sin. But the saddest part of the whole affair

was on the one who hollered, "A fire? Where?" And here 'twas under their very nose—had it been hot enuf 't would have burnt their toes. (The office building, like our city hall, is still safe).

Pipefitter Georgie sings to a popular tune, How glad I am that Spring has come—it makes me dance, I want to hum; no more black looks, or Gee it's cold, from the girls and boys who used ter scold.

Since character analysis (like strawberries) seems to be in season, following is submitted (those analyzed will please take them none too seriously, as our "expert" is not a graduate): GTR, Neatness, None; EK, Speed, Much; MPH, Observation, Excellent; FOS, Promises, Punk; Radi Courtesy, 100%; LH, Generosity, Limited; FF, Sociability, Minus; FO, Ingrownrouchiness, 200%.

Chas. Bamberger, who has been shop accountant at Dubuque shops for the past six months, has been transferred to Western avenue. We are glad to hear of his promotion, but Charlie made many friends in his short stay in this part of the country who will miss him. Good luck, and come back and see us some time.

On April 17 we had a party on Margaret; it was a grand affair, to appreciate its glories you'd have to be right there. 'Twas a big surprise, this party; we hired the city hall, there was music, eats and dancing; in fact, it was SOME ball. We gave her a lovely present (she thinks "they're" awful cute); we wished her lots more happy ones and then we home did scoot.

Elmers's treatise on mud had them all "sitting up and taking notice." Guess he's run into some of that foreign material on the road—his big car is running fine.

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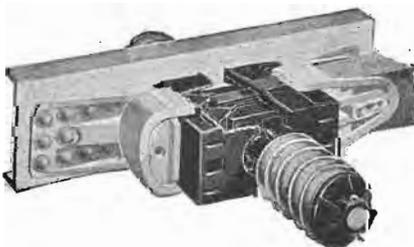
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BUILDING MONTREAL

but his "perambulator special" has leaky flues; better give it classified.

Our boiler foreman has found he can run his car without all the parts, but friend wife insists on carrying them along for safety's sake.

N. E. citizens around these parts: Those who "rave" when their names appear occasionally in this column; the guy that leaves the ink well and glue bottle open; them that ride past you when you're walking; grouches—the woods around here are thick with them.

News From the Local Office, Tacoma R. R. T.

One by one our confirmed bachelors are falling by the wayside, being roped and branded by some fair charmer. We understand that Chester McLennan, the tall and handsome claim clerk, recently purchased a magnificent diamond ring and that the happy event which is usually foreshadowed by such purchases is scheduled to be celebrated on June 27, on good authority. The young lady in question is said to be prominent in Eastern Star circles.

This reminds us that the same Chester McLennan has again demonstrated his unrivaled popularity with the ladies by being elevated to the only position which a man may hold in an Eastern Star lodge. He is bearing his new dignity with becoming modesty.

Mrs. McKay, the social arbiter of this settlement, who has been the patroness and promoter of so many charming social events in the past, was very pleasantly surprised on March 16 at the home of Mrs. Keith Williams in this city by the ladies of this office force, who tendered her a miscellaneous personal shower (we ask our readers' indulgence if a mere man does not use the appropriate term for this event) in gratitude for and appreciation of her social efforts. There was no set program, but the daintiest of refreshments were served and there was no lack of fun and hilarity. Although our bachelors, McLennan and Emmett Maloney, were not permitted to attend, they nevertheless insisted on being represented by magnificent gifts, Chester McLennan presenting a splendid diamond ring which is reported to have cost him the enormous sum of fifteen cents, while Emmett Maloney presented a lovely pair of ear rings, purchased at the well known jewelry establishment of F. W. Woolworth & Co. Much hilarity is said to have been caused by a mysterious gift labeled a "Jiggerroots," whatever that may be.

John Taylor, for years engineer on the coachyard switch engine here, died recently, the funeral taking place March 14. As he was a familiar figure to all of us and very popular with all who knew him, the office force expressed its sympathy by a magnificent floral piece.

On the morning of March 19, at the unearthly hour of three o'clock, the fire department was called out to the crossing watchman's shanty on East D Street, just across from this office, whose roof had mysteriously caught fire, pretty nearly scaring Peter Cassenat, the watchman on that trick, out of a year's growth. The damage was slight, but Mr. White on the first trick had to sit under the open sky for a day.

Milo Story, who has been one of the yard clerks, is off on leave of absence to try out the cashier's job at Avery, but we understand that he is to return to his position here. Kenneth Alleman was on a yard job

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500 Watts to 7½ K. W.

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Great Northern Building
CHICAGO

in the meanwhile and figured that he would now be able to save some money, being on duty from 3 to 11 P. M., thus eliminating all his social duties: It's sure hard on the pocket to be so popular with the girls. During Kenneth's absence Cedric Moyer has been messenger.

**Signal Department Bubbles—
Lines East
"Ocky"**

On March 12, just when everyone was ready to forget old King Winter, Milwaukee and the whole southern part of Wisconsin was visited by the most severe snow and wind storm of the year, causing great damage to telegraph and telephone lines. Approximately three hundred poles were down between Deerfield and Edgebrook and it seemed that the greatest amount of damage was done around interlocking plants as all poles were down at A-13, A-20 and A-23. Temporary repairs were made by Foreman Bassett so that signals would operate in the 45 degree position. Forty poles also went down on the Illinois Division and Foreman Taylor's crew was rushed to Forreton to make necessary repairs.

On account of the increased business it has become necessary to put A-68 and Wadsworth interlocking plants back into service which will facilitate passenger service as well as freight service. S. V. Bassett and crew, assisted by I. F. Gillan, R. S. Bentley, Otto Olsen, J. F. McConahay, E. Wilkomm and Glen Downing, have been doing the work. Disagreeable weather was one of the drawbacks putting the plants in service.

August Bornitzke, signal maintainer at Portage, has taken charge of the new signal construction crew employed in the Middle District. J. Klemp has taken Mr. Bornitzke's place at Portage while Oscar Bornitzke, recently discharged from the U. S. army, having been stationed at the Hawaiian Islands the past three years, will be Mr. Klemp's assistant.

During a recent snow storm Assistant Signal Supervisor Regan and Night Maintainer Bogert left in the latter's car to repair some signals at the cut-off at Milwaukee shops. A large snow drift halted the progress of Bob's Chevrolet and Regan was obliged to shovel for three hours, after which Bogert took off his overcoat and put it under one of the wheels. After John saw what was happening to Bob's coat he thought it was time to beat it for fear he would be asked to place his coat under the other wheel.

R. S. Taylor, signal foreman, has taken a short leave of absence due to his having undergone a serious operation. J. H. Wilkinson of Bassett's crew will be temporarily in charge of Mr. Taylor's outfit.

A certain tall gent from the telegraph department is after the scalps of our chess wizards. He claims while in his prime he beat the ex-champ of Iowa. Just think, W. F. S., if you still lived in Iowa.

The annual railway appliance show at Chicago brought a number of our west end friends to Milwaukee; Assistant Signal Engineer Smith and Supervisors Allen and Seeburger being among those present. A joint meeting of east and west end supervisory officials was held in Mr. Mill's office Friday, March 16. While we don't know what this joint session accomplished we were advised of a little bowling match that took place after the conflagration in which the supervisors, composed of Messrs. Allen, Alexander and Gillan, took the signal engi-

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When the cylinder is emptied, always close the valve tightly. There is usually a small amount of gas contained in the empty cylinder. If the valve is not closed tight, this small amount of gas escaping may cause trouble when in return transit.

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DETROIT MICHIGAN

neers, Mill, Smith and Porter, to a tasty trimming.

Owen Dunn has again taken charge of the crew in the northern district, which at the present time is engaged in following a steel gang on the River Division.

M. C. B. Gossip "Lee"

The filing room is proving a regular squatter's territory. Whenever anyone wants a new office, they just take a portion of the filing room. The latest addition is the little arbor-like room occupied by the office boys. It is quite a cozy little corner and should be an inducement to make the office boys stay with us longer than they have during the past few months. The present office boys are Fredrick Kirtchen, Harold Lindstrom, and Fredrick Andrews and we hope they will stay long enough to become acquainted.

I understand if the squatting of space continues, Messrs. Barndt and Skola intend to make a request for a mezzanine floor for their little department. It has been suggested that they locate on top of the telephone operator's booth and then when things get too hot for them, they can step out of the upper windows and on to the roof.

Have you noticed the little shadow which has crept into the office? Martin is trying hard to grow a mustache, but the process is proving very, very slow. Never mind, Martin; slow and steady wins the race.

Did you see Edna Bremser's new typewriter desk? Since she has it, harmony has been restored in the office furniture, and Helen Schuessler has a regular desk now, instead of the old table she first worked on. However, just as she felt settled, we heard the news that different positions are being re-arranged although nothing had been settled yet. Several of our members are in line for promotion and the lucky ones will be published next month when everything is straightened out.

Lorene Oelke went home to Markesan over Easter and though she nearly froze, she grimly wore her new Easter togs. By the way, if this cold weather keeps up, our nice spring clothes will be out of style before we even have a chance to wear them.

Geraldine Nelson went to Beaver Dam but when she tried to come back, she found herself marooned, for the snow storms had stopped all trains. On the same day Rose Schultz and yours truly found themselves marooned in the two-by-four town of Marathon, with the thermometer registering 20 below.

A. T. Barndt was seen patching up his rubbers. Better take up a collection of one cent for each look-up, Al; the patches might leak when you try to "swim" out of the yards.

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

Nora B. Decco

I never in all the years since Warren Dixon started as call boy and graduated into a full fledged freight brakeman cut off the board saw him so ambitious as he is this last month. Between trips, when he isn't cut off the board he is working day and night in Avery's garage, and I understand he gets his "ham and" by standing out in front of the lunchroom at

to your hot coffee." Between that pair of lungs and the bell! Well, he is trying to pay for a brand new shiny Chevrolet car, so he has to keep busy.

