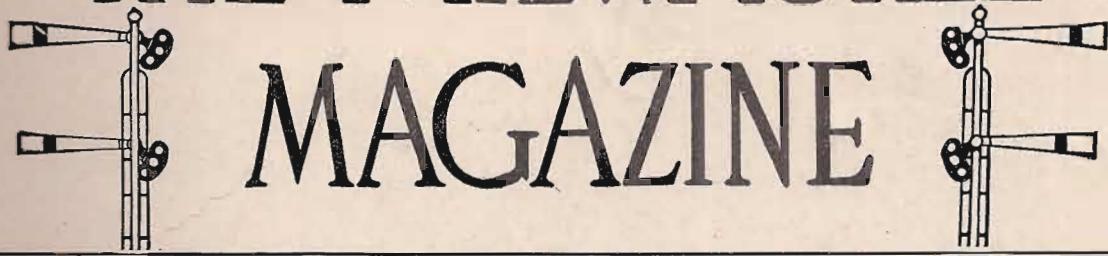
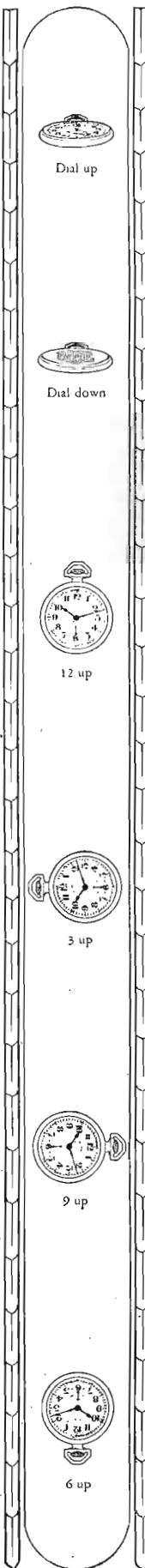


THE MILWAUKEE MAGAZINE



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JUNE, 1924



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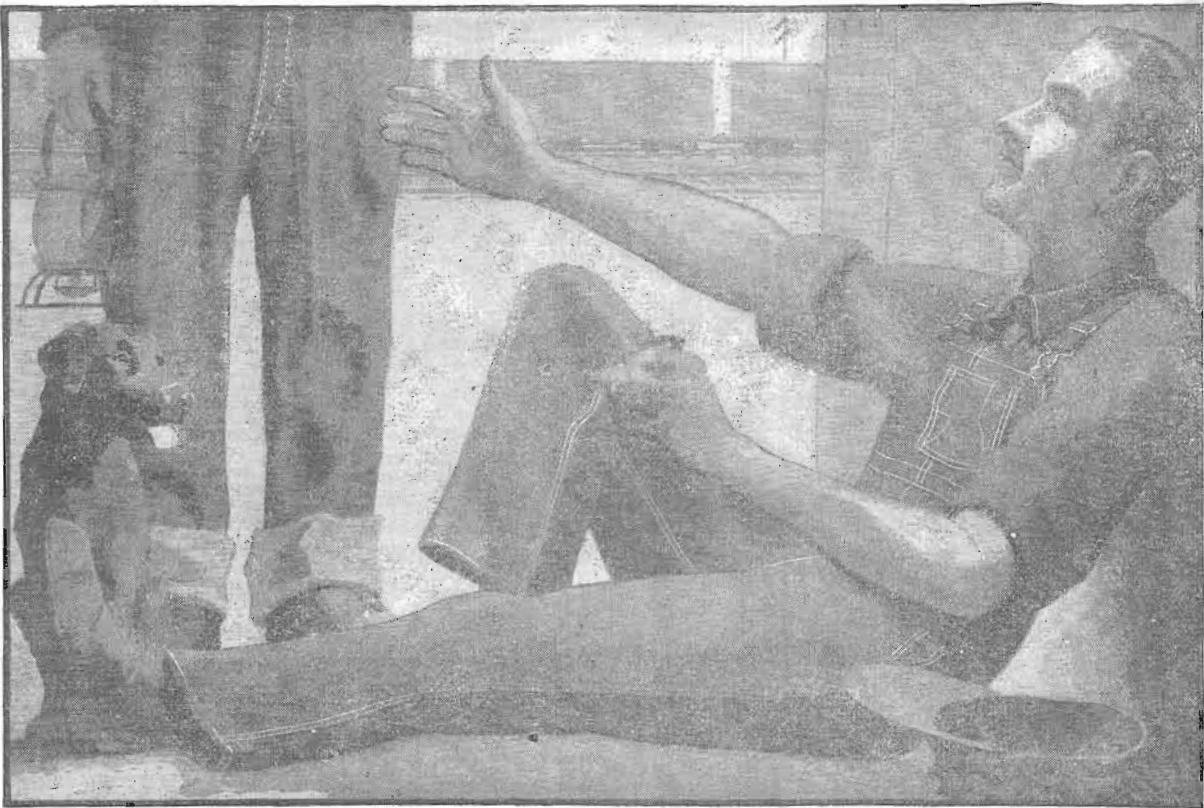


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THE MILWAUKEE MAGAZINE

Volume XII

JUNE, 1924

No. 3



Things to Think About

The Milwaukee Road's average charge for hauling a ton of freight in 1923 was less than one and one-tenth cents per mile. The cheapest service you can buy.

The railroads are forced to charge higher rates for their service for the simple reason that it costs them twice as much as before the war to furnish it.

Furnishing transportation costs the Milwaukee Road twice as much as in 1913—but its average freight rate is only 35% above 1913.

Of each dollar received last year the Milwaukee Railroad paid out 88 cents for wages, supplies, taxes, and rents. The remaining 12 cents was barely enough to meet fixed charges,—no dividends could be paid.

The only "Guarantee" of railroad earnings in the Transportation Act covered the six months following the end of Federal operation on February 29, 1920.

Under the Transportation Act a "fair return" is permitted—not guaranteed—but the railroads have failed to earn this return so far by over one billion dollars.

As the Transportation Act does not guarantee but instead limits the earnings of railroads, the repeal of any portion of this Act could not be expected to bring about reduced rates.

Rate reductions made since 1921 cost the railroads in 1923 about \$650,000,000. This proves that the Interstate Commerce has power to lower rates without change in the Transportation Act.

The tentative findings of the Interstate Commerce Commission as to the property value of railroads were based on the low wage and price levels in effect prior to June 1914.

Based on the tentative findings of the Interstate Commerce Commission the actual property value of the railroads exceeds their capitalization. This refutes the old "watered stock" charges.

The Valuation Act of 1913 has cost the railroads and the Government together more than ninety million dollars. The benefit of this vast expenditure should not be lightly discarded.

In 1923 there were about one million bond holders and more than 777,000 holders of stock of Class One railroads. The average number of shares per stockholder was 93.

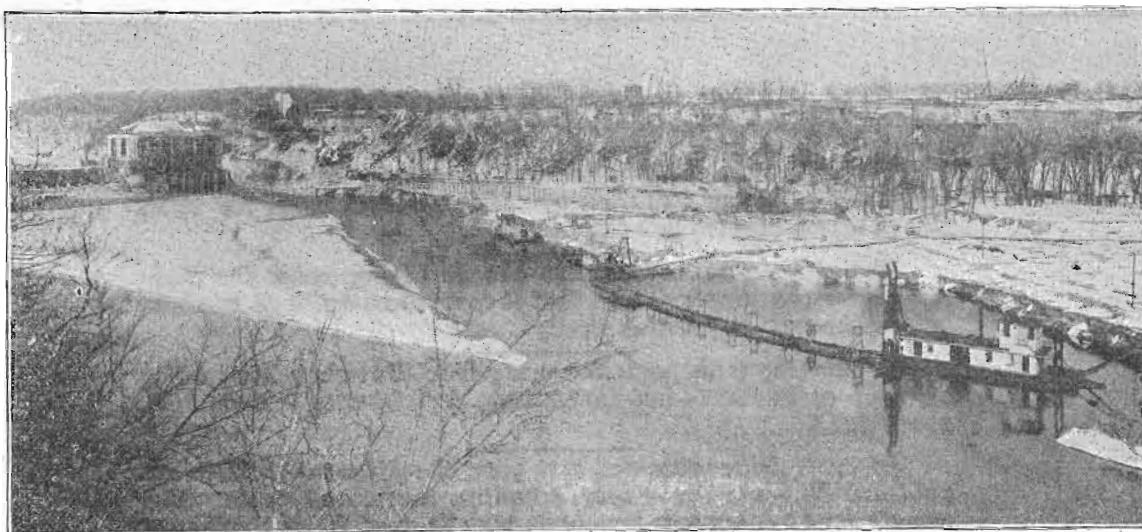
Railroad Taxes amount to over one million dollars per working day. A large part of this goes to provide good roads used as free right-of-way by competitors.

Under Government Ownership the public would lose the Million Dollars a Day Taxes now received from the railroads and in addition the public would have to pay the interest on tax-exempt Government bonds issued to take over the railroads.

Those who demand radical reductions in rates completely ignore the factors that keep rates up—the high cost of all items of operating expense, of equipment and facilities, and of taxes.

Progress on the "Ford Plant" in St. Paul

A. D. Emery



River Frontage of New "Ford Plant", St. Paul.

It is very interesting to note the progress being made in the construction of the Twin Cities Manufacturing Plant of the Ford Motor Company in St. Paul, which is located on the easterly side of the Mississippi River at the Government High Dam.

In the November issue of the Milwaukee Magazine we described the location of this plant and told about the construction of the tracks to serve it.

Up to that time only preliminary work had been done on the Ford plant proper, although actual work had been started on the power house foundation at the easterly end of the dam, preparatory to its reconstruction to confirm to revised plans for the accommodation of more modern machinery.

The work of tearing out the old foundation and rebuilding it was completed during the winter and the power house superstructure was finished during the month of April, 1924.

Machinery is being installed and it is expected that power will be generated some time in June, 1924.

Under the terms of the lease of the power rights to the Ford Company by the Federal Water Power Commission, all surplus power not used in the new Ford factory is to be delivered to the Northern States Power Company for distribution in Minneapolis, St. Paul and surrounding territory, so that, when the power plant is placed in operation, all the power developed will be delivered to the Northern States Company pending the completion of the Ford plant.

The rated capacity of this hydro-electric plant is 18,000 horse power.

The plans, however, provide for the construction of a steam power plant which will be held in reserve for any deficiency of the hydro-electric plant.

A sea wall six hundred feet in length has been constructed along the easterly bank of the river between the hydro-electric plant and the point where the auxiliary steam plant will be constructed. This wall forms one side of the tail race.

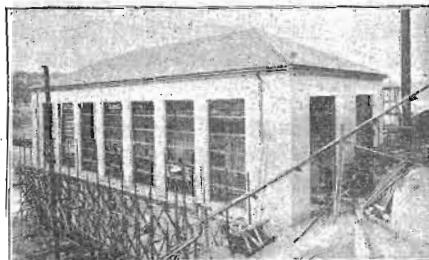
Excavation for the tail race and boat harbor is progressing quite rapidly and is so conducted that further excavation will not interfere with the operation of

work done since these photographs were taken, but we will make an effort to cover the progress of the work by further reports.

the new hydro-electric power plant. The excavation for two tunnels leading from the river landing to the center of the main factory building has been completed and work on the elevator shaft is in progress.

The double portal at the tunnel openings which has been completed is faced with Bedford stone and presents a beautiful appearance.

The tunnels are each about 650 feet in length, 11 feet in width and arched to a height of about 12 feet, ending in a



The Completed Power House.

shaft chamber from which two freight elevators will be operated to the main floor, a lift of about one hundred feet.

We are indebted to Mr. H. J. Block, Resident Engineer on the project, for the accompanying photograph of the completed power house and for the panel picture showing a general view of the river frontage and the condition of the work as of April 2nd, 1924.

There has of course been considerable

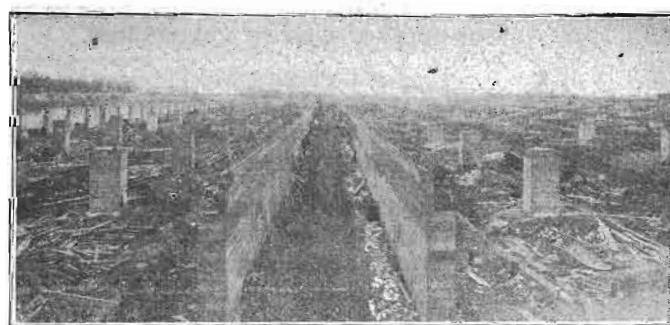
We are also indebted to Mr. C. L. Bell, Supervising Engineer, for the photographs showing the progress of the work on the main factory building.

The foundation work was constructed by H. C. Struchen of St. Paul. This work, which is largely shown by photos No. 3 and No. 4, was started in December, 1923 and completed on or about March 1st, 1924.

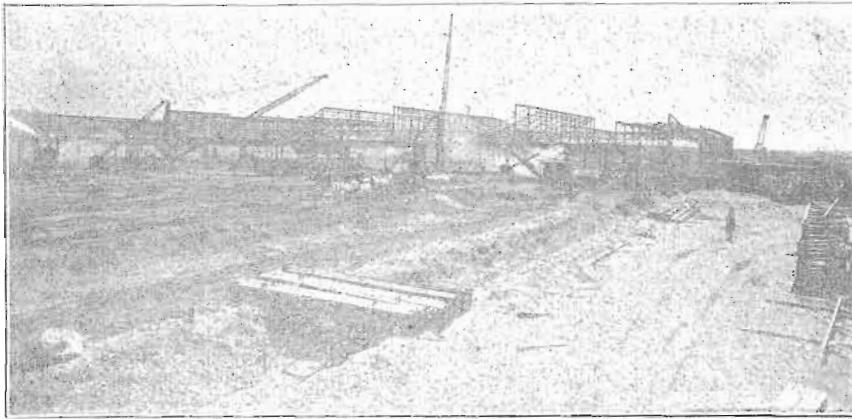


No. 3. Foundation, Ford Plant.

On photo No. 4 you will note a runway between two concrete walls. This runway is to provide a sunken track which is to be extended into the main factory building at such an elevation



No. 4. Foundation and Piers.



No. 6. Erection of Steel, Ford Plant.

that the car floor will be on the same level as the floor of the building.

The grading and team work around the plant is being done by Groves & Sons of Minneapolis, who have about fifty teams on the job.

The structural steel is being furnished and erected by the Minneapolis Steel & Machinery Company of Minneapolis, and the St. Paul Foundry Company of St. Paul. This work was started on February 25th, 1924.

Photo No. 6 shows the progress of steel erection up to April 18th and in the absence of a later progress picture, the

Supervising Engineer advised on May 1st that about 25% of the steel work had been erected.

The superstructure work covered by the general architectural trades, such as the roof, steel sash, stone and brick work, floor, tile and marble, plastering, etc., has been awarded to Winton & Grant of Minneapolis and St. Paul.

The plumbing work has been contracted to F. J. Spriggs of St. Paul and the electrical work to J. Livingstone Company of New York. It is expected that the contracts for elevators, sprinkling system and heating will be awarded within the next few weeks.

Some Freight Car Economics

By Mr. P. G. Winter, Mech. Asst. to G. S. & M. P., Chicago, Ill.

1. Maintenance Costs and Relative Aspects.

To give an idea of the expense the railroad company must bear in the equipment accounts, there is shown below the total charges against all classes of equipment except interest on investment and the cost of transportation. These figures are given for 1921 and 1922 as a matter of comparison.

Total charge for maintenance, depreciation, joint facilities and retirements	\$35,543,847	\$36,987,240
Total charge for maintenance exclusive of depreciation, etc.	31,840,707	32,312,456
Cost of maintaining freight cars exclusive of depreciation, etc.	11,193,220	14,231,044
Percent of maintenance of freight cars to total maintenance of equipment	35%	42%

Average cost of repairs per freight car owned

1921	1922
177	210

It is necessary to bear a charge for not only labor, material, and supervision as far as freight cars are concerned but to carry a charge for depreciation in order to accumulate a reserve to be used when writing off the investment in each car when it is retired; also to take credit or debit for handling of equipment at points where joint arrangements exist; also the adjustment of charges for retiring equipment in the amount of the difference between the investment less scrap recovered and the accumulated depreciation. But when considering only the direct maintenance cost, such as labor, material and supervision, the above shows that in 1921, 35% of the total charge to repairs of all equipment was applied to freight cars, and in 1922 this was 42%. Therefore, in 1922 there was a liberal allowance made for the maintenance of freight cars with the idea of increasing the output of schedule cars and heavy repairs in order to be prepared for heavier business and have a greater proportion of our equipment in that condition which moves loads to destination without failure or damage. The wisdom

of having freight cars in good condition cannot be doubted, and the expense of maintenance is justified, particularly where the general condition of equipment is such as to require heavy work to overcome what we might call inherent obsolescence. In other words, where the proper cycle of heavy repairs, as will be explained later, has not been main-

tained in due course, there develops a degree of deferred maintenance, and to a certain extent, obsolescence, which must be overcome sooner or later.

In order to maintain a normal situation as to design, construction, obsolescence, etc., the average age of equipment should be carefully noted at all times, as this reflects whether or not old equipment is being retired as due, and replaced with new or rebuilt equipment. It has been customary in the past to assume an average life of twenty years for freight cars. Assuming that we should have an ownership of 70,000 cars normally at all times, then from year to year we should retire or rebuild an average of 1/20 of 70,000 or 3,500 cars, and we should acquire new equipment each year equal to the number actually retired and not replaced with rebuilt equipment. An analysis of the freight car situation at the close of 1922 showed that more than 50% of the freight cars owned required improvements and heavy repairs. If we are required to retire 3,500 cars per year, or 292 per month, and to acquire an equal number of new

cars, we, therefore, have not taken care of the situation entirely. It is necessary, in addition to repairing the normal cars in kind, giving them heavy repairs as due in proper cycle, to apply our schedule work to a large number of cars each month. Our average has been approximately 500 schedule cars per month, or 6,000 per year, and at this rate, it would require six years to cover the present situation. It is rather far fetched to base a program on six years because within that time many of the cars now requiring rebuilding will be worn out or worthless, and will have to be retired or set aside. Our bad order car situation has already become somewhat complicated, due to the fact that we have so large a number of these cars on hand awaiting schedule work and if it were not for these cars, our output of running, light and medium repairs, as now carried on, would more than amply take care of the bad order situation.

2. Cycle of Repairs.

Studies made of maintenance policies and work done in repairs over long periods, particularly in relation to the life of equipment indicate that under conditions prevailing for the last thirty years freight cars have been given heavy repairs by owners (not by foreign lines except in case of damage) an average of once every eight years. In other words, at the end of the eighth year the car, so far as wearing parts are concerned, if normally maintained in the meantime would require heavy repairs, which would again make it good for another cycle of about eight years, after which it would be again given heavy repairs for another eight years of service if found to be of proper design, or would be run with a limit of repairs until worn out. In this case, the life would be extended to approximately 24 years or more, with a few years added to the life of the car where it was permitted to run in some minor service until entirely worn out. If, at the end of the second cycle, the car was found not worth repairing, it would be run about four years longer until worn out. In actual practice there is considerable variation of these figures so that studies have developed that the average life of equipment has been approximately twenty years, particularly the body, there being a factor of safety required in the trucks which made them serviceable for about five years longer than the body. Practically all freight cars in the country have been depreciated on the basis of a twenty year life for the body and twenty-five years for the trucks, as set up by the Interstate Commerce Commission for valuation purposes.

It will be noted that if the radical change in the cost of building cars, which has increased approximately double, is maintained, much more money is now required to own a normal complement of equipment. Prior to 1917 car was approximately \$800 or less, and the design of the car being built at the present time costs approximately \$1600 so that where there was an investment of somewhat more than \$50,000,000 in 70,000 freight cars in 1917, at the end of 1937 the same number of cars, if existing prices prevail, would represent an investment of \$112,000,000. At the present time any car which originally cost us \$800, is costing us to own and maintain, exclusive of transportation, as follows:

	Cost per year for the \$800 car	Cost per year for the \$1600 car
Interest on investment at 5%	\$ 40.00	\$112.00 (7%)
Depreciation and retirement at 5%	40.00	80.00
Insurance and taxes	4.00	8.00
Maintenance as in 1922	210.00	210.00
Total	\$294.00	\$110.00
Cost per calendar day	.80	1.12

The present per diem rate is \$1.00 per day, and while some are of the opinion this is too high, it will readily be seen that it is high or low according to the average original cost of the equipment. Per diem does not apparently pay any profit to the owner. It is considered as a reciprocal charge. This, therefore, brings up the difficult problem of determining just how many freight cars should be owned and how many should be on the line for use. In 1922 we paid other railroads \$3,000,000 more for the use of their cars on the per diem basis of \$1.00, than they paid us on the same basis, indicating that we had an average of 8,333 more foreign cars on our line throughout the year, than we had home cars on foreign lines. It is assumed that practically all of the foreign cars came onto our line under load, thus requiring our acceptance except when having prescribed M.C.B. defects. In this respect, there is reflected the fact that much of the traffic handled originates on foreign lines. That being the case, the very nature of our traffic controls the policy of our car ownership. It cannot be said that there should be an ownership of

cars sufficient to have those away from home counterbalance foreign cars on line as a study of car movements over a period of years shows that this cannot be fully controlled, and is subject to business conditions. It is for this reason that there is now being advocated the creation of a car pool, placing all freight cars in the country under one management, which would have control of the distribution, movement, maintenance, acquisition, retirements, design and all aspects of freight car problems with a view to preventing empty haul movements of foreign cars off line to eliminate per diem charges. In times of car surplus, there is usually a heavy movement of foreign cars home whether loaded or empty, whereas under the pool, it is claimed this movement would be necessary, yet it would seem that a similar movement for redistribution in cases of car shortage would offset any such advantage.

There is always a difficult problem to be solved in acquiring new equipment to determine the proper type and quantity. A brief study of the types of cars owned by various carriers shows the following:

Box Cars	No. owned	mile of road	Av. capacity
C. M. & St. P.	40,206	3.53	39.4
Santa Fe	33,657	2.86	36.4
C. & NW.	35,092	4.21	38.7
C. B. & Q.	30,893	3.29	39.8
C. R. I. & P.	33,412	4.11	37.6
I. C.	27,959	4.44	40.47
N. P.	24,743	3.7	39.0

In this respect, the C.M.&St.P. shows the greatest aggregate capacity but not the largest average capacity. The dens-

ity of ownership is greatest on the I.C., being 4.44 cars per mile, as compared with 3.53 on the C.M.&S.P.

Flat Cars	No. owned	mile of road	Av. capacity
C. M. & St. P.	5,323	.47	39.2
Santa Fe	1,910	.17	39.0
C. & NW.	3,376	.4	44.7
C. B. & Q.	1,430	.15	45.6
R. I.	1,716	.21	44.0
I. C.	2,965	.47	43.99
N. P.	7,232	1.1	35.7

The Northern Pacific shows the greatest relative number of flat cars owned per mile of road and the C.B.&Q. shows the greatest average capacity. The nature of local traffic determines largely the requirement of flat cars, and the fact

that the Northern Pacific and C.M.&S.P. have the largest ownership reflects the timber territory which they serve. Logging service causes high maintenance cost and offers only a relatively fair revenue because of short haul.

Stock Cars	No. owned	mile of road	Av. capacity
C. M. & St. P.	4,433	.39	29.8
Santa Fe	7,413	.63	37.2
C. & NW.	3,418	.41	32.85
C. B. & Q.	6,562	.7	28.6
R. I.	3,680	.45	35.0
I. C.	1,784	.28	37.16
N. P.	2,061	.3	24.1

The Santa Fe and C.B.&Q. show a larger ownership of stock cars, indicating that inasmuch as these are two very prosperous roads, their concentration on this character of traffic reflects profit.

The maintenance of stock cars should be relatively low and if the income is relatively high, it is a better investment than other types of cars.

Coal Cars	No. owned	mile of road	Av. capacity
C. M. & St. P.	14,806	1.3	46.6
Santa Fe	11,394	.97	42.4
C. & NW.	15,413	1.83	46.3
C. B. & Q.	28,024	2.08	49.1
R. I.	6,693	.82	44.6
I. C.	32,318	5.13	46.8
N. P.	6,335	1.0	48.7

The I. C. shows the greatest proportion of coal cars, but it is expected that as the Terre Haute line is developed further and probably double tracked, the C.M.&St.P. will considerably increase its ownership of this class of equipment.

This is a full tonnage car and therefore a relatively high revenue earner as

compared with maintenance cost. It is not the most expensive class of equipment to maintain.

In the case of refrigerator cars we show a very low ownership, whereas the Santa Fe shows a very high ownership.

As to the total number of all classes of cars owned, this is as follows:

It will be noted that the I. C. has the greatest density of ownership and also the greatest average capacity per car. The C.M.&S.P. shows the lowest density of ownership except the C. R. I. & P. In the past year the ownership of cars on the C.M.&S.P. has been increased to a large extent consistent with the anticipated increase in gross tonnage. The building up of greater density of car ownership will proceed with considerable caution, having in mind the relative effectiveness of equipment in periods of car surplus and car shortage, that is, its earning ability compared with the cost to own and maintain.

It is generally known that house cars are more expensive to maintain than open cars so that carriers having a greater proportion of house cars can be expected to have a relatively high maintenance cost. The C.M.&S.P. has by far the largest percentage of house cars as compared with the railroads referred to above. Fifty-seven percent of our cars are house cars.

3. Some Aspects of the Bad Order Car Situation.

It has been the custom in years past to consider 5% of cars in bad order as normal. The percent has been much higher in the past four years. The situation on our railroad shows that we repair from 100,000 to 200,000 cars per month, or from 4,000 to 8,000 per working day. The total number of bad order cars on hand at the end of each day has averaged from 7,600 to 8,400, and, therefore, we repair about as many cars per day as there are bad order cars on hand at the end of the day. On the next page is shown the average number of bad order cars on hand at the end of the day as compared with the number repaired during the day.

This brings out the fact that for light and running work we repair six cars during the day to every one left over at the end of the day and it is this feature of the work which results mostly in an increase or decrease in the bad order car situation. We do not repair all of the medium cars on hand each day which has a tendency to prevent a decrease in the number of bad order cars. Unfortunately heavy repairs and rebuilding represent 76% of the cars on hand at the end of each day and this reflects the condition referred to above, that we have not only to carry on the regular repair work in proper cycle, but must carry on, in addition, a program of improvements and rebuilding more than 50% of the total number owned. In spite of this, we have maintained only 9% of cars in bad order for some time past, comparing favorably with other carriers. In addition, it may be brought out here that there are, in general, two classes of carriers. One is the type that endeavors to maintain the present equipment by improvement and heavy repairs, reducing to a minimum the number of old cars retired and new cars acquired, and thus extending the average age, and thus incurring a rather heavy charge to maintenance. The second class of carriers consists of those having a liberal policy of retiring worn out cars and replacing same with new, having a relatively light maintenance charge and making up the difference in credits and charges to capital account. In times of car shortage every car that can be moved safely earns money. In the past, the gross earnings per car on

	On hand end of day	Repaired during day
Running and light repairs	19%	98.21%
Maintenance repairs	11%	.86%
Heavy repairs	36%	.23%
Rebuilding	40%	.70%

the line was approximately 4.56 per day. Therefore, if we had 8,000 cars in bad order, it would mean a loss of \$36,480 per day, whereas, if we had only 5,000 cars in bad order, then 3,000 cars in service would increase the earnings \$13,680 per day. Owing to the fact that 76% of the bad order cars on hand need heavy repairs or rebuilding, we cannot hope to fluctuate the percent in accordance with the demands because the present forces are merely taking care of the light and running work daily, and we do not have enough facilities to employ sufficient men to eliminate the heavy work in a short time.