In the April magazine, through some misunderstanding, probably with the inspired compositor the Editor speaks of, several real items of interest to everyone here and on distant divisions of our railroad were omitted. Of course we here, close at home, know that H. L. Wiltrout was away on a vacation and that our good friend and chief dispatcher very ably took his place. He was a busy man and everyone his friend, and we all hope every time H. L. W. lays off he will leave as pleasant relief in his place. Mr. Goodman was later assigned to this position, but the folks 'way off ought to know all about the changes in officials out our way, too.

Another item of interest, and a sad one, was the illness and death in February of Sam Curn, an old-time employe of this division and at the time of his death agent at Manhattan on the Gallatin Valley. He had been on sick list for some time but was suddenly taken worse and died in a few days, leaving a wife and small daughter to mourn his loss. The remains were taken to Penn for burial and the entire division offer their sympathy to those left behind.

The last sad news of that which was cut from our last magazine was the illness and death of the little baby boy, only a few weeks old, of Brakeman and Mrs. Kilpatrick, about this same time. Sick only a few days, it passed away of pneumonia after a brief illness and our sympathy goes out to those who sorrow for their little one.

Engineer Jorgenson was laid up for a week in the local hospital but is out and back to work again. His son Harold and Mrs. Jorgenson are both visiting him, coming from Seattle for a few weeks.

Operator Mary Sheck writes from Litchfield, Ill., she is having the time of her young life and expects to return home soon as she can figure out how the Yellow taxi drivers get around without getting killed or killing some one else. Nobody ever figured it out yet, Mary, so come on home.

Fireman Pink Simms and family have moved to Piedmont. Pink has been assigned to the helper there and expects to take up and homestead and raise spuds or whatever it is they raise over there that we order so many cars for right when everyone else is ordering cars too.

Brakeman Homer Hayes is flat on his back with the rheumatism and he is some sick man, too, I hear. We all hope to see him out again soon.

Conductors Floyd Sterling, James Toy, John Rice are all assigned to passenger runs both here and on the branch. Northern Montana Division, I should say. Jim Toy was all lit up like a Christmas tree when he left here—new suit, new cap, dozens of nice new buttons, new shine on his shoes, new suit case, new ticket punch, cash fare slips, 'n' everything.

Chester Bales says when he was elected alderman of his ward his wife found him out in the wood shed hollering "Alderman Bales, Alderman Bales" in a washtub to see how it would sound. It's terrible how politics affects some folks, isn't it?

Operator Joe Jost on third at Three Forks has taken a few weeks lay off and gone home to see Maw, who, we under-

Operator M. B. Rice, a nephew of Conductor Rice and who hails from the Twin cities. His wife is with him. He says he saw a real cowboy yesterday, but considering the fact of spring approaching, and the Ringling roundup stirring again we doubt the realness of said cow puncher.

Mr. and Mrs. Sam Rodda have returned from Rochester where they have been the last month for Mrs. Rodda's health which is improved and her many friends are glad to see her home again. Sam doesn't think there is anything wrong with him now even if he would get right down sick, since he saw that bunch back there, he says.

The greatest bit of news for the last few months I am saving till the last. The wedding at Whitehall April 4, Wednesday, the best day of all, Miss Mable Kunze, sister of Fireman Kunze, and Engineer John Smeltzer, of Piedmont. The happy couple will make their home in Piedmont and all the very best wishes of the whole division go to them and all wish them a long and happy life, as both are known and liked over the whole Rocky Mountain where Mr. Smeltzer has worked for many years.

The social event of the season was the Elks ball given Easter Monday, and I worried poor Mr. Hagerty almost to death over a layoff so I could wear my new slippers. "Goo-oodnee-ess," he says, "I hope that lady operator gets to go to that dance and gets it over with," and she did. About five hundred Elks and their wives danced till early morning and they tried to take flash light pictures of the gathering but couldn't because of the brilliance of the costume of Brakeman Red Manly, which lighted up all the dark corners and made the moonlight waltzes (moonlight in imagination only). Well, he certainly looked handsome any way and all eyes were upon him during most of the evening. Mr. and Mrs. Kerwin, Mr. and Mrs. Vanderwalker and other Deer Lodge folks attended and said they would come again.

Iowa and Minnesota Division D. M. W.

Anton Anderson, section foreman, Lune Springs, has been granted a vacation for a month. Rennie Hall is relieving him.

Lou Johnson, John Nihil and Jim Cane have returned from Florida, where they spent the best part of our winter. They jumped right into their overcoats though on arrival in Minneapolis. They got here just in time to enjoy our beautiful April Mizzard.

We understand Dan Cupid has been raising hob at Faribo. For further information ask Chief Clerk Billy.

The Interstate people have taken over the hotel at Austin.

Barney McGinn, agent Farmington, has been on the sick list but is back on the job again.

W. L. Albrecht has been at Rochester for treatment. He is working again although he is not very strong. We hope though that he will improve rapidly.

Geo. Ryan, first trick operator, Owatonna, is laying off. We understand he is promoting prize fights.

Roadmaster Hobert and Agent McGinn, of Farmington, attended the equipment show at Chicago. They say it was a bowling success.

Roy Parker, side table operator at Minneapolis, has requested that we broadcast the following: "I have a few scrubby seed

potatoes left. Bring your old suit case and fill 'er up. One dollar."

Idaho Division R. C. P.

Engineer Guy Poole and Miss Cleora Felton, of St. Maries, were married March 21, at Spokane. They are making their home at the Harvard apartments at Spokane.

Rachel Ann, three year old daughter of Conductor and Mrs. Joe Morris, of St. Maries, died at 9 A. M. April 1, of pneumonia, after a sickness of one week.

The telegraph office at St. Maries is being re-wired and fitted up with new instruments. That bunch is sure hard on the equipment.

Roadmaster C. F. Allen is "blowing" about a new baby boy at their house. That is the only blowing he has done so far. No smokes yet.

Took a trip with Conductor Dan Kelly, Engineer Putnam and crew on the St. Maries-Avery local recently. Some pleasant trip. I'll say. Met Yardmaster Husaboe, Operators Rouse and Spencer at Avery. Does a fellow good to get acquainted.

Conductor Geo. McGee has taken Nos. 27 and 28 between St. Maries and Marengo. Conductor "Mike" has the switch run between St. Joe and Plummer.

Engineer Chas. Hankins showed us up proper the other day. Gave the O-W a figure on their hogs at Marengo and he beat it by four hours. A figure given 12 hours in advance, that was thirty minutes off was considered rotten.

Agent John Vassey at Manito installed a new-fangled vaporizer on his car the other day. Its object was to save fuel. After driving the first forty miles he had to take out a gallon.

Othello

Spring is here and Conductor Freeman is busy selling Fords, would have made a sale to Conductor J. H. Linehen, but Tim would not stand for it as he is afraid of a gas wagon.

Julien Pessian and Jack Cole took 16 to Spokane to see Alexandria, the wizard. Better interview John Crider as he can frame up better excuses to get away to see the bright lights.

John Morgan of the store department, is taking treatment from Doc Schadd to increase his weight.

Been watching the mail from the coast looking for some dope on Dick Wende but guess they are all afraid of Dick.

Well, as most of our ball team are employes will have to tell of winning both games played this season. The boys want a game with Malden, but what's the use as our boys would run themselves to death.

Conductor Miller left the high and dry division and is now taking in the sights along the shadowy St. Joe.

Passenger Engineer Davis was called in to consultation by Van Noy Manager Sperka relative to the markings of Pal, the Boston bull pup. If you wish to know anything about dogs, ask Charley.

Bruce Deland of the Warden line, is now making his headquarters at Spokane.

Spokane Freight

What they'd say if they "Said it with Songs."

W. A. Snure: "When the Rolls are Out up Yonder, I'll be There."

Jean Hempffling: "Toot, Toot, Tootsie (Goo' Bye)"

Harry Miller: "I Hate to Grow Older All by Myself."

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John Wall: "It's Three O'clock in the Morning."

E. A. Vesey: "Whispering."

F. R. Smith: "Go Slow and Easy, If You Want to Get Along with Me."

M. J. Quinn: "You'll Find No Chinese Laundries Where the River Shannon Flows."

W. W. Cutler: "In the Good Old Summer Time."

George Gaub: "In the Shade of the Old Apple Tree."

C. R. Kamm: "I'm Not So Good in a Crowd; But Get Me Alone—You'd Be Surprised."

These Spring zephyrs sure touch the *Heart of the Columbia Basin*—yeh and scatters it all over our desks.

Now that the weather is getting warmer, we may get a chance to see how George Gaub's Christmas suspenders are holding on.

We will say nothing about Mr. Snure's Christmas garters at this writing—the weather is far from that.

To the Poet Whose Rhyming Carburetor Doesn't Spark

I'd rather fish minus hook and line,
I'd rather feed on dandelion,
I'd rather pay a speedster's fine,
Than
Than to
Than to write
Than to write a single rhyme.
I'd rather drive without some gas,
I'd rather star-gaze from the grass,
I'd rather chaff a pretty lass,
Than
Than to
Than to write
Than to write a single rhyme.
I'd rather mix—and fight,
I'd rather dance 'till morning light,
I'd rather click the key all night,
Than
Than to
Than to write
Than to write a single rhyme.

Ponderings from the Pen of Reille
F. G. Hart

We notice that if somebody gets busy with some articles the entire division gets busy then and make for a better representation of the particular part of the system you work on, which of course means everybody takes more interest in the magazine.

Second Trick Operator Helmer of Spirit Lake, and family have returned home from Arizona and Bro. Helmer has resumed work. We failed to ask him if he bottled up any Arizona sun-shine and brought back with him.