There is one aspect of the situation, however, where we do not appear to be losing money. We collect from foreign lines considerably more money each month than we pay them when interchanging bills for repairs to cars. This is due to the fact that we have more foreign cars on the line than we have home cars away. The fact remains, however, that we bill for less each time a foreign car is repaired than foreign roads, which would indicate that they do more work each time a car is repaired than we. It is difficult to determine whether this is due to the fact that our equipment is in poorer condition or whether we have a practice of more frequently repairing foreign cars and doing less work each time it is repaired.

4. Freight Car Mileage and Performance.

The total freight car mileage recorded

for the year 1922, was 739,665,912, or 10,907 miles per car per year. The average mileage per car per day was 26.8, whereas according to a report sent to all concerned about six months ago, one of the western carriers is running from 60 to 75 miles per car per day.

In 1922 our locomotives hauled 25,086,701,000 gross ton miles in freight cars. The total freight earnings were \$110,577,099. Therefore, the earnings were \$4.56 per one thousand gross ton miles. The freight earnings amounted to \$1,651.02 per freight car owned per year.

In certain cases we ascribe all earnings to locomotives, developing the earnings per tractive effort mile. In this case we have ascribed all earnings to freight cars. The fact remains that the entire property, as a whole, contributes to the earnings and no method as yet has been worked out which will distribute to each class of property its proper share. A railroad requires much more physical property in proportion to its earnings than most other industries. It is not merely a question of operating ratio but the percent of gross return to total investment. It is permissible, however, as a matter of mental observation of the freight car supervisor, to emphasize the importance of his work by ascribing the total earnings to the property in his charge, as an educational feature and the broadening of his views on the economics of freight car maintenance.

Electric Motor On Exhibition Tour

Public interest in the Milwaukee's great electric motors which so quietly, swiftly and efficiently haul our trans-continental traffic hundreds of miles over mountains and plains in Montana, Idaho and Washington is so keen and appreciative that one of the motors, No. 10252, the Bi-Polar Gearless Type, has been sent east on an exhibition tour, for the purpose

of advertising our electrically operated trans-continental route, and of extending an invitation to travelers to avail themselves of the beauties and comforts of that route while on vacation trips the coming season.

Our cover picture this month depicts the so-called "Tug-of-War" of this motor with one of the giant mallet steamers which were in use in the Cascade

Mountains before the advent of electric motive power. This battle of the giants took place at Kent, Washington, at the time of the installation of electrically hauled train service, on the Coast Division and was a thrilling episode in the chronicle of electricity versus steam. Last year a similar exhibition tour was conducted with great success over our own lines in the middle west, attracting crowds at every point; and it is expected that this year's exhibition will meet with an even greater degree of interest and enthusiastic attention. At each place of exhibit a portable platform is to be erected, with steps to enable visitors to pass through the interior of the motor; while a staff of well informed employes will be in constant attendance to point out and explain the many details of construction and operation, including also full and explicit information concerning our train service and route to the Pacific Northwest. A coach is carried also, in order to acquaint the public with our high grade equipment. The coach is fitted with framed pictures of scenes along the Milwaukee's trans-continental route, and the body of the coach is used as a lecture room.

Mr. Frank J. Newell, Traveling Passenger Agent acts as Advance Agent and keeps three or four days ahead of the motor, making all the necessary arrangements at each point, also completing the advertising details. Advertisements are carried in all of the papers at the places of exhibit and flyer announcements are distributed. Mr. Newell will also call on all of the educational institutions inviting the students and instructors to visit the motor and to listen to a lecture on our electrification by Mr. Walter C. Marshall of the Mechanical Department at Tacoma. It is arranged so that the classes shall come at a definite hour and this plan having been put into effect last year, it was found that both students and instructors always found our exhibit of great educational value. Last season we had very large delegations from Iowa

Tentative Itinerary—Electric Locomotive Exhibition

Exhibit at	Date May	Leave	Time and Date May	For	Via
Kalamazoo	6	Chicago	10:00 P.M. 4	Kalamazoo	M.C.
Grand Rapids	7-8	Kalamazoo	10:00 P.M. 6	Grand Rapids	Penna.
Ann Arbor	9	Grand Rapids	10:00 P.M. 8	Ann Arbor	M.C.
Detroit	10-11	Ann Arbor	10:00 P.M. 9	Detroit	M.C.
Toledo	12-13	Detroit	10:00 P.M. 11	Toledo	M.C.
Sandusky	14	Toledo	10:00 P.M. 13	Sandusky	N.Y.C.
Cleveland	15-16	Sandusky	10:00 P.M. 14	Cleveland	N.Y.C.
Erie	17-18-19	Cleveland	10:00 P.M. 16	Erie	N.Y.C.
Buffalo	20-21	Erie	10:00 P.M. 19	Buffalo	N.Y.C.
Rochester	23-24	Buffalo	10:00 P.M. 21	Rochester	N.Y.C.
Syracuse	25-26	Rochester	10:00 P.M. 24	Syracuse	N.Y.C.
Utica	27-28	Syracuse	10:00 P.M. 26	Utica	N.Y.C.
Schenectady	29	Utica	10:00 P.M. 28	Schenectady	N.Y.C.
Troy	30-31	Schenectady	10:00 P.M. 29	Troy	N.Y.C.
		Troy	10:00 P.M. 31	Albany	N.Y.C.
				Newark	N.Y.C.—Penna.
Albany	1-2			Trenton	Penna.
Newark	5-6			Atlantic City	Penna.
Trenton	7-8			Philadelphia	Penna.
Atlantic City	11-18			Wilmington	Penna.
Philadelphia	19-20			Baltimore	Penna.
Wilmington	22-23			Washington	Penna.
Baltimore	24-25			Harrisburg	Penna.
Washington	26-27			Pittsburg	Penna.
Harrisburg	28-29			Youngstown	B.&O.
				Akron	B.&O.
Pittsburg	1-2			Columbus	Penna.
Youngstown	3-4			Cincinnati	B.&O.
Akron	5-6			Dayton	B.&O.
Columbus	7-8			Indianapolis	Penna.
Cincinnati	10-11			Terre Haute	Big Four
Dayton	12-13			Chicago	C. M. & St. P.
Indianapolis	14-15				
Terre Haute	16-17				

State, Wisconsin and Minnesota Universities, Marquette College, Milwaukee, Creighton, Omaha, Drake at Des Moines, Coe and Cornell at Cedar Rapids.

Mr. George Lovett of the Mechanical Department at Tacoma is also with the motor and both Messrs Marshall and Lovett will answer all questions and explain to all visitors, our electrification in an interesting manner.

Some interesting tests will be given at the General Electric Company's plant at Erie, while the motor is on exhibition in that city.

Moving Day

On May 1st, about half of the Chicago General Office contingent packed up their goods and chattels, loaded them into moving vans and betook themselves to their new home,—the New Union Station Building. While the building is to eventually house all of the Chicago General Offices, the structure is not yet completed and, only that the former quarters in the Railway Exchange had been leased to the Santa Fe R.R., May 1st would not have been moving day for any of the Milwaukeeites. At that, those who did go, are not by any means in the offices they are eventually destined to occupy, all being distributed on the Second Floor of the Station Building, in offices that later will be occupied by the present tenants of the Second Floor of the old Union Station.

The Executive and many of the Operation and Traffic Offices still remain on the 12th Floor of the Railway Exchange, and will not move until the permanent quarters are completed, which is expected to be about September 1st.

Those remaining in the Railway Exchange with their office forces:

President H. E. Byram; Assistant to President, L. W. Spratlin; Assistant to President, F. H. Johnson; Vice President-Operation, B. B. Greer; General Manager, J. T. Gillick; Assistant General Manager, C. O. Bradshaw; Assistant to General Manager, W. S. Cooper; Assistant to General Manager, C. M. Dukes; Vice President, Traffic, R. M. Calkins; Traffic Manager, H. E. Pierpont; Assistant Freight Traffic Manager, T. W. Proctor; Assistant to Traffic Manager, E. W. Soergel; General Freight Agent, E. B. Finegan; The General Freight Department; Assistant General Freight Agent, G. E. Stolp; Coal Traffic Agent, J. T. Averitt; General Passenger Agent, Geo. B. Haynes; Assistant General Passenger Agents, W. B. Dixon, Jos. Caldwell; Vice President, Purchasing, J. W. Taylor; General Counsel, H. H. Field; General Supt., L. K. Silcox; Engineer Maintenance Way, W. H. Penfield; Superintendent of Transportation, J. L. Brown; Superintendent of Telegraph, E. A. Patterson; The Milwaukee Magazine, Carpenter Kendall.

Those now located in The Union Station Building, with their assistants and office forces:

Vice President Accountant, W. W. K. Sparrow; Comptroller, W. V. Wilson; The Accounting Department; Treasurer, A. G. Loomis; Purchasing Department; The Legal Department; General Adjuster; Passenger Traffic Department; Advertising Bureau; Mechanical Department; Engineering Department; Supervisor Refrigerator Service; Superintendent Claim Prevention Bureau; Pass Bureau; Division Freight Agents; Milk Agent; Sleeping and Dining Car Dept.;



Seattle in 1884 and in 1924.

General Agent; Chief Surgeon; Superintendent Police; Mail Room.

The Railroads and the Pioneer

—an acknowledgment by SEATTLE

Ezra Meeker, pioneer trail blazer of Covered Wagon fame, drove his ox team from the Missouri River to Puget Sound. It took him 160 days.

Today Meeker, at 93, a vigorous citizen of Seattle, travels from Chicago to his home in comfort and luxury by transcontinental train. It takes seventy hours.

Meeker and his ox team traversed a wilderness. Today the railroad passenger passes through a productive, prosperous country from the Great Lakes to this Charmed Land of the Pacific Northwest.

Forty years ago Seattle, without a railroad, was an isolated town of 3,530 souls. Today Seattle, terminal of four great transcontinental lines, with more than 350,000 people, is the twentieth city in the nation.

Forty years ago an occasional ship plowed her way up the Straits of Juan de Fuca. Today the era of the Mediterranean is past, the era of the Atlantic is passing; it is the era of the Pacific in world trade. And the Washington Customs District ranks third in America, and first on the Pacific Coast, in value of foreign imports. Puget Sound is America's major gateway to and from the Orient, Alaska and Siberia.

What wrought the change?

The initiative, the vision, the courage of the pioneers. The pioneers of the covered wagon, the pioneers of the railroads. They were the Empire Builders. Seattle of today gratefully acknowledges the debt.

The task of the first is finished, that of the railroads has only begun. Most of their work lies before them.

The Pacific Northwest, in the last

three decades, grew five times as fast as the United States as a whole. Its transportation facilities are but meager, compared with the network of rails that covers the older states of the Union. The profits of its transportation lines are pitifully small. Last year their return on capital investment averaged less than 4 per cent.

Sections of the Pacific Northwest would be a virtual wilderness today if restrictive federal and state legislation had been in effect a generation ago when rails were pushed from the Middle West to Puget Sound. They now produce more than a billion dollars of wealth annually. But their development has only begun, their treasure has just been tapped. The Pacific Northwest needs more trackage, extensions, terminals, rolling stock. It will take hundreds of millions of dollars to finance these essential requirements. Transportation initiative must be unhampered, the railroads must be encouraged, the way must be kept open, to provide adequate, essential transportation for the growth of this splendid American Empire. Seattle, nearest American port to the 500,000,000 people of the Orient, wants the railroads to play their full part in the growth of this immense trans-Pacific trade.

The sentiment of "The Public Be Damned" has gone into the limbo of forgotten history. Let "The Railroad Be Damned" go with it. Let both be superseded by a national consciousness that the railroads, owned by 2,000,000 large and small investors in all parts of the nation, are vital American institutions deserving fair and reasonable treatment.

The Seattle Chamber of Commerce is unequivocally opposed to changes at this time in the Transportation Act of 1920. Congress should now let the railroads alone.

—Saturday Evening Post.

Reminiscences of An Old Time Engineer

F. W. Kimball

In 1880 our company decided to make a survey over practically the same route I had taken in 1879, and being the only one of the engineering department who was familiar with the route, I was directed to turn in which I was then engaged, to someone best fitted for it, and start out to make the survey. It was still deemed a dangerous country in the matter of Indian interference, and I was promised a military escort. I sent for one of the survey parties then in that field, under Mr. Stewart, to meet me at the Lower Agency, getting across the Missouri River on an old raft. Before getting out of touch with the telegraph, I was informed that Carl Schurtz, Secretary of the Interior, and an Indian sentimental, objected to any body of soldiers being on the Reservation; and suggested that Indian Police be substituted for the soldier escort. The Indian Police were a body supposed to be chosen from among the better element of the Indians, they were given a little authority, of which they were very fond, and a small monthly stipend. I was asked if I would take them, and after considering a few moments, I agreed, and being asked how many, said ten would be about the right number, I thought; as I wanted two or three to remain about the camp; two or three to go with me on my explorations ahead of the survey, and some to send back to Fort Hale for our mail. One of their duties was to explain, in case we met occasional bands of redskins, that we had been sent out by authority of the Government and they were present by order of the Indian Office.

I did not in any way rely on these Indians in case of serious trouble, but I reasoned that unless there was a general outbreak, I was safe, and should such an outbreak occur, any small soldier escort such as would be furnished me, would be of no account. I also knew that many outside Indians, such as Sitting Bull's camp, were getting pretty short of food and were hungry for Government rations. Remember this was four years after the Custer Massacre and Sitting Bull was still at large; but the buffalo were getting scarce in that section of the country and there were none in South Dakota at that time.

As an illustration of how quickly a bad Indian can become a good Indian, will say that several of my Indian police told me at times during the summer, through their interpreter, that they had taken part in the Custer Battle or the Little Big Horn, and two of them said they had each taken a shot at General Custer himself at the time he dropped, as probably did many more, because there is no doubt that the General stood and fought like a tiger to the very last.

Upon my arrival at Lower Agency, I found the agent, and he appointed the ten Indians I had asked for. Then there had to be a pow wow, for they must all know what I wanted them to do, what I would pay, etc. It developed a lot of Indian oratory, for most Indians like on such occasions to talk as well as do some of our politicians. It ended that day in nothing being accomplished except that I must give them a feast where they could talk it over. So I bought them a beef and they killed it and had their

feast that night. The next day they were quite tractable and we made terms. We were to pay them one dollar and fifty cents per day and rations. I had ordered provisions for the summer to be sent from Sioux City by one of the Fort Pierre line boats, so had to wait a few days for the goods. Finally they came and we loaded into three covered wagons drawn by two yoke of oxen each, and two horse teams for quicker and lighter work.

Just as we were ready to start, in came a bunch of Indians with a line from the agent at Rosebud saying the Government had instructed him to send them to me. My protest saying I already had a sufficient number of police and did not need them was of no avail, the Government had sent them and they must go. Finally I said all right, come along. In a few minutes in came another band of ten Indians with a similar note from the agent at Pine Ridge (Red Cloud Camp). I saw it was no use to protest, so surrendered, and soon started with thirty Indians instead of ten. As I wanted to try out some rough country first, I went about fifty miles before starting the survey. I had been at work but a few days, when we came to the single line trail leading from Rosebud camp to Standing Rock, and in prospecting ahead, I had crossed it several times without seeing a sign of Indians; but on the day the surveying party reached it, all our Indian police being with us as we were moving camp, the trail was alive with Indians going home from Standing Rock and other camps, returning from another Sun Dance at Rosebud. They told our Indians they should not be with us, that Spotted Tail was mad, that he had no ears,—that is, he would not listen, and had sent word for them all to come back.

This excited our police to such a degree that we had to stop that afternoon and hold a council. I could not change their belief or temper, so I told them to select at least one from each band and I would go across to Spotted Tail's camp with them the next day; but that Stewart would continue the survey while we were gone. But that would not do at all, he must not do anything until we got back. I finally consented and asked how far it was across. They said it was only a little way, but having had some previous experience with an Indian's "little way", was prepared for almost anything. Starting at early sunrise on horse back, we made an all day's ride, probably fifty miles or more, getting to the Agency about 9 P.M., as tired as ever I was in my life. The Agent was locked up for the night, so I sought the Indian trade store, and after devouring some canned goods and crackers, they brought out about twenty buffalo hides and threw them down for me to sleep on, and I tried to sleep, but it was so suffocatingly hot, the windows were all closed to protect the goods from thievery, that I got little rest until toward daybreak.

In the morning I found the agent and stated my trouble. He said he would fix it all right, but after a while Indians came in one by one and talked to him through his interpreter, though not in my presence and I soon found his assurance was not so ready, the outcome of it being that he told me I would better go back and abandon the survey. I asked him if he would go with me to see Spotted Tail, but he would not go or have anything to say to him. It appears Spotted Tail was down in Washington at the time the Indians were sent to me, so he had not been consulted and his dignity had been stepped on. Besides he had been complaining about the agent, who was a past Brig. General of the Civil War, an irascible fellow and not easy to handle. Finally I got him to lend me his interpreter and I went to see Spotted Tail. I found him surrounded by many warriors, but all I could say made no impression on him. Next year we would have a new Father in Washington, and then, would do. Garfield was then up for election. The Indian is a being of the most independent and elegant leisure, and a few days or a few years count for little with him unless it happens to concern something that he himself wants and wants bad, like a rifle or something of that sort.

At length, convinced that I could do nothing further, I decided to send back word to Stewart to take the party back to the river and stay there until we could get matters straightened out. Finding there was a buckboard stage going through from Red Cloud Agency to Rosebud Landing on the Missouri River, the next day, a distance of 110 miles to the east, I waited till it came in and started about 9 A.M. the next day, and I landed at the river about 10 o'clock the morning after. After getting a bite for breakfast I inquired about traveling conditions as boats were not running on schedule. I might have to wait several days to get a boat down river, but found that a man across the river ran a stage which took the mail to the Yankton and Pierre trail stage at Bijow Mills station, about 16 miles. I hired men to boat me over, but found when I reached the opposite side of the river that the man in question had only a single horse and took the mail on horseback. I was certainly too tired to take that walk in the hot sun, so cogitating for a moment, I asked him what he would take to walk himself and let me have the pony and the mail. A bargain on that basis was made and I arrived at Bijow Mills about 2 P.M. and found the down stage would come along about 7. P.M. After getting a bite I thought I would lie down and get a little sleep, but the flies were so thick and it was so hot that I soon gave that up. The stage came in about on time, but it also was a one-seat buckboard, and had one passenger; so the only possibility for me was to sit on the mail sacks in the rear and dangle my feet.

About 6 A.M. we made Springfield and I was thus in telegraphic communication with the head office, then in Milwaukee. I was told to go to my home in Parker, S. D. and rest, then come on. It was arranged that General Lawler of Prairie du Chien and myself should go to Washington to try to arrange matters. On our way to Chicago, we learned by the evening papers that Carl Schurtz was to be in Chicago that night, so we stopped and got matters started without going any farther east. However, it dragged, and finally Mr. Lawler, Mr. Daniels, an old Indian agent at Rosebud, and myself went over. Instructions had been sent out from Washington and we at length arranged with Spotted Tail. He was very stubborn at first, but after Mr. Lawler had quietly slipped him some money, he was more tractable and every-

(Concluded on page 12)

THE MILWAUKEE

MAGAZINE

Railway Exchange Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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Attention, Milwaukee News-Gatherers

Several years ago, as most of the older correspondents know, an association of the Magazine correspondents was formed under the name of The Milwaukee News-Gatherers, and a couple of very interesting meetings were held. The war coming on, it did not seem feasible to keep on with the association, and so it has lapsed. Mr. Guy E. Sampson was elected President of the Club, and his communication to the News Gatherers, which follows is self-explanatory:

In 1916 the M. N. G. Club was started and all members at that time paid a small annual dues. At the next meeting the dues were discontinued by action of the club. However, we still have a few dollars in the bank and it was the desire of your President to have another meeting of the club and use the funds for the entertainment of those who wished to attend, but after two attempts to get all the correspondents together we are of the opinion that those who helped to raise the fund should now come forward and help us to decide what should be done with the money on hand. Shall we donate it to charity, buy flowers for sick employees while it lasts or turn the whole amount over to the editor and ask her to kindly act as a committee of one to use it to buy an appropriate emblem for each correspondent, one that "Milwaukee News Gatherers" may wear. I would be pleased to hear from all correspondents at once. Your letter will be considered a vote on the subject and your Pres., Secty. and Treas. will personally go over all letters received and act as the majority desire providing one of these means of disposing of the fund meets with the approval of our correspondents. Address all letters to, Guy E. Sampson, Pres. M.N.G. Club

Guy E. Sampson,
Pres. M.N.G. Club,
Bensenville.

59 Years of Service

On May 9th, Agent R. M. Telfer of Beloit, Wisconsin, completed fifty nine years of service with this company, and General Manager Gillick, who handed in this item remarked that Mr. Telfer celebrated the event by going about his daily duties in his usual efficient and painstaking way.

Absolved From Grand Larceny

The following from the York (Nebr.) Republican is—has a good little "moral" at the end:

"A Platte County farmer shipped a hide to an Omaha firm, freight collect, and when the returns of the sale came

to him, they were expressed in a two cent stamp. Now of course the return was outrageous and the farmer has a right to voice a great grievance. The average weight of a hide is fifty pounds, the freight rate from Columbus to Omaha, it is pointed out is 41 cents a hundred. So the freight must have been about fifty cents,—a cent a pound. If the hide weighed, say, fifty-two pounds and the shipper paid fifty cents and got a two cent stamp in return, the buyer at the Omaha end of the line must have paid fifty-two cents for the hide. When one considers that an extra good pair of shoes would cost the Platte County farmer \$12.00, he can figure pretty close who got his hide,—the hide dealers, the tanner or the manufacturer. Here for once that convenient goat, the railroad is absolved from the crime of grand larceny."



Assistant Freight Traffic Manager, T. W. Proctor

Mr. Proctor is a veteran in the service, although he does not look old enough to be a veteran in anything except the college foot-ball team.

He began service with the Milwaukee in 1892 in the office of H. P. Elliott, Freight Claim Agent. From there he went in 1900 to Minneapolis as Contracting Freight Agent. In 1903 he became Traveling Freight Agent with Kansas City as headquarters. In 1905 he was promoted to Assistant Commercial Agent, Chicago; in 1907, Assistant General Agent, Chicago; in 1909, General

Agent, Chicago. He became Assistant General Freight, with headquarters at Minneapolis, in 1913, remaining there until 1915 when he came to Chicago, with the same title. In 1920, he was promoted to the office of General Freight Agent, which position he held until April 1st of this year when he received the title of Assistant Freight Traffic Manager.

During the War Mr. Proctor was Fuel Administrator for the entire Northwestern Region; and also had charge of the Liberty Loan Campaigns for the Milwaukee Road.

MILWAUKEE PUGET SOUND PIONEER'S CLUB Eighth Annual Meeting at Spokane, June 26th and 27th

Pioneer's Club, Attention. The 1924 Meet will be one of the best yet held. A fine program has been arranged, including an Auto Trip, Dinner, Dancing and Entertainment at Elks Temple, followed by a Grand Ball.

An old fashioned picnic at park and the Annual Championship Base Ball Game between Engineers and Conductors.

Orator of the Day: "Doctor" R. C. Mead
Pat Sheridan, Chairman of the Committee

So you Pioneers, better come. The committee hopes to see a big turnout for this meeting. The cost per person, will be very reasonable, as the program has been arranged with this end in view.

All Employees Are Cordially Invited To Attend

Whether they are members of the Pioneer's Club or not. Any and all employees in the vicinity of Spokane, and especially any and all employees who are on vacation and traveling through Washington will find it to their enjoyment to arrange to make Spokane their headquarters for the two days of this meeting,—June 26th and 27th.

Remember the Dates and Have a Good Time With Us.

Resolutions Upon the Operation of Motor Trucks and Busses in Minnesota

The following resolution was unanimously adopted at a regular meeting of Lodge 625, B. of R.T., Minneapolis, Minn., February 10th, 1924.

Whereas, the operation of motor busses and trucks upon the highways of the State of Minnesota has greatly reduced the number of our members engaged in railroad service, and

Whereas, these busses do not pay taxes commensurate with their privileges and responsibility, and the citizens of the state of Minnesota are required to maintain through taxation these public highways that are used by the busses without proper and just tax revenue being paid by these motor bus and truck companies, and

Whereas, these busses and trucks are operated by one operator on each bus and truck respectively, thereby being unsafe, and

Whereas, these bus and truck companies do not maintain stations, etc., enroute providing for the convenience of the traveling public, and

Whereas, these bus and motor trucks are not operating under dependable service throughout the year, making no attempt to operate during deep snow and severe weather conditions, and

Whereas, the skill of the motor bus and truck operator can not be even compared with the specialized skill of the experienced members of our Brotherhood, and

Whereas, our members are required to pass severe physical and transportation rule examinations frequently while in railroad service, and

Whereas, these busses and motor trucks are operating on rates which undermine the railroads and common carriers, and

Whereas, these busses and truck companies are not under any rate supervision, commission or body under federal or state control, and

Whereas, these bus and truck companies do not pay anything for the proper maintenance of the highways they operate over, and

Whereas, the increasing number of busses and trucks are becoming a nuisance and a dangerous feature to the public, and

Whereas, qualifications for work in our craft are severe and much experience and study required of our members to successfully engage in our vocation,

Therefore, be it resolved that our Minnesota Senators and Congressmen endeavor to have these motor bus and truck companies placed under the same jurisdiction and regulatory bodies as are the railroad companies, and

Be It Further Resolved, that a copy of this resolution be forwarded all Congressmen and Senators representing the State of Minnesota, and to all lodges of the Brotherhood of Railroad Trainmen within the State of Minnesota, and to President Lee, Vice-President Doak, National Legislative Representative, Washington, D. C.

Committee:

W. P. Kennedy

F. R. Emery

W. A. Eddington, Secretary.

The Smallest Train and the Smallest Engine

Recently The Omaha Bee gave Engineer W. T. Murphy of the Iowa Division a "run" in one of its Sunday issues, a picture of himself and fireman with his train and his engine, which is in days gone by "the last word" in locomotives and is now the smallest engine in service in and out of Omaha Union Station. The Bee story says: "In 1882 the Milwaukee railroad purchased a new type of passenger engine from the Baldwin Locomotive Works. It was the finest thing yet seen in the west, with its smoke-stack shaped like an ice cream cone, its back swayed from the irregularities of its boiler, and small drive wheels. If that locomotive were to be parked beside a new 7,000 type hill climbing engine today, it would look like a watch charm for an ambitious engineer. But that is now. When it was new, it was a wonderful thing, and something to fill the heart of any steam engineer with joy. Murphy started railroading 42 years ago. His first job was with the Pennsylvania System. He came to the Milwaukee in 1886, received engine No. 713 as his first charge and went to work. The smallest engine still does duty in the passenger service. Every day it hauls two passenger coaches—a train from Omaha to Manilla, Iowa, and back. The train leaves at 8:30 in the morning and returns at 5:30 in the afternoon. Even the biggest and fastest of the trains must have their troubles, and the smallest trouble makes trouble for the crack train to Chicago. The smallest train leaves 47 minutes before the flyer and arrives in Manilla 23 minutes ahead of it. It makes 13 stops enroute and the flyer makes none. The engine weighs 40 tons and is capable of making an average speed of 42 miles an hour, Murphy says".