We have failed so far to receive any notes from the shop force at Spirit Lake but judged by the number of engines coming this way they are busy as usual and keeping up their reputation for delivering the goods so far as engine upkeep is concerned.

Conductor Meeks says all the cars that decide to climb rails or spread the track do so when in his train, he having had some up to their old tricks at Metaline Falls recently.

Owing to business conditions having slackened up a trifle the recent order to run north end locals and the Spokane to Spirit Lake Turn around on Sundays has been cancelled temporarily.

The P. O. line has been honored recently by the establishment of a dispatcher and car distributor, combined Dispatcher L. V.

S. will have to be forthcoming on this line from now on.

I understand, unofficially, that Agent Sprinkle is to have his quarters enlarged shortly and as he now has a helper we presume that if this is not done one of them will have to work either in the basement or in the attic of his present depot.

If any one on the P. O. R. line is in the market for the highest grade chickens they should get in touch with the agent at Blanchard. He advises he has a Plymouth Rock rooster that can whip a way freight conductor.

Hope you won't think it immodest of me if I say that these notes are being written on the anniversary of my 14th year at this station.

Roadmaster O. Bakke has been quite busy playing hobo lately in the capacity of counting bad ties to be replaced with good ties, as the tie distribution is now taking place and a great many renewals are to be made this summer.

An extra gang has been put on the P. O. R. line surfacing track, and section gangs have been increased to take care of tie distribution and put in new ties.

Iowa (East) Division and Calmar Line J. T. Raymond

Born to Mr. and Mrs. Verto Reichert April 2, a daughter. We extend heartiest congratulations.

Roy Mullican, switchman at Atkins Yard, was severely injured while switching. He is able to be out of the house again but it may be some time before he can return to work.

Miss Alice McGuire, clerk B&B department and roadmaster's office, is taking a six months' leave of absence and is going to San Diego to visit relatives most of this time. We are all hoping for the best results and that she may return to Marion in the best of health.

General Superintendent Weidenhamer, just previous to leaving the Southern District, sent out a circular letter to all officers and employes expressing some very fine sentiments. It was read with much pleasure and appreciation by all. Mr. Weidenhamer's administration has been just and reasonable at all times and the good wishes of the employes of this division go with him to his new field.

General Superintendent Harstad spent the day of April 12 with Supt. Marshall at Marion and Cedar Rapids getting acquainted with the forces and facilities, going west the following day on Iowa Division No. 3.

Mr. and Mrs. Harry Scampton have returned to Marion from California where they spent the winter months.

Lumir L. Lesinger has been appointed assistant timekeeper in the superintendent's office, Lester Cleveland taking the position of payroll clerk vacated by Lesinger.

George Barnoske, Jr., who was cashier at Marion freight house, has been promoted to the position of ticket clerk at Cedar Rapids ticket office.

T. H. Lynch, the veteran agent at Delaware, has returned to the service after having spent the winter in California.

W. E. Owen, Veteran agent at Long Grove, has returned to work after a three months' absence which was spent in the west.

W. I. Farrell was off duty for a couple weeks account sickness. Conductor J. G. Standish relieved him during his absence. Conductor Reep running Standish job on the branch extra.

been off duty for some time account illness. He is feeling better and he and his wife have gone to Indiana to visit relatives.

Conductor Ed Forbes, who has been off duty on account of illness, has resumed work and is piloting Western Union gang who are repairing wires on the Elk River Line.

Brakeman Wilbur Cooper has been assigned to runs 90 and 97 between Monticello and Davenport with Conductor Farrell.

James M. Murphey is ill with pneumonia, A. R. Talbott relieving.

Passenger Brakeman Geo. Adams has gone to Chicago to take the braking run with Conductor Lally relieving A. L. Talbott, who is running baggage for J. M. Murphey.

Passenger Conductor F. E. Pike has returned from Florida where he has been spending the winter and has resumed work on the Maquoketa Line.

Conductor Fred Williams is again off duty account illness and has gone to Excelsior Springs for treatment. Conductor Ben Bulkley relieving on the Farley Run.

Des Moines Division Items Frenchy

Messrs. J. E. Bjorkholm, E. J. Summers, G. M. Prentiss and J. P. Lutze were in Des Moines recently looking over the company fuel situation.

Chief Clerk Leo McGovern is the proud possessor of a new Ford. We haven't seen it yet, but hear it is quite a car. Don't suppose he will be making much garden this year, but will be exploring the country in various directions out of Des Moines.

Seems as if Miss Florence Nelson has been making quite frequent trips to Rockwell City lately. Wonder who the young man is who drives a Ford and makes trips to surrounding towns, to eat dinner, attend the movies, etc. Think the people at this end of the line had better wake up and take notice.

Any one wishing information regarding a system of reducing assessments on property please apply to A. Olson who, we understand, has a fine one. Thinks in a few years he will have his taxes reduced to a minimum.

Train Baggage man W. L. Moody, who was quite ill having an operation recently, has sufficiently recovered to be back on his old job. Don't work too hard, "Bill."

A certain young lady in the superintendent's office we understand is getting quite tired boarding and rooming around. Young men, please take notice. Of course, an applicant will have to show good references as to disposition, ability to bring in the "coin," etc., before being considered eligible for the position.

Matt Allard, who has been agent at Lavinia for some time, and in the employ of the railroad for a great many years, had a stroke of paralysis a few weeks ago which resulted in his death on April 10. Mr. Allard had many friends on the division who will mourn the loss of their old time friend and co-worker.

Mrs. L. L. McGovern, who was quite ill for some time, is now sufficiently recovered to be up and around the house, but is not real strong yet. Leo states that he would not care to be either a housekeeper or a trained nurse, having had considerable experience in both of these callings during

Miss Thelma German, of the superintendent's office, should put up a bulletin showing her telephone number. This would save her friends many superfluous telephone calls from young men desiring to make dates with her, and also save much of the aforesaid young men's valuable time. If necessary we can issue an "All Employees" bulletin which would greatly assist in solving these difficulties.

Flossy had a little beau,
His hair was light as tow,
And everywhere that Flossy went
This beau was sure to go.

He followed her to work and play
And everywhere she went
This beau was "Johnny-on-the-Spot"
To serve her he was bent.

But now he sorrows sad and lone,
And never hangs about,
'Cause, Flossy has another beau
Who's cut this poor guy out.

As 35 was leaving Des Moines the other day and Brakeman Ferguson was just pulling in his steps, two young men wishing to board the train, gave him a shove and landed themselves on the train. A little later he had occasion to take a message to the engineer and, lo, and behold! whom did he see on the rear of the engine but the aforesaid young men. As they had only bought tickets as far as Clive, "Fergy" proceeded, in no gentle manner, to eject one young man from the train. Fearing he would have to make out a personal injury report, some of his friends prepared to come to his assistance when he forthwith removed the other young man from engine. We didn't know that "Fergy" was an athlete, but he has certainly been in training or taken a course in "jiu jitsu." He says he hasn't been hustling baggage all winter for nothing. We herewith give "Fergy" honorable mention for his prompt and satisfactory handling of parties trying to beat their way on the C. M. & St. P. (Dempsey's backers, please take notice.)

Tacoma Tide Flats, Tacoma, Wash.
R. R. R.

P. T. O'Neill was one of the recent visitors at the shops, we are always glad to see Mr. O'Neill back among us, even if it is only on a visit. So do come again and often.

J. Johnson of the store department, on retiring for the night, after a heavy day's work, was peaceful in dreamland when W. D. Asken and A. Garstead decided to spring a pleasant surprise on him. They wired up his bed and Johnson had the shock of his life. Luckily no one was killed although Asken and Gasteed escaped only by the skin of their teeth through the volley of bolts and coupler pins which were hurled at them on arrival at work.

W. M. Eshelman, alias "Slippery Dick," the notorious impersonator, known from Tacoma Junction to North Puyallup, was captured last night by Officer Luke Bonds, posing as a T. R. & P. track inspector, after the collision at 11th street and Pacific avenue. Mr. Bonds will receive the reward of barbwire necktie and tie plug scarf given by the Jewish navy. Slippery Dick is now out on 10000 Mark bail.

W. M. Eshelman wished to have his favorite coffee recipe placed before the public. He says to put about three tablespoonfuls of good coffee in three gallons of hot water, and be sure and put plenty of water in it,

so as not to have the coffee too weak, then let it boil from 18 to 24 hours, according to the taste of the person, this recipe makes delicious coffee. He prepared this stimulating drink for the bunch here and all those who appreciate good coffee can vouch for Eshelman's ability as a chef. However the odor of this drink while it is cooking is one of a lasting scent. Anyone who has ever known this odor will never forget it, though they live for many years. Copies of this recipe can be had on request from Mr. Eshelman.

George Pyette, shop accountant and wife returned the first of this month after a trip through southern California. They report having had a lovely and most enjoyable trip.

Miss Ethel Thompson is severing her connections with the time department here at Tacoma shops to accept a similar position at Deer Lodge, Mont.

Everyone around the D. M. M. office and general foreman's office are missing the monkey, which Mr. Pentecost had taken away from the office a short while ago.

Miss Ann Howland is with us again after a two months' visit in the east. Miss Ann returned with her usual smile and good nature. However, Chicago has had its impression on Miss Ann.

Sioux City and Dakota Divisions

H. B. Olsen

Permit us to introduce to you, R. E. Nichols, who comes from the S. M. Division as chief carpenter on the S. C. & D. C. G. Vollmer, former chief carpenter, has been assigned other duties which will not require so much activity as his health being somewhat impaired, lesser burdens will, we trust, permit him to recuperate.

Do you know many a truthful man develops into a cheerful liar when his wife asks how he likes her new spring hat.

Conductor "Billy" Lane was injured in an auto accident last week and being unable to resume his run, "Conductor" Chester Moran was called to relieve him.

Just wait until we get our new freight house Mack, davenport and soft shaded lights will make the noon hour sessions more thrilling.