The photograph which the Iowa Division Correspondent kindly sent in with the clipping above quoted, was so badly crushed that it was impossible to reproduce it satisfactorily—otherwise Engineer Murphy's "smallest train and smallest engine" would be shown here with himself at the cab window and fireman Owen Fox at the door.

Overlooked Just One Detail

First Conductor: "Why was Smith fired?"

Second Conductor: "His train struck a man and carried him a quarter of a mile on the pilot; after collecting fare from him, Smith, in the excitement, forgot to turn it in with his receipts—and the man was a spotter."

Barkis Is Willin'

Sambo: "Mandy, can I kiss you?"

Mandy: "Piggly Wiggly."

Sambo: "What you all mean?"

Mandy: "Help yo' self."—Sun Dagger

The High Cost of Language

"Hey, Bill!"

"What is it?"

"Your doctor's out here with a flat tire."

"Diagnose the case as flatulence of the perineum, and charge him accordingly," ordered the garage man. "That's the way he does."—Magnolia Oil News

Assistant Traffic Manager F. N. Hicks

Everybody calls him "Fred" which proves that he is everybody's friend; and the avalanche of congratulations that pointed in upon him when he received the appointment in April, of Assistant Traffic Manager, Seattle, to succeed the late Mr. Janies R. Veitch, was token of the high esteem in which he is held by a circle of friends whose radius is country-wide.

Mr. Hicks is almost a veteran, having entered Milwaukee service April 1st, 1904. His association has always been with the Traffic Department, both in the freight and passenger. He held the office of General Agent in Boston, before the War; and when the roads were taken over by the Government, Mr. Hicks engaged in the insurance business, with such marked success, that after the railroads were returned to corporate control, the Insurance Company for which he worked made him a brilliant offer to remain permanently with them; but like a true "rail"—once a railroad man, always a railroad man, Mr. Hicks returned to the Milwaukee in the capacity of General Agent, Passenger Department, Chicago. In 1922, Mr. Hicks was made General Agent at Milwaukee, succeeding to the position made vacant by the death of Mr. J. G. Love, which position he held until his promotion to his present office.

Mr. Hicks is gifted with the ability of making and holding friends among his business associates and ready co-operation is always accorded him by those who work with him.

Brevity

Tom Callahan got a job on the section working for a railroad. The superintendent told him to go along the line looking for washouts.

"And don't be as long-winded in your next report," said the superintendent. "Just report the condition of the road. Write a business letter, and not a love letter."

Tom proceeded on his tour of inspection, and when he reached the river, he wrote this report to the superintendent: "Sir: Where the railroad was, the river is."—Gas Co. Bulletin.

On Fuel Conservation

J. Sutherland, Engr. Ill. Div.

In order to get the best results obtainable in the burning of bituminous coal, enginemen should have some knowledge of the fundamental principle of combustion or burning. In a brief way I will explain a few things necessary for engine men to know, and when understood and put into practice, will not only lighten their labors, but will save money for the company.

There are three things that are essential to burning coal in a locomotive fire box as well as elsewhere. They are the fuel to be burned, the igniting temperature of the fuel and oxygen the supporter of combustion or burning. What is needed among railroad men who have any immediate connection with the burning of the fuel is concentration of attention to the interdependence of fuel, oxygen and the igniting temperature. Coal as such does not burn, before any burning can take place the coal must be broken down, which process requires an expenditure of heat. The first product of this breaking down process is coke and gases. Coke is made up of carbon and the substances which help to make the ash and is known as fixed carbon. The gases evolved are composed of hydrogen and carbon and are called hydro-carbons. These hydro-carbons must also be broken down into their components—hydrogen and carbon. Practically speaking the heat value of a ton of bituminous coal depends upon the number of pounds of fixed carbon and relative composition of the hydro-carbon gases which will be produced upon heating it.

The real process of burning in a locomotive fire box is the uniting of oxygen with the fuel to be burned. In the uniting process heat is evolved and used in generating steam. If a sufficient amount of oxygen be present, 1 pound of carbon will burn to form a colorless gas, carbon dioxide, written CO_2 and heat enough will be evolved to convert $12\frac{1}{2}$ pounds of water into steam. If, however, the supply of oxygen be restricted, then another colorless gas will be formed called carbon monoxide CO and but 4 pounds of water will be evaporated into steam. That is, with the same carbon to be burned, one may get its full value or less than one third depending solely on the supply of oxygen. One pound of hydrogen burned will evolve heat enough to evaporate $54\frac{1}{2}$ pounds of water into steam. The igniting temperature of carbon is a little more than 900° Fahrenheit, hydro carbon from 940° to 1230° . There is no reason why this temperature cannot be constantly maintained in a fire box. A fire of white heat appearance has a temperature of between 2000° and 2500° Fahrenheit.

In obtaining fuel we must take what nature has provided, but in supplying oxygen, which is just as necessary, the fireman's skill is called into play. This important gas, oxygen, is a part of the air being about $1/5$ of it by volume. Not only is oxygen necessary for burning, but it must touch whatever burns. It is not enough that the requisite amount of oxygen pass through the fire box in a given time, but its usefulness is largely determined by just where it is going through the box.

Where draft appliances are improper and most all the oxygen is pulled up

through half or two-thirds of the fire box the engine becomes known as a coal eater and when steam is kept up it is at the expense of fuel. Similar results will be produced with holes in fire and clinkers. Of the two heat producing factors from coal the hydro-carbons usually weigh more than the fixed carbon about $1/5$ of the weight of the hydro-carbons is the weight of the hydrogen and 1 pound of hydrogen is worth more than 4 pounds of carbon for heating purposes.

It is evident, therefore, that more than half of the fuel consumed in a locomotive fire box is consumed as gases. It is well to remember that when these gases are evolved they do not loiter to be burned but hasten at once towards the stack, one or two seconds delay in burning them means there is a loss. If they remain intact, being colorless, they escape unnoticed. This is a condition that generally obtains when a fire is badly clinkered and the fireman longs for black smoke, while the steam gauge pointer goes back. No wonder the pointer goes back, heat is expended in breaking down the coal and the best part of the fuel is simply thrown away. When the fireman produces black smoke he does so because he is partially burning the hydro carbons. Such a smoky fire will generate more steam than the smokeless one cited, but that does not justify the belief prevalent among some engine men that the smoky fire is the best for steam. Generally speaking the absence of smoke indicates complete combustion. Yet it is possible for the combustion to be incomplete without smoke being formed.

It is not practicable to entirely prevent smoke at all times as in order to do so an excess of air must be supplied which would be more wasteful than if a little smoke were allowed to form. Black smoke is the unburned carbon of the hydro-carbon gases, unburned because of lack of sufficient oxygen. Whenever conditions restrict the supply of oxygen it will prevent engine from steaming and waste fuel.

Reminiscences of an Old Time Engineer *(Continued from page 9)*

thing was arranged. He, however, said his Indians were poor and we must pay them two dollars per day and pay for a team to haul each outfit. Though the camp outfit for each band would not weigh more than five hundred pounds each, yet each outfit must have a separate team. I tried to show him that I did not need more than ten to fifteen Indians, but he insisted that the full thirty must go, so our Indian payroll, when we got started, amounted to \$73.00 per day, beside rations. After about a month's delay, we again started. However, after a while the novelty wore off and an Indian now and then would come to me with some excuse, such as they had heard an uncle or an aunt or a cousin or some other relation was sick and he would want to leave; so I would write the agent telling him that this man had been a good Indian, and start him off, and so gradually I cut the payroll. I think that before the season was over my band had dropped to nineteen.

Knowing that Indians are fond of dried meat, I had, in my first order, laid in a large supply of jerked beef, but found it was not to their liking. They wanted to have the beef and dry it themselves; so on this last start, I had fifteen

head of cattle sent in and we would kill as needed, of course dressing on the hide on the ground. They would eat the raw liver, dipping it in the gall to give it flavor, fill their mouths as full as they could and cut it clear with their butcher knives. When in camp they would fill their kettle about five times a day and when about half cooked, would commence to eat, using the same tactics. In all the summer, they did not once ask for salt, and they would eat the entire entrails, leaving only the lights untouched. The days we were moving camp they would shoot deer, antelope and occasionally a mountain sheep; but as a rule they were prone to lie about camp and not hunt.

I might say that on the first trip to Spotted Tail's camp, I met a large drove of cattle on a high, narrow ridge. I got my pony to one side and when the "chunk" wagon came up I made inquiries and found they had 3,500 head of cattle going to Standing Rock Agency. It seems absurd that the government would refer these matters to the Indians at all, and today it would not be done. To show the way in which the Indians were then handled, would say that the time we were treating with Spotted Tail it was ration day, which came every ten days. The Indians were supposed to be without guns or ammunition, and it was a criminal offense to sell such to them. Yet on that day 160 head of beef cattle were turned over to them and they were racing them over the hills and shooting hundreds of rounds of ammunition. Bullets were whistling in all directions, sounding as if a battle were in progress. About 20 head were issued from the block.

After again starting, we met with no further incident. The line probably would have been built at that time, had the present rules been in force, but then you had to get permission from the Secretary of the Interior to treat with the Indians, then get an Act of Congress to legalize it. Such procedure generally took from one to two years. The procedure was started, but a money stringency put a stop to it at that time, and it was twenty-four years before construction was started and the line built from Chamberlain to Rapid City.

Bad Land Blues *"Bill Mike"*

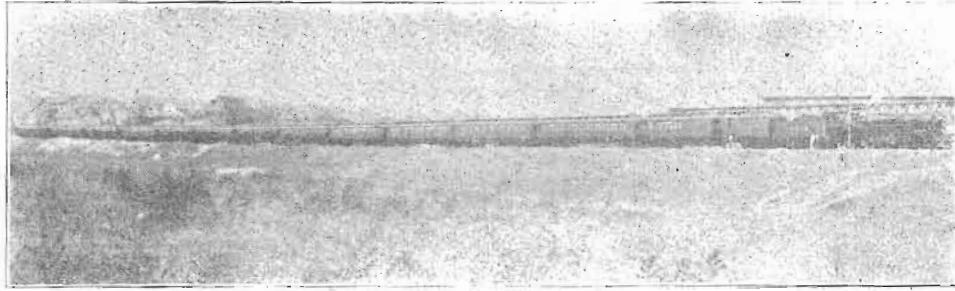
(Tune—I've got the Blues for My Kentucky Home)

Where the buttes are showy, sometimes snowy
'Tis there I long to be.
Here I feel so bady, think so sadly,
And wish that I were free
To be back there hiking, to my liking
Up those winding trails
And I pack my knapsack, for the sod shack
Where freedom prevails.

Chorus

I've got the blues for the old Bad Lands,
Gee, but I feel blue!
I miss their scenic beauty,
I miss their shelter too.
But now that life is in its gloaming,
My dreams turn to thoughts of homing.
I've got the blues for my Dakota home.

I can see the old cat on the door mat,
And my old collie too,
I can see him snapping while he's napping
In dreams that'll not come true.
I can see the chickens and I quicken
To get back there once more,
For I long to be there, in my arm chair
By my sod shack door.



One of the Rebuilt Pioneer Limited Trains Ready for the Road.

Shopping the Pioneer Limited Trains

By C. G. Juneau, M.C.B.

A policy of shopping the Pioneer Limited trains annually in units was adopted this year by the management. This means that once each spring both of the Pioneer Limited trains, one after the other, will be taken into Milwaukee Shops in their entirety and thoroughly overhauled.

This is a departure from the standard shopping practice, insofar as passenger cars are shopped individually (not in train units) when their condition warrants it.

This spring Milwaukee Shops handled the Pioneer Limited trains as units, the first train being turned out March 31st and the second train on April 30th. The work of handling each of these trains can be divided into four stages:—

1. Preparatory work.
2. Getting the cars to shop.
3. Repairing the cars.
4. Returning the cars to service.

The preparatory work consisted of (1) selecting the cars that were to remain permanently in both trains; (2) setting the date when the various cars were to be in the Milwaukee Shop Yard and when the complete trains were to be ready for service after shopping; (3) planning what changes, additions, etc., were to be made to each car; (4) selecting and ordering the material needed for the repairs, changes, etc.; (5) getting everything in readiness at Milwaukee Shops to handle the train.

Getting the cars to shop required not only deadheading them from Chicago and switching them into the shop yards but it also required the selection and putting into service of an entire substitute train to temporarily replace the regular Pioneer Limited.

The repairing of the cars consisted of a thorough inspection in the shop yard at Milwaukee to determine what work was necessary; completely stripping each car of all its movable parts and delivering same to the various departments; thoroughly washing the interior and exterior of each car; repairing all defects and making all changes, etc., on the cars; painting and varnishing and reapplying all the movable parts that were stripped from the cars. The day before the cars were due to leave the shops, they were set in the shop yard and thoroughly inspected in the sun light to see that all work was properly done.

On the day that the train was to be returned to service the complete train was made up in the Milwaukee Shop yard, the cars being placed therein in their proper order, a road engine was attached to the train and air and steam run through the train lines. A thorough inspection was again made of the train. The train was then run as a special from Milwaukee to Western Avenue Coach

Yard where it was stocked up and went into service the following night. Shop representatives accompanied the special and inspected the train at various stops along the route.