April 21 and 22, our Sioux City employes bowling team, captained by Jack Long, will bowl at the second annual tournament at Milwaukee. Money is being placed at 100 to 1 on the boys, bringing "home the salt pork."

Bob Hoberg has accepted the position of F. C. M. clerk filling the vacancy created by Mr. Mullen. We welcome you Bob into our "large" family and you have proved to be "one of us."

Chief Clerk O. T. Fagg, Sioux Falls freight, is taking a much needed vacation, visiting friends in the city and tripping it to several of the large eastern cities. Claim Clerk Fred C. Myer is acting "chief" in Mr. Fagg's absence.

Wm. Fieldman at Canton is considered the speediest expense clerk on the entire system. He never misses the Sunday night performance at the Orpheum at Sioux Falls either.

A very unusual incident occurred on train No. 6 April 4. W. W. Bowers, senior engineer of this division, was pulling the train and his great grandson, Johnnie Bowers, aged 10 months, was a passenger with his mother between Canton and Sioux City. Engineer Bower's son, Wm. Bowers, Jr., is agent at Murdo, S. D., and his grandson Philip G. Bowers is agent at

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Baldwin Locomotive Works
PHILADELPHIA

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.

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.

Ruthven, Ia. No doubt Johnnie will be a regular Milwaukee man some day.

Thayer Mullen is considered one of the best fishermen on the S. C. & D.

It's getting close to vacation time all right. You can see Yellowstone Park and other summer resort advertising literature going the rounds, also considerable checking of bank book balances, both of which go hand in hand when it comes to figure out a vacation.

Traveling Engineer Rowland will not be seen siding the trains much more, for he has just recently purchased a new Buick sedan, and believe me the upholstering in it is much heavier than the red plush in our coaches.

L. J. Krohn, assistant perishable freight inspector Sioux City freight house, has been confined to his bed for the past few days with a dislocated shoulder blade or something. At any rate, he wasn't able to move his head and felt quite indisposed, more for the reason that he couldn't get to work than for anything else.

At last—Minnie King and Harold Winn are married.

It would be of great benefit if some one could find a real honest-to-goodness wild woman for Leo Lamb, the new chief clerk in the storekeeper's department, as he says they don't make them wild enough for him.

Chief Clerk King's baby is getting playful as Lyle had a nice scratch on his nose when he came to work the other morning.

Nelson Dagle recently passed examination for boilermaker's helper apprentice and took the job April 1.

It makes Clerk Bill Ralph mad when he goes to sleep in the Martin hotel lobby and the clerk kicks him out. Bill says he will be glad when summer comes and he can sleep in the park when he misses the car.

Station-helper John Horstman, Scotland, was operated on for appendicitis last week and although still in the Yankton hospital promises to resume work soon.

Floyd Nellis, agent Kaylor, with his wife and baby, visited home folks at Scotland last Sunday.

Operator Leo Marion at Yankton, who received injuries in an auto accident last week, is confined to his home mending the bruised members. Operator Landmark is relieving him.

Ed Boring, agent at Delmont, went over to Scotland the other night and took a walk "down the hot sands" to see what the Masonic goat looked like.

Yardmaster Ross Bankson and Roundhouse Foreman P. Forsberg, Sioux Falls, just spent three days taking the Consistory in the Mystic Shrine at Sioux Falls.

Illinois Division

Mabel Johnson

Belford Howard has returned to the fold. We thought you liked us too well to stay long, Howard.

We hope the siege of mumps, flu, etc., is gone forever. The last victims being Cecil Sellens, stock clerk, store department, and Iona George, master mechanic's office. We were of the opinion that only "kids" got the mumps, but guess we were mistaken.

The big question still remains unsolved—how did Jerry Hansen elude the mumps? We were hoping he would get them while he was young, then he wouldn't have to worry about getting them later. What Jerry wants to know, is *how* you get them in the first place and *where* do they go when they're gone.

John Clement, machinist in the Savanna roundhouse, is able to be about after a long siege of sickness.

O. N. Harstad is our new general superintendent of the Southern district in place of W. M. Weidenhamer, who was transferred to Minneapolis in charge of the Northern district. The Terre Haute Division is included in the middle district.

Howard Groharing lost the third finger on his right hand in a painful accident at Rockford lately. We were very glad the accident didn't result in a more serious injury.

We see from the Council Bluffs news that Storekeeper Ernest Failor has been going around knocking down telephone poles, stubbing his toes, etc., since he gave "her" that big "rock". Ernie, is it as bad as all that? But then, you have the best wishes of your two Illinois Division friends.

Well, Harold, guess we got you all wrong. Pretty good work for one week. You win!

S. O. S. club was entertained at the home of Lola Lynn, steno to Chief Clerk J. T. Hansen. The musical selections by Miss Yvonne Losey and Doris Calehan were well rendered!

The Savanna rail mill office force wish to thank Roadmaster O'Connor for the long expected much promised box of Fannie May's. Oh, they were good.

Sympathy is extended to the family of Engineer J. E. Hogan, account his death which occurred March 12 at Leaf River, due to heart failure.

Agent P. S. Sawtelle at Elgin is enjoying a vacation with his family in California. F. B. Losey is acting as agent at Elgin, and was off duty for a couple of weeks account pneumonia. However is again on the job at this writing.

Willis Jordon, dispatcher at Marion, was at Savanna for a few days during the bad weather conditions, working on private wire to Marion.

Operator H. V. Robinson is doing relief work at Savanna Yard in place of Operator O. S. Kline, who has been assigned as 2nd trick operator at dispatcher's office. Operator Wayne Shrunken is on leave of absence account ill health.

Oscar Daley, carpenter at the freight house, is back on the job after a forced idleness of several months, due to sickness. We are all glad to see him back. Evidently he suffered no bad effects from a sick man's diet, for we notice no decrease in weight.

Bowers and Cooley are getting childish, being subject to mumps and off duty for a

spell. Poor kids, how a swollen jaw does hurt!

Our check clerk, Michael Mulcrone, who made a brave run for city constable, was defeated by Switchman Ernie Graves. Hard luck, Mickey!

Have you seen the latest in reversible socks? What do they look like? Our curiosity is sure aroused. George tripped into Chi just to buy a pair, also a necktie, and now he refuses to show them off. We wonder what special occasion he is saving them for.

Speaking of spring styles, there seems to be a general tendency toward spring caps lately. Some fit big heads and some small, regardless of the size of the man, but they are all a pretty grey. (I mean the caps are).

A number of the railroad office girls have joined the Women's Athletic Association and are reporting exciting times. We are getting more muscle every day and soon the men who exercise not, won't be in the running at all. We'll soon be juggling typewriters around the offices as tho the machines were volley balls.

Someone was heard to say the other day, that it wasn't everyone who could get their name in this magazine. Nothing easier, just drop a line to the correspondent and she'll be only too glad to give you honorable mention—gossip or otherwise.

What a grand and glorious feeling,
When winter is on the wane,
To open wide the windows and doors,
Let the sunshine enter your brain.
Let the hot polluted air,
Cigarette smoke, which seems to be,
Caressing your clothes and nostrils
Like a rendering factory.
Wouldn't it be a tough old world
If indoors you were forced to stay,
With no balmy breezes entering your lungs
Or sunshine streaming your way?
So hurrah! for prancing young spring,
With air so clean and refreshing,
That renovates body, mind and soul,
When work at your desk is pressing.

—L. F.

West End Scraps
D. R.

Sickness seems to be paying a little too much attention to several of our friends and after those now sick or convalescing have completely recovered it is hoped that it discontinues its too frequent visits paid during the last month or so. Mr. Richards was dangerously ill for some time but is now regaining his good health in a speedy and satisfactory manner. Mr. Barkley and Dick Prankhard were also consigned to the sick list for awhile, the ailment in both cases being the flu or one of its near relatives.

The married readers of this column can now accept the entry of Mr. Shong into their ranks, as his recent marriage gives him the necessary credentials.

When it rains it pours, or so it seems. With a long sick list on hand, vacations set far off and the fatal month of June only a few weeks away and added to these the travel bug, which goes hand in hand with them all, and give them an advance into the summer season of about three weeks or so from now and if directions are followed as prescribed, there won't be anyone left in any of the offices in a short time. This is the time of the year for things to happen all right, and to get variety, one must travel, which is certainly going to be done if all the trips now planned and proposed

materialize to the advanced stage. Miss Kelly's trip to San Francisco by way of water, is soon to be started and Mr. Sedgwick and his family are going to journey to Alaska throughout the Yukon territory. Arch Campbell's trip east, the most extensive of all, is not far off and he certainly is to have a lot of company which in itself is a good time. Take me too, Daddy. Oh yes. This should have been placed first among the trips on account of its length. It is Mr. Kent's trip back to England and a good time is wished on him.

Fred Nye frequently runs over to Wenatchee. Could you please give us a plausible excuse, Fred. It is also noticed that the mailman's visit every morning keeps up his spirits, in between times. And things are getting quite interesting around the traffic department. When it comes to buying candy and helping Agnes Heraty on with her coat and playing butler (not the Butler) Bill Frink is right there.

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

Engineer Bert Moore, who has been off duty the past months account pneumonia, has returned to work.

Albert Zack, electrician at the roundhouse, also returned to work, after having been off duty several weeks with a bad case of pneumonia.

Passenger Conductor George W. Warner has returned from the sunny climes of California. This is a sure sign of spring.

Clarence Mitchell, clerk in the D. F. & P. agent's office, and also recently elected "papa" made the rounds with a picture of the baby boy.

"Dutch" Miller, yard clerk at Mason City yard office, has returned from a visit with his parents, who reside at Perth Amboy, New Jersey. Dutch says all the goils and shoit factories are still there.