The two Pioneer Limited trains require the use of twenty-five cars daily consisting of two combination passenger and express cars, two ladies' coaches, two compartment sleepers, fourteen standard sleepers, two club cars, one parlor car and two diners. The value of these twenty-five cars today is at least \$956,282.00 and their combined weight is 1915 tons. In one year these trains travel 308,060 miles or twelve times around the world. This is equivalent to each train travelling about 18 miles each hour of every day in the year. Viewed from another angle it is equivalent to 1915 tons moving at the rate of 35 miles per hour for a distance of 422 miles. Based upon the trains being occupied to full capacity daily, the potential earning capacity of both trains is \$3,829,000.00 annually.

Some idea of the gigantic undertaking that was involved in shopping these two trains this year can perhaps be had from the following data which is exclusive of the locomotive.

It cost approximately \$200,000.00 to shop both trains of which \$120,000.00 went for labor and \$80,000.00 for material. The labor expenditure is equivalent to about 22,063 standard days of work or the services of one man for about 74 years. The cars remained in shop a total of 683 working days and approximately 32 men working daily on each car.

Some of the major items of material that were used for both trains consisted of the following:

7,500 feet of electric wire valued at	\$ 150.00
3,383 yards of plush valued at	18,100.00
1,700 yards of carpet valued at	7,900.00
3,400 square feet of black leather valued at	1,450.00
3,300 square feet of brown leather valued at	1,480.00
5,000 square feet of block matting which is the trade name of rubber linoleum valued at	
220 square feet of red rubber aisle strip for coaches valued at	4,200.00
6,500 square feet of carpet cushion valued at	154.00
450 new style berth lights valued at	455.00
	1,035.00

Some of the main items of improvement made on this train were as follows:

New type couplers including latest style draft gears applied to all cars.

Lead step treads applied to all cars.

New style sash ventilators on outside windows applied to all sleepers.

Floor lights applied in sleepers for the purpose of night lighting.

Carpet cushion applied underneath carpet.

In all drawing rooms and compartments clocks were applied with a self illuminating dial.

New style berth reading lamps applied on all sleepers.

In each sleeper 18 exhaust ventilators were applied as well as four intake

screens in the body of the sleeper, two in the smoking room and one in the drawing room.

In the two coaches full length headrest covers were applied.

In the upper berths of all sleepers luggage carriers were applied instead of hammocks. These carriers open and close automatically.

The sleepers were equipped with permanent tailgates.

A different color of plush with carpet to harmonize was applied in each drawing room and compartment of the various sleepers as well as in all of the compartments in the compartment cars. The colors consisted of blue, grey, mulberry, bronze, rose, taupe, etc.

Parlor Car Kenilworth was fitted up with a very pretty pattern of blue colored plush. In the selection of the various colors of plush we had the assistance of the interior decorators of the firm that manufactured this material so that the best color scheme could be employed to harmonize with the inferior finish of the sleepers.

In the smoking rooms having an oak or walnut finish brown, Spanish leather was applied and those that had a mahogany finish black leather was applied.

The dining car on this train is one of the finest on the system and has the largest seating capacity as well. This car was named Dan Hale in honor of the late dining car steward on this train who was known all over the world for the famous meals which he prepared in this car. In the majority of our dining cars the chairs are upholstered with black leather but in this car brown Spanish leather was applied to all the chairs to harmonize with the interior of the diner.

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	1,035.00

Upon the completion of the general repairs to these trains a letter of appreciation was issued to each employee copy attached, that assisted in making them two of the finest trains operating in the country today.

Some Cow

"Want ad" in the Wichita Falls Times —"For Sale—a full-blooded cow, giving milk, three tons of hay, a lot of chickens and several stoves."

Naughty Boy

Teacher: "Johnny, how old is a person who was born in 1894?"

Johnny: "Man or woman?"

—Michigan Gargoyle.



As I have only served on the Safety First Committee for about three months, I will not attempt to bore you with a long, drawn-out paper, but will try and mention briefly a few of the things that have impressed me the most.

The first thing that strikes me along Safety First lines is that practically the same bunch of us meet each month and hear all about the accidents and deaths that have occurred in our department since the previous meeting, and hear explained what remedies have been applied to prevent a recurrence, and each time the party injured or killed is one who has perhaps never attended one of our meetings and been able to profit by the advice that is always given by Mr. Esch and others. From this it appears to me that we are very lame in the publicity part of the program.

After hearing Messrs. Bradshaw and Smallen's remarks at the meeting held in the Mayor's reception room in Minneapolis City Hall, Wednesday evening, April 2nd, on the results attained by the Safety First movement since its inception in 1912; and that the number of employes killed annually has been reduced from about 150 in 1912 to 43 last year; and that the number of injured was greatly reduced, one could not help but be impressed with the fact that the movement has proven itself a good thing, and I think we should all push it along.

I noticed recently that in the city of St. Louis there were a number of children playing on the railroad tracks and that a simple statement from the Superintendent of Schools to the teachers, indicating the causes and the needs for safe practices led to the total elimination of accidents from these sources. Why could we not accomplish similar results by giving the employes a chance to hear a good Safety First talk once or twice a year—something snappy and to the point and of about 10 or 15 minutes duration.

I also noticed recently that owing to the large decrease in the number of casualties to railroad men brought about by the constant agitation of the Safety First movement, that the Board of Trustees of the Brotherhood of Railway Trainmen on the Northern Pacific Railway recommended that members be granted an insurance of \$2,700.00 at the same rate they had been paying for a \$2,000.00 policy—this means 35% increase in insurance without a cent of added cost. Could a finer tribute be paid to the Safety First movement by railroad employes than this recommendation of this powerful and efficient organization?

It came to my notice that on some lines they call in the representatives of the different crafts to attend Safety First Meetings and that the educational work which they make among the men after hearing staff discussion tends very greatly toward minimizing accidents.

Since taking a part in the signing up of employes of membership in our Pension Association, I could not help but notice the number of real old men and although each foreman no doubt keeps

them in mind, it might be well in connection with Safety First to remind the supervisors that these men should be given work where there is the least chance of their being injured and to assign the younger and more active man to the most hazardous work. For instance, on one road a man sixty-five years of age fell off the end of a skid while handling ice with tongs—if a younger man had been given this work and the older man given something to do where there was less danger, the death of the employe and the payment of a larger sum would have been avoided.

The old saying, "Do not cross the bridge until you come to it", will hardly apply in Safety First work. On the other hand, the man in charge will want to cross the bridge ahead of his men. How would it be for supervisors each morning to ask themselves the question, "What will my attitude be through this day in accident prevention?" If this is practiced, I am sure at least many of the unnecessary accidents would be avoided.

I read an article the other day regarding a talk by Rev. Walt Holcomb at a Safety First meeting, his subject being, "Am I my brother's keeper?" Among other things he told of the splendid results which are being obtained at highway crossings by the stop law in North Carolina; the contrast between the way in which the automobiles approach crossings in that state being very noticeable as compared with conditions in neighboring states.

I understand that on some railroads they interchange the minutes of their Safety First meetings and it occurred to me that we could benefit by doing the same thing if we are not already doing so.

As Safety First depends so much on the foreman, I believe that there is a correct way of supervising and that the frame of mind an employee is in while working depends a great deal upon the way discipline is handled and in the way the men are personally handled by their supervisors. I believe the following quotation taken from the Car Department Hand Book from the opening address of the 1921 Staff Meeting is worthy of a place in the memory of all supervisors—it reads as follows:

"Probably no single question has caused so much concern to those who are responsible for shop output as the problem of handling men, and it will continue to confront us for some time to come. The day of the boss, the driver, is gone, and to attain any degree of success in this direction under present conditions, you men must be leaders who can appeal to the men under you through a study of the motives that stir them to action. If we could have this thought firmly fixed in our minds, we ought to go back to our work determined to make it a success in spite of questions relating to facilities or materials, knowing that the greatest potential value rests in our handling men—to see that justice is

given them as well as the Company."

William E. Tuttle,
Car Inspector
Minneapolis Shops.

Transportation of Explosives

Mr. Chairman, Gentlemen:

The transportation of explosives is a subject that deserves the utmost consideration. Possibly we do not realize the great hazards connected with the handling of this class of freight. However, the United States Government has established a bureau composed of the most able men in the country, whose duty it is to create a set system of rules and regulations for the handling of dangerous commodities, for the express purpose of protecting life and property.

The most innocent appearing box labeled dynamite has the stored energy within itself to demolish not only the car transporting it but as well those associated with it. These boxes have a regulated system of packing that render them safe for handling even under the most trying conditions, but not carelessly. Carboys of acid, drums of powdered explosives, and all items listed under this head are placed in specially constructed containers, which give the impression of just ordinary box, steel drum, or large glass bottle, but each of these are constructed under prescribed guides relating to them. There are a few things that are very imperative in the safe handling of this class of merchandise. First, leaky carboys of acid should never be accepted for movement, nor a car placed in a train that has such a condition existing in its makeup. Acids that are acceptable for shipment are sometimes of a nature that they give off poisonous gasses when the container is ruptured or leaking.

Others whose gasses when permitted to associate with the atmosphere are highly inflammable and dangerous. This in itself promotes a highly undesirable condition and must be guarded against with the utmost precaution. Second, cases that contain explosives in the solid form such as dynamite, if the case or cases have the appearance of being molded or stained, they are to be treated with the greatest amount of respect. Due to the fact that such an appearance indicates that the article within is in a deteriorated condition has become an explosive that is very susceptible to shock, heat, friction, as well as climatic conditions. Care too great cannot be exercised in the handling of such cases.

Third is the leaky tank car whose presence endangers the entire community. The inevitable messenger of death if improperly handled. All the precautions possible should be taken immediately upon discovery, and the proper steps taken to have leak repaired. Or if impossible to repair at once, placed in some protected place and transfer arranged for at once. By this, I mean that it is possible that the leak may be stopped for the time being, but if the car were moved it would again open and nothing would be accomplished. Together with this

too much stress cannot be placed upon the fact that under no circumstances should any steel bars, sledges, hammers, or any tool of metal construction be used for the purpose of pounding on a dome cover to open it. Also that all pressure be released through the valves provided for this purpose before any attempt is made to remove the cover. Liquids placed in tank cars for transportation form gasses that are very irritable and easily ignited by the slightest shock or spark. In many cases a dome cover removed under pressure allows the vapors to escape and be carried by the slightest breeze to a place of possible ignition. The explosion will follow the flow of vapor back to the originating point and an accident is the result, with a probable loss of life, and certain loss of property. This perhaps is an extreme case, but it has happened and re-occurrence is possible. Inflammable placards designed for use on cars carrying these shipments are easily recognized and should be treated with the greatest respect, as the object in placing them there is to protect not only our lives, but the property of the company by which we are employed as well. Strict adherence to the rules of handling dangerous articles while in our care is one of the best ways of promoting Safety First. Men have gone to an early death, due to their utter disregard of the rules set down for the handling and not to their ignorance of explosives. In the late war men were killed in the training camps here in our own country merely because they disrespected the power of one small piece of dynamite. Gentlemen, things that brought me to realize the respect due these articles was gained by being directly associated with them in a none too pleasing way. Hand grenades used in the late war were composed of thirty-seven separate pieces of shrapnel, which, when propelled by the explosive had a killing radius of fifty yards. Compare an explosion of this kind with that of a shipment containing tons and after multiplying it thousands of times you have some idea of the danger that is prevalent in a shipment of explosives. The General idea that I wish to convey and wish to be lasting is that too much care cannot be exercised in the handling of these articles for the pronoting of Safety and saving of property.

Car Foreman Washburn,
Southern Minn. Div.

Essentials of Safety First

Being called upon to express my views on Safety First, I will endeavor to explain them as they appear to me. Safety First was started on our line in 1912, and from that date to the present time by the combined co-operation of us all, from the Superintendent of Motive Power down to the newest cinder pit man these are essentials of Safety First; it could not get much of anywhere without them, so too, with the Safety Committees and with an organized and efficient plan for encouraging, receiving and attending to suggestions from everybody on the inside, and anybody on the outside, these are all necessary and by the combined efforts of us all, we can make these Safety First meetings the best and most profitable to themselves, as well as to the good old Milwaukee railway of which we all are a part.

Safety First depends upon—First, a genuine desire to conserve against injury or loss of life. Second an intelligent and constant watchfulness on the part of each employe for the safety of his neighbor as well as his own. Third—repeated warning and instruction against taking unnecessary risk or unreasonable chances.

These Safety First meetings are the most wonderful things that any company can conduct for the protection of their employees as it brings to their attention different accidents that could have easily been avoided had the ones involved practiced Safety First and the employees are the heavier losers in all cases, no amount of money no matter how great will relay one for the loss of any part of his person, and it is to our advantage at all times to practice Safety First, if each of us do our part there will be very little chance of the other fellow getting injured.

Safety First pays, it pays in dollars, it pays in improved conditions, and last, but not least, it pays wonderful dividends in the saving of life and suffering. This Mechanical Department of which we are all composed, is doing, and has done, all within its power to protect its employees and each and every head of the different departments should have your earnest co-operation to make it as nearly 100% as possible.

I hope something I have said in this message will strike a responsive chord in the heart of every railroad man, and that he will repeat over and over again to himself, again and again the words

Safety First, with so much reverence in his thoughts that when he pronounces them they will be a benediction—a benediction that will bless and protect him all the days of his life.

C. N. Davies,
Deer Lodge Shops.

"Where the Mountains Meet the Sea"

A Bent Rail

On the back of our folder cover

These words I chance to see,

And these words shall live forever—

"Where the mountains meet the sea",

O'er the far flung hills and wooded rills

Where the red-wood sways to clouds,

And the singing pines in their song that stills

The mountains snow capped shrouds.

Out o'er prairies where growing grains wave

Marvelous beauties that God's hand gave,

Speeding across barren alkali island,

Out to the foot hills inspiring and grand,

On through the mountains like phantoms they came

Silently, noiselessly these monsters of fame,

Far up the mountains where mad waters rush

The rapids were harnessed and tamed, the wild gush.