Superintendent D. W. Kelly, Chief Carpenter V. Hanson and H. G. Crow, division engineer, spent several days overseeing the repairs to several bridges on the Elkader line, which were damaged by recent high waters.

We understand that Elsie Hodges has bought a new Chevrolet sedan.

C. E. Mutshler, chief clerk to Superintendent Kelly, is a noisy man, but his son, Billy, has him beaten already. At the age of ten years, he is the best drummer in his school orchestra.

Rush Eddy

Rush A. Eddy, senior employe in the point of service on the I. & D. Division, died Monday evening, April 2, at the Mercy hospital, where he had been taken a week before. Mr. Eddy was 67 years of age and has been in the employ of this company since he was 11 years old. In 1873 Mr. Eddy began firing out of Mason City and in 1877 he was promoted to the position of engineer, which he has held ever since. Engineer Eddy was a member of the B. of L. E., also the B. P. O. E. and Yeoman lodges. A badge was presented to Mr. Eddy in 1920 commemorating the completion of 40 years as a member of the B. of L. E. There are only five of these badges in Mason City and they are highly prized by their owners. Engineer Eddy ran on passenger almost up to the time of his death and has always been a loyal employe and an excellent engineer. Mr. Eddy leaves a host of friends on the I. & D. who will always remember him as a true veteran.

Spring house cleaning time is here, at least for the office forces at Mason City.

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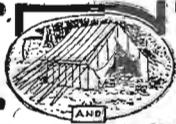
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 Say BOSS Lock Nuts!

AMERICAN BOLT CORPORATION

Paint crews have been busy the past week repainting the offices. They say paint will cover a multitude of sins.

C. E. Ring, division accountant, passed out the cigars and candy recently in honor of their new boarder, a baby girl born April 4, naming her Gladys Margaret.

Coast Divn.—Superintendent's Office
Mutt and Jeff

One of our popular young ladies recently had the good fortune to acquire a companion to share her joys and sorrows. Ordinarily an announcement of this kind means but one thing. In this case, however, it may mean anything. In fact, it but opens up a field of unlimited possibilities in the field of sports, culture, science, mechanics or matrimony. Clara says this companion is always waiting for her at the door at the close of work, even though during the day said companion seems to vacillate dangerously, influenced by a "Wende" from any direction. However, with all this companion's faults, Clara loves him still, and Oh, if sometimes on a dangerous road, he only would be still. It seems rather cruel that the young lady doesn't like to take her friend up town at noon, but of course being from Puyallup he couldn't be expected to have sufficient city polish as yet. But give us time. No announcements are out yet, and as far as we know, none are yet contemplated. But don't be alarmed. This is no scandal. This companion comes of good family of neuter gender, and answers equally well to the name of Henry or Lizzie. Congratulations, Clara, on your new Ford coupe.

G. S. Bell has planted all his spending money in a brand new house and will move as soon as it is completed. How about a house warming before the rugs are laid, Mr. B.?

Pete Peterson had a birthday the first of April and failed to show up for work. We wonder how he celebrated.

For the benefit of the Idaho Division correspondents: The girls in the Coast Division superintendent's office will vouch for Dick Wende's ability as a driver. Dick has even gone so far as to make Pacific Avenue hill on two cylinders.

J. O. Hilliard, car distributor, has joined the working class again and is back at his desk after an absence of several months.

Another Rush Order from Eau Claire and Vicinity
 N. E.

"Come, fill the cups, and in the fire of Spring.

Your winter garments of Repentance fling."

—Borrowed from Omar Khayyam.

"The fire of Spring" is really upon us up in this north country and we are duly appreciative.

On April 10th, Mr. Wiedenhamer, general superintendent, Superintendent D. E. Rossiter, Traveling Freight Agent W. E. Sinclair and Roadmaster E. E. McLellan made a business trip over the C. V. Division and Menomonie line.

Mrs. Mike Hefferman, wife of section foreman at Careyville, who has been dangerously ill with "sleeping sickness," is very much improved; which we are very glad to know. Mr. Hefferman has returned to work, and the good old bunch were glad to see "Mike" back on the job. Roadmaster E. E. McLellan has a fine new motor car. Here's hoping his "fly

Mrs. Stella Feddern has been spending a week or two with her husband, Mr. Feddern, who is the operator at Durand, Wisc.

Mrs. Walter A. Ebersole, wife of agent at Eau Claire, who underwent a minor operation during March, is home again, and greatly improved.

A fine concrete bridge is being erected across the Chippewa River at Eau Claire, to replace the old Madison street wooden structure. Owing to this and an order for seven hundred and twelve (712) cars of sand from Eau Claire Sand and Gravel Co., the boys in the office, as well as the switch crew, are not looking forward to any vacation this summer.

We are sorry to learn that John Ripplinger's mother died the latter part of March. Mr. Ripplinger is a brakeman at Chippewa Falls. Sympathy is extended.

Richard Laken of Eau Claire was breaking out of Chippewa Falls during the absence of Mr. Ripplinger.

Milwaukee Terminal
Renay

Guess the Magazine slipped, or I slipped, or somebody slipped, cause cross my heart I did send in a few notes last month but didn't look at the calendar when they went in so suppose they were late. I am going to repeat some of the notes of last month because I want all my "gang" to know that I appreciate every little bit I get so here goes.

Felix, now is your chance to start "paying" a few of us for all our hard work. We wish you luck in your new position.

Folks, have you heard about the new Fords? Ask Mr. Telfer. I believe he calls them the Oconomowoc Limited. You didn't want to turn around, anyway, did you Mr. Telfer.

What's all this we hear about a certain crew consisting of Chas. Kuhn, "Duke" Lyons, Harvey Wolfe and Helpers Fox and Beaver. Careful boys. I'm watching you.

Spring is cub! And you know what they say about a "young man's fancy." To prove it, along comes the news that Alfred St. John of our Bay View station, ran to little town in upper Wisconsin and married a little girl by the name of Frances Sildersack. Here's wishing you bushels of happiness, but Al, when you come back please don't let Ed talk real soon cause golly, we like to talk to him too.

Our friend Mr. Herb, of West Allis, recently attended a bargain sale on pajamas and claims they were dandies and a perfect fit. We are from the southern state.

Now, Helen F., don't you know winter is about over and you won't need all those sweaters.

The B. of R. T. and Ladies' Auxiliaries will give a joint May ball on May 18, at Wells Colonial Hall.

A certain young switchman recently made the acquaintance of a fair young damsel and it has affected him to such an extent that he has bought a book on "etiquette." The other day the conductor told him to "cut off two" and he said "I beg your pardon?" (Golly, I'll bet he's blushing now.)

Several new switchmen were hired during the past month. Some of the night men have had a chance to work days now and then. The only objection they find to this is that the sun hurts their eyes.

retained Yardmaster Tennant and family at a wonderful fish dinner at the Plough Muskego Lake Cottage. All reported a good time.

An outstanding feature at the Milwaukee Bowlers Tournament Monday night, the 16, was Ladwig's "slow moving picture" delivery. It was worth the price of admission.

The bowling season had to close for us to learn how good our President Georgie was. Second prize! You sure must have "dictaphoned" to them that night, George.

Our heartfelt sympathy is extended to Switchman Fred Malana in the loss of his wife. Also to Miss Armella Gill of North Ave., and members of her family, in the loss of their mother.

River Division News

M. M.

We were all disappointed not to see the snap shot of freight office force at Wabasha in the magazine last month. Hope the editor will find room to grace the pages of the magazine this month with the picture. (Here it is.—Ed.)



J. E. Hills, formerly trainmaster on the River Division, has been transferred to the H. & D. as superintendent of that division. During the time that Mr. Hills has been trainmaster here he has acquired a host of earnest friends among the employes and has always had the hearty and fullest cooperation of all on the division. Though his departure is regretted, we are pleased to hear of his advancement. We wish him unlimited success in his new field. J. W. Blossingham comes to the River Division as trainmaster.

Fire broke out on the roof of the passenger depot at Wabasha April 5. The roundhouse fire department responded quickly and in a short time the fire was under control. Mr. Esch, district safety first inspector, complimented the fire department on their quick response and action. All right, Capt. Shepherd and men—good work.

A friend of the writer's made an extensive trip through the west going via C. M. & St. P. and returning on a foreign road. In commenting she was loud in her praises of the services and the courtesies extended her by the employes, especially mentioning Conductor Ball and stated that she preferred the Milwaukee road in traveling.

Roadmaster C. Carlson has been busy the past month preparing the track and fixing it so as to avoid the washouts. W. Johnson, gang foreman, has charge of the work.

Conductor Frank Gallagher has become quite deeply interested in recipes, pastries, etc. Wonder what's the idea?

After a lengthy vacation spent recuperating, John Hayes has returned to his du-

ties as conductor on the Wabasha division. His many friends are glad to see Mr. Hayes well enough to resume work.

Frank Poeschel has been rather glum since he was accused of auto-suggestion—asked a young lady to go riding.

Special commendation is due Brakeman J. P. Hurley for his prompt action. The latter part of March, Hurley noticed a car on train 16 rocking and stopped the train. Discovered a broken journal and thereby avoided a serious delay.

John Ostrum was seen down at the car shops recently and the other day he called at the roundhouse office. Presume he wished to intimate that he was first on seniority list since the departure of Mr. Hills.

C. & M. Radio Grands
C. E. Rholes

The enginemen and trainmen deserve honorable mention for their efforts during the storm period. Of course a few might have done better but on the whole all were on the job.

Miss Bennett all smiles—Dad was elected. Got the car yet?

With all the snow and no wires the dispatchers certainly did very well to get the trains over the road. "On time performance" fell down very little.

Have you heard about Conductor King? Went up to superintendent's office, took a few drinks (spring water) and started to sing "When you and I were young, Maggie."

Promotions coming thick and fast. Trainmaster E. H. Bannon, now acting superintendent terminals; Mr. Carroll, now trainmaster, and R. A. Woodworth, chief dispatcher.

Ray Slye is new trainmaster's clerk. Will have his hands full during the summer business even if he does not know it now.

Conductor Plumb is now overseer of the milk patrol.

Talk about business—30 crews in the ring on C. & M. Steady, too.

Conductor Simmons, recently injured when he tried to dance down an icy walk returned to work in time to get in on some of our snow fighters.

Have you noticed Slivers Kroenke promenade with one of the girls from room 10? How comes M.?

Regret to find old John Cahill has again laid off sick. All of us hope to see you High, ballin' 'em out soon. John.

Civil war Geo. Yager now on the High Line. Nuff work, George?

Did you ever see Bogus Bill with a clean shave? But freight work is not a dress up affair. Wonder when Spoofer will find out that?

Mrs. C. E. Rholes, wife of T. B. M., spent a spring vacation in Memphis, back home where there is no snow.

How would you like to be the flagman when your train is held on the main line about two hours, Zero weather? Ask A. Krause and T. Mahoney.

On March 20 Conductor H. M. Schmitz discovered on N. Y. C. 330687 a broken arch bar by his watchfulness, at Roundout, which might have caused a bad derailment. Good work Schmitz.

Drippings from the Ice Bunkers
Spud Bar

H. O. Everson has left the ranks of the refrigerator department and has joined the new forces of the coal inspectors. He carries with him our best wishes for success.

D. M. Sparrow, P. F. I. of Minneapolis, has departed for California on a leave of

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absence to regain his health. It is our strongest hope that his visit will prove successful much sooner than expected.

Miss Callahan resisted the temptations of style in hair dressing. For a long while we had believed that she was immune from such temptations but alas, she weakened and as a result, she is now wearing her hair bobbed.

Miss Stevens has the future doped out. At present she is 20 years old and weighs 135 pounds or six and three quarter pounds per year. At the age of 30 she will weigh thirty times six and three quarter pounds or two hundred and two and one half pounds. All this unless a rigid diet is exercised.

Mr. Wheeler heard someone say that "it is cheaper to move than pay rent" and intends to find out just how much truth there is to it. If you move often enough Bert, it is.

Add Mr. Weber's name to the role of the icicle department, he having forsaken Mr. Dietrich's office to join our ranks.

Miss Wehrle is fast becoming accustomed to her new surroundings, she having succeeded Miss Caro as private secretary to Mr. W. L. Ennis. Others will have to get up early to beat her. She is from Elgin.

Most everyone we know has a birthday at some time or other, but we have yet to hear of Mr. Buchanan's.

Now that summer is nearly here we look forward to the envy which others will hold for us, we being the department of the refrigeration, the natural supposition is that we will be cool and comfy during the warm months.

Amil Cochran feels somewhat complimented. Everybody believes him to be assistant Spud Bar. Maybe he will come through with some interesting articles and help us out.

O. E. Bradford, of Mr. Stevens' office, wins the elephant hide because he can perform better in his sleep than anyone else. Friends of his can understand this if they will consult him regarding a recent nightmare.

R. B. Smith has sufficient amount of cats so please do not forward any more for the time being.

S. F. Philpot of Marmarth had a bad case of the flu and everyone is glad to see him back on the job again, feeling better than ever.

W. F. Marohn, of Milwaukee, tells us that the only exception from that point is that they are still talking about that heavy snow fall.

C. R. Kamm, of Spokane, bought himself a whole lot of tin recently and of course a Ford is the best car on the market.

Whelan of Othello, will no doubt be quiet now. It's off.

Bert Brandt is captain of the gas speeder that runs between Deer Lodge and Gravel Pit Spur, when it runs.

E. A. Peterson, of Avery, bought a new car also, only it is operated by hand power from the rear end.

Mrs. E. M. Carver, wife of our perishable freight inspector at Harlowton, Mont., was called east to visit her father who is ill.

Wooden Shoe Doings

Brown

News this month is going to be scarce. All of the boys out on the road have deserted me and I never received a single note from anyone. Come on boys, be good sports and let us hear from you.

Of course, we all showed up at the Bowling Tournament, and we aren't saying a thing, but I believe we are coming in on the prizes. We told you other divisions to get into practice as the Wooden Shoe was going to bring down the pins in good shape. Of course, we don't want to be too sure about it, but we sure have a lot of confidence in ourselves anyway, which helps a lot.

Pete claims he could have bowled loads better if they had allowed him to keep on his \$40.00 overcoat and \$14.00 hat, (they are both new and sure are good looking). Too bad Peter but next time we will know better.

It was also overheard that one R. E. Z. was the best bowler down at the tournament the day the Wooden Shoe bowled. Please don't swell out of shape over that Ray, but that is what a marker said anyway. Of course, we don't know much about it.

Enough about the bowling until we see how we come out on the prizes.

Rule 8, Sec. 2. To become efficient in the accounting department, it is absolutely necessary that a person should wear Harold Lloyd windows. Now the question comes up, do stenographers really have to wear them? Just a few of us good ones left, I guess.

As I said before, it is the greatest step in your life, from the pavement to your own automobile. Jim is the owner of a Packard????, while Ray is anxiously waiting for his Chevrolet. We also understand one of the girls in the freight house got prosperous and now steps into a Maxwell roadster. How about it, Maggie?

The question was asked by one of the good people of the office if it was dark at 3:30 A. M., and our bright stenographer said it was, if you are not lit up. A right smart stenographer.

Tacoma Shops

A. C. E.

Our mill foreman, Bill Bitters, who has been very ill for some time, visited the shops. Was sure glad to see you around again, Bill.

The mechanical department regrets very much the loss of Ethel Thompson, who has been transferred to Deer Lodge as time-keeper. We wish you all the success in the world and only hope that you don't miss the Tacoma theater too much.

A. J. Kroha just returned from a business trip east and reports heavy snow and storms.

Joe Creegan left for Youngstown, Ohio, on account of serious illness of his father.

Fred Peacock, veteran helper at Tacoma shops, passed away at his home March 26. We wish to extend our sincere sympathy to the family.

Engine Hostler, Dan Livesay and family, are spending a few days' vacation in Ellensburg with friends and relatives.

Mrs. E. A. Tarr and son Myron, wife of Machinist "Sonny" Tarr, Tacoma, are visiting with relatives in Deer Lodge.

John Geard, veteran employe of the car department, passed away March 25. The Milwaukee employes wish to extend their sympathy to the family.

Earl Deyo and Karl Weingarten completed their course as machinist apprentice this month.

Listen fellows, everybody knows Christ Riensset, machinist helper Tacoma shops. "If you don't you ought to by this time."

cover to be bound to the tides of matrimony. Anyhow we wish you luck Christ, only don't forget what you went for.

Jack Godwin (three finger Jack) has joined the ranks of our mental department. Good luck to you Jack.

R. A. Nofke says he don't see why they should have T-bone steaks any more as soup is his long suit. Why so Dick, this isn't Friday.

Brady, Wright and "Spike" Howell of the General Electric Co., went on a fishing trip, but we have our doubts.

Visitors at Tacoma shops from supply houses during the past month were John Audhoff, Air Reduction Sales Co.; Geo. M. Evans, Western Sales Co.; Geo. R. Law, A. O. Norton, Inc.; Wm. Aldrich, Metal and Thermit Corporation; O. J. Ulrich, E. F. Houghton & Co.; Edw. C. Kenyon, Crosby Steam Gage & Valve Co.; B. N. Brockman, Le Blond Machine Tool Co.; O. R. Cundy, Sullivan Machine Co.

Chas. Heward, clerk store department, is still on the sick list. Hope you can be back with us soon, Charles.

We are always glad to have our good looking friend, M. F. Hogan, on hand for Safety First meetings, as they are always a success when you are here. Don't forget us M. F.

Behold the fisherman! He riseth up early in the morning and disturbeth the whole household. Mighty are his preparations. He goeth forth full of hope, and when the day is far spent he returneth, smelling of strong drink and the truth is not in him. (From Through the Meshes).

Prairie du Chien and Mineral Point Divisions

A pernicious, insidious disease has invaded the superintendent's office. It seems to have come with the first warm days of spring. Symptoms are very similar to those of sleeping sickness. Chief Dispatcher Maxwell, in speaking of the case of his stenographer, says that she has an "aggravated case of ennui." A symptom noticed among male members of the force is an impelling desire to go fishing. To date nothing has been done to alleviate this feature of the disease. We are hoping the epidemic will be of short duration, as it is creating havoc with our morale. We do not want to have to resort to sassafras tea, but will use it unless some other means are employed to check the ravages of the disease.

O. A. Beerman, of Mason City, has been assigned to position of trainmaster on the Prairie du Chien and Mineral Point Divisions. Welcome Mr. Beerman! We hope you'll like our city.

Our bowlers journeyed to Milwaukee April 14th to break a few records. Everybody seems pleased with the trip except Bill Kleiner. Bill invested in a bowling suit but got confused by the bright lights and forgot to put the suit on. He says he'll dress up next year before he goes to work.

James Maxwell, material clerk superintendent's office, has resigned and gone to Chicago to take training in journalism or advertising. We feel the need of similar training in compiling these items.

Miss Irene Rowinski and Frank Dempsey, store department employes, were married at Beloit at 8:00 A. M. Tuesday, April 1st. Congratulations and cigars are in order.

Orvus Mackey, joint facility examiner, left this office a visit a short time ago.

"Mackey" says that he understands circular No. 20 perfectly.

"Cap" Payne, division accountant, is now owner of a shiny new Nash Six. He says it feels like a million dollars. Hope he brings it to Madison. We'll take a trip around the lakes any time.

It's too bad you had such a long wait at Janesville *one Sunday*, Florence. We'll just bet you were a happy girl when No. 166 pulled into that yard about 8:00 P. M.