They wired and dammed the on-rushing stream

And tunneled and tresseled for the monsters of steam,

But now their science has won a new goal

The mountains are mastered, they call it white coal,

With engineers fame they accomplished their dream

And now the Milwaukee rules the mountains supreme.

Hail the Milwaukee with a thousand or more

Of miles that's electric to the balmy sea shore.

Down the deep gorges where pure waters run

Winding the foot-hills scenic beauties are slung,

Through the dark forest in magic twilight

Out o'er green valleys all blossomed in white,

Peacefully grazing where green grasses grow

Herds of white faces in bright sunny glow,

Blossoming poppies, a marvel to see

In magic cohesion the mountains and sea.

All o'er the valley profusely they bloom

Flowers of all colors where great mountains loom,

But hark to that wierd, that murmuring sound

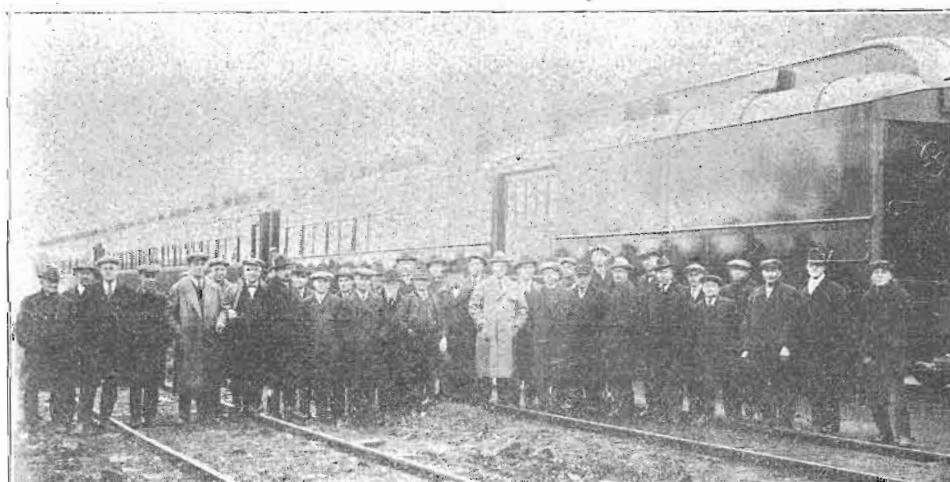
Far out on the rocks where high billows pound,

Enthralling, enrapturing the sight that you meet

Where rays of gold o'er the sky line sweep,

Like into dreamland, this wonder you see

"Where rails and mountains meet the shining sea."



Milwaukee Shops Men Who Rebuilt the Pioneer Limited Trains.

Milwaukee Road Bowlers Close Annual Meet

Another successful Tournament ended on April 27th, 1924, with the Juneau Specials of Milwaukee topping the list of the Five Men Event with a total score of 2852.

The first day's bowling was featured by the consistent work of Mr. Ed. Johnson, a member of the Juneau Specials, who won first in the All Events with 1890, by making counts of 635, 618 and 637, including a 278 score in the Five Men Event.

Consideration must be given on the same day for the fine bowling in Individual Event by Herb. Arndt and "Chuck" Horlivy of Milwaukee who scored 664 and 662 respectively.

To James Fitzpatrick of Milwaukee goes the credit of being the life of the bowling events of April 12th.

April 13th saw our friend Tom Walsh of Chicago in action paired with T. A. Morken our City Passenger Agent. They put in the fine score of 1130 in the Two Men Event which was the best of the day. "Hook Em" Cow "Bascot" Langley produced the best count of the Singles on this date.

Saturday, April 19th, brought Janesville on the alleys with high spirits. They came to boost for Janesville for our 4th Annual Tournament, for which they were rewarded; but the boys did not break any records knocking down the pins. They all felt they had a very enjoyable time.

Milbank, S. D., also showed that they were in the game when G. Lang put in a count of 602 in the singles.

Green Bay boys did not seem to be able to get going. Our last year's All Event Champion failed to approach his last year's mark, although he bowled very consistently ten pins for counts of 568, 564 and 578—total 1,720.

On Saturday, April 26th, we had with us a very good representation of Milwaukee Bowlers; although some of the boys rolled some good scores on this date they did not seem to menace the leaders. The best scores on this date were made by the Shop Accountant's No. 1 team with a count of 2,581, Captained by the President. The Doubles scores were very light, but "Pinky" Grabbo had his ball working for a 603 total in the Singles, which placed him well up in the money.

Sunday saw some more fine bowling by the boys from Chicago, who were here in full force. Mr. W. L. Faus led the Comptroller team on the alleys and at once proceeded to annihilate the set ups for a count of 988. They finished with 2,763, giving them second money. The General Freight Department with 2,708 went into third place.

In the Doubles, Seemuth and Um-gelter, both members of the Signal Dept. Team of the C. M. & St. P. League of Milwaukee rolled into second place with 1,190, Seemuth doing the heavy work, including a 254 score in his Single Event. In the Singles Mr. H. Langer produced some fine scores for a total of 653, giving him third place. The team event for the Signals totaled 2,661 pins.

The Officers and Committee want to thank all the bowlers for the fine support they gave us during our Tournament and hope that all of you will be at Janesville, Wis., in 1925. Central Alleys donated a fine medal to All Events Winner which goes to Mr. Ed. Johnson of

SPORTS

T. J. WALSH, Editor

Milwaukee, and with it goes the good wishes of Mr. James Dolan, the Donor, and the good wishes of all the Milwaukee Road Bowlers, as his score of 1890 for nine games is well deserving of this medal.

The Committee.

Third Annual Tournament

Milwaukee Road Bowlers 1924

Receipts and Disbursements

57—Five-men teams	\$285.00
122—Two-men teams	244.00
236—Individuals	236.00
Total	\$765.00

\$ 765.00

748.00

Total collected for bowling	\$1,513.00
Expense of tournament including bowling	590.25

\$ 952.75

\$ 952.75

Total available for prizes	
Divided as follows:	
Five men	\$ 340.00
Two men	284.00
Individual	278.75
All events	50.00

\$ 340.00

284.00

278.75

50.00

Total	\$ 952.75
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Respectfully submitted,

C. BEHR, Secretary.

2633—29th Av. So.

Prize List

Five Men	Team	Average	Prize
1—Juneau-Spcels.	No. 1 Milw.	2852	\$ 60.00
2—Comptrollers	Chicago	2763	50.00
3—General Frt. Dept.	Chicago	2708	38.00
4—Pioneer Ltd.	Mpls	2672	28.00
5—Signals	Milw.	2661	24.00
6—Rates	Milw.	2639	20.00
7—Shop Accts. No. 1	Milw.	2581	18.00
8—Frt. Overcharge Claims	Chicago	2569	17.00
9—Car Accts.	Chicago	2560	13.50
10—Ticket Agents	Milw.	2560	13.50
11—Frt. Auditors	Chicago	2546	11.00
12—Shop Accts. No. 2	Milw.	2536	9.00
13—Auditors of Sta. Accts.	Chicago	2532	7.00
14—Muskego Yards	Milw.	2529	6.00
15—Milwaukee Shops	Mpls	2523	5.00
16—R. H. Rates	Mpls	2517	5.00
17—Olympics	Milbank	2502	5.00
18—Milwaukee Engineers	Mpls	2500	5.00
19—Dubuque No. 1	Dub.	2497	5.00
Total			\$340.00

Two Men	Team	Average	Prize
1—G. Nuss and C. J. Horlivy	Milw.	1215	\$ 40.00
2—W. Seemuth and E. Umgelter	Milw.	1190	35.00
3—M. Beitzinger and A. Beitzinger	Milw.	1188	28.00
4—J. Hiltel and O. Bartel	Milw.	1163	25.00
5—E. Johnson and H. Arndt	Milw.	1156	21.00
6—P. Miller and F. Cluskey	Beloit	1141	17.00
7—T. Morken and T. Walsh	Mpls-Chgo.	1139	15.00
8—J. Votava and L. T. Moyer	Chicago	1127	12.00
9—R. Dorley and A. Peters	Milw.	1123	10.00
10—A. Epp, and T. Derfus	Milw.	1117	9.00
11—E. Knoll and W. Hettinger	Chicago	1105	8.00
12—C. Kuether and D. Nolte	Milw.	1101	7.00
13—T. Gavin and H. Krumrel	Chicago	1093	6.00
14—W. Cycamick and J. Ambrose	Milw.	1093	6.00
15—J. Conway and F. Rowinsky	Beloit	1089	5.00
16—R. Ekman and O. Murch	Mpls	1087	5.00
17—F. Dale and W. L. Faus	Chicago	1086	4.00
18—C. Johnson and J. Mintz	Mpls	1085	4.00
19—H. Hart and R. Margraf	Green Bay	1082	4.00
20—D. B. Ramsay and H. Tresket	Chicago	1076	4.00
21—W. Spencer and L. Rostratt	Mpls	1075	3.00
22—C. Horsfall and C. Anderson	Dubuque	1070	3.00
23—G. Hnpp and A. Hoaglund	Mpls	1068	3.00
24—E. Horning and A. Camdohr	Milw.	1067	2.00
25—T. Monroe and A. Peterman	Milbank	1065	2.00
26—C. Larson and W. Breen	Chicago	1064	2.00
27—R. Williams and E. A. Brock	Milw.	1064	2.00
28—N. Deil and G. Kempf	Milw.	1064	2.00
Total			\$284.00

Individual	Team	Average	Prize
1—H. Arndt	Milw.	664	\$ 30.00
2—C. J. Horlivy	Milw.	662	25.00
3—H. Langer	Milw.	653	22.00
4—A. Peters	Milw.	632	18.00
5—G. Sherbarth	Milw.	623	15.00
6—E. Hlanson	Milw.	622	12.00
7—E. Johnson	Milw.	618	10.00
8—H. McMuttrie	Milw.	616	10.00
9—H. Earle	Chicago	614	9.00
10—E. Umgelter	Milw.	612	8.50
11—D. Nolte	Milw.	612	8.50
12—C. G. A. Peterson	Chicago	604	7.00
13—P. Grabbo	Milw.	603	6.00
14—G. Lang	Milbank	602	6.00
15—C. Longly	Mpls	600	6.00
16—W. Ackerman	Chicago	594	5.00
17—H. Herberger	Dubuque	590	5.00
18—C. Bartel	Milw.	588	5.00
19—C. Bartel	Mpls	584	5.00
20—C. Behr	Chicago	583	4.00
21—H. Tresket	Milw.	582	4.00
22—W. Seemuth	Milbank	581	4.00
23—L. A. Harris	Mpls	579	3.00
24—W. Spencer	Dubuque	578	3.00
25—C. Anderson	Milw.	578	3.00

23—A. Epp	Milw.	578	3.00
27—H. Hart	Green Bay	578	3.00
28—P. Heitman	Milw.	577	2.00
29—E. Leininger	Green Bay	576	2.00
30—W. L. Faus	Chicago	576	2.00
31—W. Steinburg	Madison	572	2.00
32—M. Hynes	Green Bay	571	1.50
33—E. Kulton	Chicago	571	1.50
34—H. Gunz	Janesville	570	1.00
35—J. Meadows	Milw.	569	1.00
36—W. Cymaniek	Milw.	568	1.00
37—C. Kuethe	Green Bay	567	1.00
38—J. Hendricks	Milw.	567	1.00
39—A. Beifzinger	Milw.	567	1.00
40—T. Morken	Mpls.	567	1.00
41—R. Esser	Milw.	565	1.00
42—W. Hoffman	Milw.	563	1.00
43—E. Grisius	Milw.	561	1.00
44—P. Petersor	Mpls.	559	1.00
Total All Events			\$279.00
1—E. Johnson	Team	Average	Prize
and Gold Medal donated by J. Dolan	Milw.	1880	\$ 32.00
2—W. Seemuth	Milw.	1812	9.00
3—C. Horlitz	Milw.	1793	7.00
4—F. Specht	Chicago	1792	5.00
5—A. Epp	Milw.	1776	4.00
6—H. Arndt	Milw.	1771	3.00
7—H. Laufer	Milw.	1747	2.00
8—A. Peters	Milw.	1736	2.00
9—G. Hiltel	Milw.	1721	2.00
10—H. H. Art	Green Bay	1720	2.00
11—C. G. A. Petersor	Chicago	1715	1.00
12—G. Nuss	Milw.	1706	1.00
Total			\$50.00

Prevention of Overcharge Claims

By J. L. Giaime, Chief Rate Clerk, A. F. O. C.

The loss and damage situation has been discussed in various railway periodicals at different times by many writers who are familiar with the causes that bring about such stupendous losses and several advanced measures have been adopted to abate this nuisance. I therefore, believe it will not be amiss for me to say a few words on the subject of overcharges, hoping that by calling the attention of agents to a few of the most fruitful sources of overcharges they will lend their aid in preventing overcharge claims whenever it is possible. For the past ten years overcharge claims have been steadily increasing, and at the present time there is very little improvement in the situation. Unlike the loss and damage situation, railroads as far as I know, have taken no individual nor concerted action to insulate themselves against an evil that is as pernicious, annoying, and in some instances as expensive as loss and damage items.

As the origin of most overcharge claims is directly traceable to some error or omission on the part of an agent or other station employee, it is obvious that measures for prevention of claims should begin at this source. By acquainting agents with the causes which bring about claims and their resultant loss to the carrier, he will be on his guard, and armed with the knowledge of how overcharge claims are created, the remedy can easily be applied. Claims caused by misrouting are the most expensive variety that carriers have to deal with and this article is an appeal to agents and other employees to assist in reducing the number of this class of claims. Great care should be exercised by those charged with the forwarding of freight shipments, particularly shipments covered by open Bills of Lading, that is, where no routing is given by shipper. The issuance of such a Bill of Lading puts the proper handling of the shipments squarely up to the railroad to see that shipments are accorded the lowest standard rate to destination.