**The On-Time Line—Kansas City Division
H. F. B.**

April 11 we had a special train of Menonite emigrants over the division consisting of 21 box cars and 4 colonist cars. A number of these emigrants have been handled over the division in the last year in their movement from Canada to Old Mexico where they are establishing a new colony.

Old Bill Rink, one of the district traffic men, blew into Ottumwa and paid us a short visit a few days ago, while out on the division rustling up business.

The last report that we had regarding Mr. Allard's daughter who is in the Sunny Crest sanatorium at Dubuque was that she had gained 23 pounds in weight and was getting along nicely. At this rate she ought to be able to come to Ottumwa to live with her father, as was planned before her illness, before a great length of time.

In accordance with a recent ruling of the labor board the callers and yard clerks are taking one day off each week which with the three callers and three yard clerks at Ottumwa just makes a six day job for Leo Conroy who is the relief man working of a different job each day and having Saturday to himself.

On Sunday, March 18, we had an old fashioned Iowa snow storm which resulted in having to dig the Marion Line out with a snow plow, which was the first time the snow plows had to be used on the Kansas City Division for several years. The Marion Line being the only place on the Kansas City Division where the snow had any bad effect on the operation of the railroad.

Conductor Jerry Collins met with a very lucky accident in the West Yards several weeks ago, being struck with a switch engine, but luckily the engine when it hit him knocked him clear of the track and the only injury sustained by Conductor Collins was a few scratches and bruises.

Wednesday, March 21, we had special cars of Rotarians to Rotary conventions, one car from Ottumwa to Davenport on No. 8 and one car from Chillicothe to Kansas City on No. 3. The car from Ottumwa to Davenport had 53 passengers and all were well pleased with the service afforded them.

The automobile business in the Southwest is surely going pretty good for in one week we handled over 125 cars of automobiles over the division for Kansas City and points beyond.

The annual tie inspection is now on and the division engineer's staff are getting the old coat of tan on for the summer.

We are all glad to hear of the proposed four-pit back shop that is to be built to the present terminal at West Yard. This will not only make a bigger terminal but will materially help the handling of power at Ottumwa.

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On February 27, Section Foreman Tony Ott, Durand, Wisc., discovered brake beam down on StP car 24505 in train 502, signalled the crew and brought train to stop without further damage.

Superior Division Conductor Herman Huth and Engineer G. LaChapelle, train No. 72, January 30, made temporary repairs to draw bar casting on tender of engine 8079 at Iron Mountain, bringing the train through to Green Bay with a minor delay.

Terror Tommy

Mother: "Tommy always eats more pie when we have friends at dinner."

Visitor: "Why is that, Tommy?"

Tommy: "Cos we don't have no pie no other time."—*New York Evening Mail.*

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NAHANT

Switchman Lawrence J. Cunningham, son of the renowned Conductor Jim Cunningham is relieving Night Yardmaster Louisfield for awhile. Mr. Cunningham was yardmaster at Moberidge some years ago.

From the inquiries over the wire from Ottumwa most everybody there must have had several chances on the five autos that the Davenport Shrine raffled off. The trainmaster on account of the muddy roads had an autocar all ready for loading but was obliged to release it.

Chief Dispatcher Valentine from Savanna has promised to pay us a visit and all arrangements are now being made for his entertainment but as No. 67 is now making better time from Galewood to Nahant perhaps he will back out.

R. H. Rabun has again resumed his duties as night roundhouse foreman after being absent for some time.

Business still continues to increase over a year ago, over 5000 cars more being handled during this year than the same month a year ago.

A special train consisting of six cars of Allis Chalmers representatives from Wichita and other Kansas points passed over the division during the night of April 1 destined to Milwaukee. The train was given a very good run over the division and one of the interesting features of the special was the radio outfit in the observation car over which concerts, lectures and various other entertainments were picked up from all over the country while the train was speeding along.

Dispatcher George Schmidt of the D. R. I. & N. W. says that the schedule of working rules adopted by the National Association of "Train Detainers" is all right and has been in effect on the D. R. I. for some time.

Old Line, Line o' Type
Hazel E. Whitty

Chas. Leland and Harry Luker have been trying to wear a real injured air lately because their names were mentioned in our attempt to get some news in our column, but we haven't worried any, because who ever saw fat men try to look like that and get away with it?

Relief Agent Philip Schwalback, now acting agent at Randolph, account of agent's sickness. This is joy for Operator Page as he was slowly going down under an avalanche of work. But Page was a game old rooster and was doing his level best all the time.

Engineer Heider at Hartford on the switch there laid off three days recently account illness. Fireman John Freimwald showed his ability as engineer during these days.

B. Cawley, father of John B. Cawley, better known as Speck, and who is at present working on Hartford switch, died at Lannon April 2. We extend sympathy to Speck in his bereavement.

G. T. Carroll was agreeably surprised when he called upon Don Powell to give rule 99 and heard him give it word for word absolutely correct as did also Pat Scanlon. You don't catch the Northern Division boys asleep more than once.

On March 27, Frank Utech discovered a broken rail at North Milwaukee and by promptly reporting same, perhaps averted a serious accident.

Station Agent N. E. Anderson, Randolph, is slowly but surely recovering

monia, what would have undoubtedly taken off the next 99 men. N. E. A., however, is tougher than the said 99 men. Everybody—patrons and employes alike—hope to see him around again shortly.

Cashier Miss Olga Linde, Beaver Dam, has been on the sick list but is back on the job again, just as good natured as ever. Too bad we haven't a few more railroad men with a disposition like Miss Linde's.

Station Agent N. G. Jones, Cambria, with a service date of April 18, 1881, is about to drop out of active service, and take up the simple life. Needless to say, Bill will be much missed by all employes, old and young alike.

Miss McCabe, our new clerk at Beaver Dam, seems to fit in like the proverbial pocket in the shirt. We welcome her to our midst. About time we had some girls on this division. The men have had it their own way long enough.

Relief Agent Adams has been the busy bee of the bunch all winter. First one station and then another. And all on account of general "flu". Never mind, E.I., it's good experience even if it is inconvenient.

Brakeman Heinie Arndt, west end way freight, who was in dry dock for minor repairs, is back on the job apparently. Heinie says he is as good as new. He never realized how sick a fellow really has to be to die.

Hooray! Ed Smith bought an Overland car for \$50.00. Everybody will get one ride free. Bring the children. He is going to take it to the race track at Berlin for the first try out. Harry Luker advises him to bring pole climbers or fire extinguishers.

We have the sad news this time to relate of the death of Frederick G. Castle, our oldest conductor. Mr. Castle was born at Omro, Wis., and lived his early life in this community. He entered the service of our road in 1869 and became a conductor a year later. This makes 52 years of service as a conductor. His last run was between Milwaukee and Oshkosh where he served faithfully and well up to within one month of his death.

Surely it is that Mr. Castle was one of the best known of any employes of the road, and his many years of faithful service gave him an acquaintance that spread throughout the state. He was laid to rest at Beaver Dam, a special car being used to convey the mourners and party of railroad officials from Milwaukee. Surviving relatives are the widow and two sons, Benjamin and Lewis, and one daughter, Evelyn. The services at the grave were conducted by Traveling Freight Agent J. T. Armstrong, of Oshkosh, who was also a warm personal friend of the deceased.

Mr. Castle's career as conductor may be summed up in the one word "service". He gave his all and he gave it to one road—the Milwaukee. In him they have, indeed, lost a faithful servant, who, when the time shall come, shall have no difficulty in giving an account of his stewardship.

One of the worst accidents we have had in years occurred at Beaver Dam on April 14, when John Bramer, who was braking on the Beaver Dam switch, failed to see a car on siding and was knocked off from the car he was riding on. His hip was broken and internal injuries were suffered from which he died on April 18th.

The Northern Division is not putting up

I received a few items and pictures, but there were no remarks with them and I am at a loss to know just what to say or do. Have a heart, boys, and don't expect me to get too far back. I might get lost. I have several old time pictures which, when we get a suitable write-up, we may be able to have published. But for this time we shall have to let it pass.

Believe me, Nora B. Decco was right when she said that it was pretty scarey to get a message from the Editor to hurry the news. I just got a letter but, Golly! I don't want any more letters like that—It makes you feel so funny—I do hope these items are not too late, but it's all on account of the tie inspection and all our extra work. This winter never was like others anyhow. I don't believe anybody is just in his right mind.

Terre Haute Division News Items
Roberta Bair

Investigation of a report recently turned in by an early morning fishing party on the banks of the Wabash, stating that Chief Dispatcher Niman was seen spanning the viaduct to West Terre Haute develops that he is religiously following out an extensive hiking program and expects to be rounded out in true form within a very short time. A handsome red sweater has been added to his wardrobe for this occasion, and is quite a familiar sight to the early morning workers coming in from points west of the river.

In the very near future James Rodolf McClain expects to invest his life's savings in a Ford coupe, and we understand that he is selling *chances* to the various young ladies who are insisting that they be favored with the initial ride. It looks like a warm summer.

Miss Edna Hall, erstwhile stenographer of the train-master's office and now with the store department, spent the week end in Oliver, Illinois, a nearby city.

Local Storekeeper Patton, painted his "Cah" a beautiful black. He was so proud of the can that he drove it to the office before it was dry.

What's the attraction at the roundhouse on Hulman Street, for John I., every morning before he reports for duty?

Sh! Sh! Sh! Frances Bartlett and a young salesman from Connersville are going to look at furniture this afternoon. It seems that we'll be losing Fannie before many months.

La Crosse Division
C. W. Velser

It is our sad duty to mention the death of four of our most loyal employes on the Milwaukee system. Baggage man Julius C. Holstein, who came to the road as a night brakeman in February, 1884, and passed away on March 27 at the age of 73 from injuries received in the derailment at Poynette. Engineer A. S. Rollins, who entered the service as a fireman in November 1887, and was promoted to an engineer on September 8, 1892, and died on March 26 at the age of 55 as the result of being injured at Poynette. Conductor J. Moran passed away on March 15 at the age of 64. Mr. Moran had been sick for many months. Engineer E. J. Daily, who has been working as a fireman since December 20, 1909, and promoted to an engineer on October 26, 1916, met instant death in the derailment at Poynette. The employes and many friends on the La Crosse Division extend their sympathy to

the families in their bereavement.

We were pleased to know that our old friend Jack Blossingham, our former chief dispatcher, has again moved on the River division which makes it quite certain that we shall see him once in a while.

Switchman Joe Silberg, of the La Crosse terminal, fell and broke his arm while making a trip on the road in Conductor H. B. Martin's car. Cheer up Joe, the first hundred years are always the hardest.

Viroqua branch will have a new fireman and the engines will always be popping off when young George Wolfgram gets up on the high line. George recently took the examination at Portage.

It's easy enough to be pleasant,
When you've got a pint on your hip,
But the man worth while,
Is the man with a smile,

When he hasn't got even a sip.
Conductor Wm. Leslie, running the famous Watertown train as our friend Forkey calls it, has been on the bread and milk diet for the past few weeks since he had his teeth pulled. Bill claims it never hurt him a bit but a young lady who is the nurse in the doctor's office, says that she and the doctor had to help Bill go over to Okauchee pit to get a drag of bad orders while he was under the influence of gas. Lucky you didn't get a draw bar wasn't it Bill.

Jimmy was an active kid,
He lived beside the track,
He got on as the trains went up,
And off as they came back,
It did no good to warn him,
For Jim knew much the best
That he was in no danger—
His tombstone reads "At Rest."

Agent Morg Evans at Bangor, has been laid up with a severe attack of rheumatism. But we all know that you can't keep a good man down. Morg is expected back on the job soon.

Business is picking up at Columbus, the result office open for continued service.

Engineer Chas. Luek reports catching a porcupine bass while ice fishing in the Portage canal. This is the first fish of this species that has been caught in many years.

Musselshell Minutes
H. K.

"Ye notice that building that stands in the rear,
That's been down in the yards for this many a year.
Well, it's going to be whitewashed and scrubbed up that clean,
You'll say, when you've seen it, 'tis fit for the Queen.
And when it's all ready and fit for Jack's use,
Just glance towards the freight house and see him vamoose.

Now, this is the building they numbered 5,
Till Foley got back and said, "Heavens Alive!

This bears the mark of a low down dive."
So he orders a brush and a whole lot of paint,
And where the 5 was, why it simply now ain't.

Ye know that old building when first set aground—

Well, there came a strict order to turn it around,

So Juvik go gets him a long piece of rope,
Saying, twist her around, boys, as that's the new dope.

So they all got to work, just as busy as bees.

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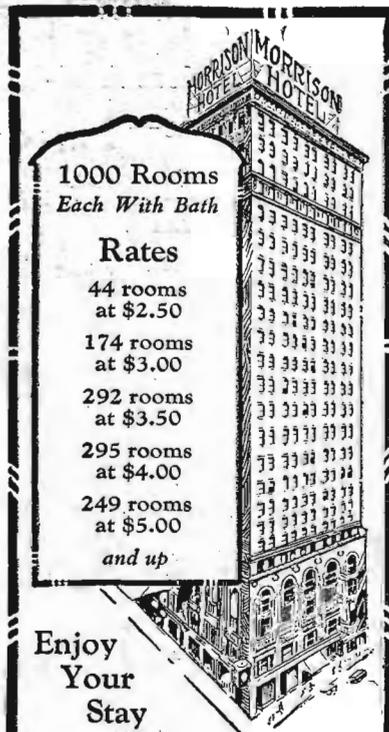
..... Division
Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes.

My age is

My occupation is

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at \$3.00

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at \$3.50

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at \$4.00

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Manufacturer of Airco Oxygen—Airco Acetylene—Airco-Davis-Bonronville Welding and Cutting Apparatus and Supplies, Acetylene Generators, and Specially Designed Machines for Automatic Welding and Cutting—Nitrogen, Argon and other Airco Atmospheric Gas Products.

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KANSAS CITY: 21st and Baltimore Aves.
SEATTLE: 3623 E. Marginal Way

Other district offices, plants, and distributing stations
conveniently located throughout the country.

And whisked it around about 90 degrees;
And nicely had headed it straight towards
the track—
When here comes an order to move it way
back.

Now Juvik, tho patient, says he, "Pon my
soul!
She's now got to go tother side of the
pole,
Yet they all got together, now a little
downcast,
Saying, whirl her again boys, but by Gad
it's the last!

Hattie Freeman of Plevna was struck
by a train two weeks ago. She was for-
tunate to escape with only a broken shoul-
der and minor injuries.

Yvonne Wagner is the new steno in the
freight house, taking Selma's place. The
latter resigned recently.

Clifford Alderman,—Butte—tonsils re-
moved—(long story made short) doctors
up there aren't so greedy, only took one.
Don't know whether the new whipcord
suit was the M. D.'s prescription or not—
anyhow just looking at it is a real spring
tonic.

Last Safety First meeting held at Mel-
stone reported a success. Mable Farnum
attended.

A number of extra gangs are tearing out
old rail on the T. M.

Mr. and Mrs. E. Murray and son, just
returned from a trip to Chicago. They
report the weather in that city as being
anything but agreeable and they were
mighty glad to see the snow all melted off
the hills in old Montany.

Roadmaster Mathieson and family spent
the weekend in Roundup recently. E. D.
is the proud possessor a new lid—it isn't
a very good fit—seems to be poised on
top of his coco ready for flight, and he
says it is a No. 9. Does that mean any-
thing?

W. N. Ross created quite a sensation in
Washington, D. C. recently, when he ap-
peared in his big, white Stetson, among
all their silk tops. He was featured in
all the papers as "Wild Bill from the old
Cowntown". The object of Mr. Ross's
visit to the city was to ask Secretary of
War to reconsider the order to disband
Ft. Keogh.

I've always heard there was a mighty
fine bunch of folks working for the Mil-
waukee in Lewistown and now I am con-
vinced of it. I wouldn't mind working
there myself.

Yes, Ralph is married. Who is he?
Well, Ralph M. Alway of the engineering
department. Miss Stella Corley, formerly
of this city, returned from the coast and
promised to love, honor and obey, in Butte,
about March 15. Congrats and best
wishes.

Miles City is justly proud of her basket
ball team. They copped off state honors
this year, then took a trip to Salt Lake
City and cleaned up on a bunch of them
down there. Now they are in Chicago
and if they don't get stage fright we feel
sure they will bring home the bacon. If
that rattlesnake mascot from New Mexico
gets loose—we just leave the rest to your
imagination.

"I & D Prairie Waves"

Joyce

Everybody planting gardens. Our great-
est trouble is what to plant. Everyone has
a different suggestion. Some competition

They have a regular hot house. Every-
thing ready to set out. Guess we will
have to send there for plants.

Mrs. Oro Sweeney, wife of machinist
helper at Mitchell, was called to Chicago
account of sickness.

Haven't seen anything of J. V. Ander-
son out for his spring exercise. Don't
take it to heart, John. But do you know,
John used to push a motor car between
station. Good exercise, he tells us. We
will take his word for it.

John Bohon, machinist at Mitchell, had
the misfortune to injure his right eye while
working. We can't do without you, John,
so be careful.

The Turkey River went on its annual
spree and washed out the Elkader Line.
Thanks to D. W. Kelly, superintendent,
and Roadmaster Gasper, they soon had
things in working order.

Mr. Washburn, RHF at Calmar, is num-
bered on our list of spring vacationers.
Flu this time.

The new pontoon bridge at Chamber-
lain has been installed and from all re-
ports is working very satisfactorily.

Wm. King, J. B. Chapman, Rudy Finck,
section men on the west end were injured
when the wheel came off their motor car
three miles west of Okaton. We hope
they are back at work.

O. A. Beerman, C. D. at Mason City,
has been appointed trainmaster on the
Prairie du Chien Division. While we are
all sorry to lose him, we wish him all
kinds of Good Luck.

W. H. Stewart, conductor, has returned
from California where he has been spend-
ing the winter. I believe he got lonesome
for some of the old boys on the Black Hills
Division. How about it?

Everyone around Mitchell, S. D., have
been going over their strawberry beds.
Put your order in early if you want straw-
berry shortcake. Sounds pretty good, eh?

J. V. Anderson has added a new mem-
ber to the I&D family. Tim O'Connell is
acting in the capacity of chief clerk.

News is scarce these days. Lots of travel-
ing being done by all, but where are
they going? We'll never tell.

So it was one day last week. Conductor
Solon said there were a couple of bridge
inspectors on No. 3. He said he didn't
know the names so we had to investigate
and what to you think we found? Bridge
inspectors, of course. Two girls from
Mason City on their way to Chamberlain.
Now what could they be going there for?
I believe they were from the superinten-
dent's office. They were not giving out
information so we can't pass it along.

Engineer Bert Moore has been danger-
ously ill at Mason City. We hope to see
him on the right side of the cab before
long.

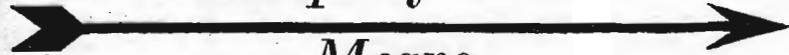
Mr. Wanberg, boiler inspector, made a
general inspection over the entire division
from Murdo down the line, so we are told.
We can vouch for him being at Mitchell.

L. A. Elson, agent at Hutchins, just re-
turned from a trip to California. We
don't know what kind of weather she ex-
pected here but she got the usual March
wind and snow.

The best of friends must part. Sad but
very true. So thought Marie, clerk at
Mason City, as she stood on the platform
and watched No. 4 out of sight. And—
he—Wait until he comes back.

Al Zack, electrician at Mason City is
on the sick list. We all hope for his

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