Agents should see that shipments are forwarded via the railroad over which the lowest rate is applicable and via the

junction point specified in the tariff. If this is not done an overcharge claim is bound to result with its attendant loss to the carrier responsible for the misrouting.

Every shipment that is misrouted by an agent represents an unprofitable business transaction; carriers whose agent misroutes the shipment are seldom able to recover anything from their connections. In most cases carrier whose agent is responsible for the error must surrender practically all their earning in order to protect the lowest rate and often pay a premium for the privilege of handling the traffic.

Some agents probably do not understand how this can be the case but when it is known that connecting railroads demand their local rate when shipments are delivered them at erroneous junctions it is manifest that misrouting becomes a very serious error, particularly when the local rate exceeds the through rate as it often does. There is another phase to the misrouting problem that must not be overlooked, it is, if anything worse than misrouting under an open Bill of Lading. No station whether large or small is immune from this class of error. In fact, it strikes larger stations with greater frequency than small stations. I refer

In Belleau

Wood
Emily Munson Shirey

In Belleau Wood the wild flowers blow.
In Belleau Wood white crosses row on row
Stand mutely waiting there to say
What brave hearts rest beneath that clay.
The fragrance of those spring-time flowers
Lingers on the graves of those dear lads of ours.
Now French wild flowers gently sway
Where the "flower of America" sleeps today.
The scars of war lie deep in wood and glen,
But deeper far are they in hearts of men.
The green grass springs eager to hide
The gruesome relics left by war's cruel tide.
In Belleau Wood, Peace reigns and silence deep.
No screaming shells nor guns to break their sleep.
The battle-smoke has drifted far away,
Leaving our nation's dead there camped for aye.

to Bills of Lading showing route through to destination with the rate applicable also shown on the Bill of Lading. It is a common practice for shippers, especially large shippers, to show on Bill of Lading the route over which they desire their shipment to move, and at the same time insert the rate applicable. This manner of issuing a Bill of Lading is first, to get service over a desired route; and second, by inserting rate in Bill of Lading they insure themselves against a higher rate being charged, if for any reason the rate might not be applicable over the specified route.

For example: Bill of Lading issued at Milwaukee to Washington, D. C. shows routing as follows: C. M. & S. P. Chicago, Penna. R.R., B.&O. rate .49 $\frac{1}{2}$. Forwarding agent should immediately take steps to see that the route and rate are in harmony, and as the tariffs will show in this particular instance that they are in conflict the shipment should not be allowed to go forward until the shipper's attention is called to the fact that the rate does not apply via route specified and request him to omit the rate if he wishes shipment to move as originally requested. If originating carrier were to forward shipment as directed the result would be that shipment would be overcharged approximately to the extent of the charge the B.&O. would make from their junction with the Penna. Line to Washington, D. C., as through rate does not apply via that route, and the originating carrier would suffer a loss in revenue of an amount many times greater than their earning. The Interstate Commerce Commission has this to say with respect to Bills of Lading carrying provisions which are impossible of fulfillment.

"The obligation lawfully rests upon the carrier's agent to refrain from executing a bill of lading which contains provisions that can not lawfully be complied with, or provisions which are contradictory, and therefore impossible of execution. When, therefore, the rate and the route are both given by the shipper in the shipping instructions, and the rate given does not apply via the route designated, it is the duty of the carrier's agent to ascertain from the shipper whether the rate or the route given in the shipping instructions shall be followed. The carrier will be held responsible for any damages which may result from the failure of its agent to follow this course."



The Right Way To Pack and Load Eggs

There has been recently distributed to every agent a copy of Western Weighing and Inspection Bureau Circular dealing with the right way to pack and load cars.

An analysis of inspection made of 11,000 carloads at Chicago by the Western Weighing and Inspection Bureau in 1923 is most encouraging. Summarized, this report shows:

How Packed
4 pads per case
3 pads per case
2 pads and loose excelsior
Loose excelsior only

This shows 30 percent more shippers used six pads and loose excelsior was used by 37 percent fewer shippers. The report also shows a reduction of 17 percent in the number of carloads arriving loose and shifted."

Both laboratory tests and every day experience prove a Tight Pack gives much greater protection against breakage than a loose pack, and that neither four pads nor loose excelsior make a Tight Pack.

Comparison of damage claims on 513 cars handled in 1922 disclosed 259 percent more cases damaged and claims averaging \$23.18 per car on cases cushioned with loose excelsior against \$6.96 per car on cases cushioned with six pads.

In many instances eggs which have been loosely packed (four pads or loose excelsior) contain an excessive number of "checks" when candled for grade by Mercantile Exchange Inspectors, which puts them in a lower grade, resulting in loss to the owner more than sufficient to pay for two additional pads per case, or for 6 pads in place of loose excelsior. Moreover, shippers who have established a reputation for safe packing usually realize more for their eggs because receivers can count on less breakage.

Loading—Use straw, hay or excelsior for buffering, taking the layers just as they come from the bale (without pulling apart) or saw off exactly the width needed and ram home very tightly. A tight load will not shift; shifting causes damage.

Mr. Bush Has the Right Idea

In May Claim Prevention meeting at Racine, Wisconsin, Mr. C. H. Bush, Agent, remarked as follows:

"We find that trying to make prompt delivery upon the arrival of freight is a good prevention of damage, not only to freight billed as perishable but ordinary freight which may be damaged in storing and moving from place to place in the warehouse as is often times necessary. It is also quite important that the freight unloaded should be stored in such a way that marks may be seen without the necessity of moving freight. Delivery receipt should show the actual condition of mer-

chandise at time of delivery."

During the month of March 1924, 63 percent of all claims paid were chargeable to three causes—Rough Handling, Defective Equipment and Delay. Delay represents 28 percent.

If we keep these three causes before us and attempt to overcome them there is bound to be a reduction in our freight claims.

Percentage of all cars inspected at Chicago
1922
32.2
32.7
10.7
24.2
1923
34.1
42.5
8.1
15.3

Reminders

"Look out for old man Oil" when selecting cars to load merchandise, including shipments of flour, sugar, and breakfast cereals. Such shipments will absorb enough oil even from old stains which may appear dried up to cause damage. It is the nature of these commodities to do this.

Before slipping salvaged articles to sales station, they should be carefully recovered or repacked to prevent further damage. If this is not done the salvaged goods may sustain further damage and the value of the salvage entirely lost.

There is always cause for damage; don't show on bad order reports the answer, "Can't say," "Don't know" or "unknown" to the question for "Cause of Damage." Make reports exact and specific in detail.

Granite and marble monuments when damaged by oils may be completely restored with the use of stain remover, thus preventing claims for damage from this cause.

the reduction of 65 percent in claims for pilferage of merchandise in the last two years.

Amounting to five million dollars in 1923, these claims were nine million dollars less than for 1921, and there was also a substantial decrease in ordinary damage to merchandise due in part to the greater number of strap reinforced containers in general use.

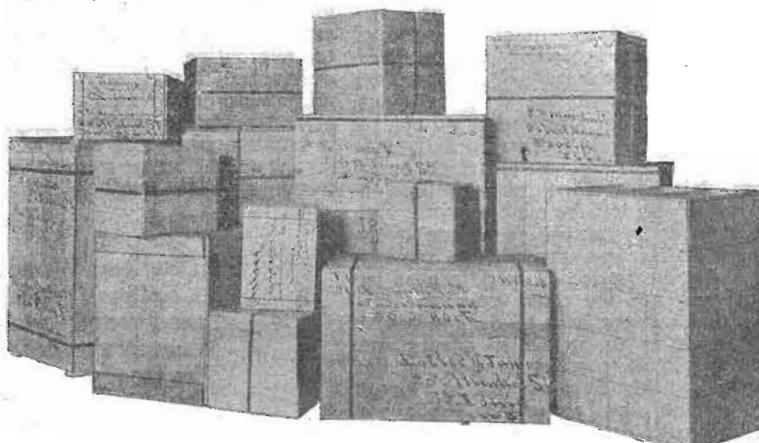
The inspection bureaus and prevention departments had a big part in this improvement by inducing shippers of high grade merchandise to adopt box strapping. The good work is going on, but it is believed that new interest can be aroused, and an impetus given to the efforts to increase the use of strap by means of a special drive in which the wire and strap manufacturers will cooperate with special advertising.

The day of big slashes in the claim account has probably gone by. From now on successful prevention will be more of a persevering effort, with considerable attention to detail. One of the most fertile fields for effecting further savings, and providing more satisfactory service, lies in the direction of CONTAINER PROTECTION against damage and pilferage.

Billing Errors Costly

_____, S. D., shipped a carload of eggs in August 1923 and billed same "Shippers Order Notify," instead of billing straight.

The "Shippers Order Notify" feature caused a delay on the car upon reaching destination which resulted in a claim amounting to \$446.20 due to drop in the market value of the eggs.



Campaign To Protect Packages For Shipment with Box Strapping During June 1924

Every new shipper that you convert to the idea of box strap means just so many losses and damage claims prevented with attendant ill will and dissatisfaction wiped out.

A 100 percent increase in the use of box strapping is an important factor in

Wrong Loading Cause of Claims

Recently one of our large terminal warehouses loaded two boxes of merchandise in the wrong car. Instead of going to a Wisconsin point the merchandise finally showed up on the Pacific Coast. By the time it was returned to the proper destination the consignee had duplicated the shipment. We are now being called upon to pay a loss of \$835.00.



Railroad Bills In Congress

A total of 172 bills and resolutions proposing new railroad legislation, or the repeal of laws now in effect had been introduced up to April 12th in the 68th Congress which began its sessions December 4th, 1923.

The most numerous class of railroad bills includes those dealing with rates, most of them intended in one way or another, to bring about reductions in rates, although one or two perhaps are not intended directly for that purpose, but arise from objections merely to the method of rate-making contemplated by the existing law.

Of the rate bills, there are 59, of which 30 are to prohibit the collection of the surcharge in connection with the payment for parlor or sleeping accommodations. There are also 29 other rate bills, including 7 to amend the long and short haul provisions of the fourth section of the act, and three bills providing for the sale of mileage books at a reduced rate.

There are eight bills to repeal section 15-A of the Inter-State Commerce Act which contains the general rate-making rule directing the Inter-State Commerce Commission, in its regulation of rates, to try to allow the railroads "as nearly as may be" a fair return.

There are also four bills to directly reduce rates by specific amounts or to re-establish the rates in force at a given date; and four bills or resolutions directing the Inter-State Commerce Commission to readjust rates. There are two bills to reduce fares for a particular class of persons,—one for veterans and one for blind persons.

One of the developments during this and the last session of Congress has been the introduction of bills to regulate rates by direct legislative action; or to give specific instructions to the Inter-State Commerce Commission as to how it shall regulate or adjust rates.

There are three bills to repeal the Transportation Act entirely, also a bill to repeal the Inter-State Commerce Act.

The next most numerous class is that relating to labor, of which there are 27, although some others of primary interest to labor might perhaps properly be added to this class. These include 10 bills to repeal the labor provisions of the Transportation Act, or abolish the Labor Board; and four to amend the labor provisions.

There is one anti-strike bill, and four bills to encourage strikes by regulating the transportation and importation of labor to any point where a labor disturbance or strike is in progress, and to regulate the granting of injunctions in labor disputes.

The list of bills included one government ownership bill and several resolutions have been introduced to provide for investigations of various phases of railroad activity.

Where Would the Roads Obtain the Revenue Which Would Be Lost If Rates On Agricultural Products Were Reduced?

In answer to the demand for reduced rates on agricultural products a pertinent question is where would the loss of revenue sustained by such reduction be obtained by the railroads? It must be saved in operating expenses or made up from increased rates on other commodities. If saved from operating costs shall there be drastic reductions in the forces or shall wages be reduced?

If obtained from higher rates on other commodities, on what commodities shall increases be made? The railroads cannot "lift themselves by their bootstraps". Their revenues are not now sufficient to afford them a reasonable return on their valuation. Are we to further reduce them without compensatory provisions?

Rate Reductions During Last Three Years Have Cost the Class I Railroads Approximately One Billion Dollars

S. T. Bledsoe, General Counsel for the A. T. & St. Fe., told the Senate Committee on Interstate Commerce, April 17th, in defense of Section 15A of the Transportation Act, that rate reductions during the last three years have cost the Class I railroads approximately \$1,000,000,000. Mr. Bledsoe said that \$336,503,000 of those reductions took place in 1922, and \$657,563,790 in 1923. These figures are based on the volume of traffic carried in 1922 and in 1923, and upon the rates in effect in 1921. Reductions in the Western district alone approximated \$150,138,862 in 1922, and \$266,000,000 in 1923, during neither of which years did the western roads earn anything like the 5½ per cent on the value of their property employed in transportation service.

It is notable that all of these reductions were made during a period when the carriers were earning less than the reasonable return to which the government says they are entitled, and while Section 15A was in effect. It follows, therefore, that the commission has power to lower rates whenever it feels justified in doing so, without the repeal of Section 15A.

Farming and Railroad Interests Identical

"I think that the farming business and the railroad business are so utterly dependent upon each other, their interests are so identical, that the man who drives a wedge between them is either crazy or he is a crook."

"What I want most of all is service and I don't see how any railroad can give it unless it has a good safe track and sufficient cars and ample power to pull them, and that means enough money to buy them."—from "Better Farming."

THE VETERANS

Date for the 1924 Annual Meeting of the Veteran Employees Association has been definitely set for August 25th and 26th at Milwaukee. The Get Together, however, will not be held, as in the past two years, at The Great Auditorium, but the business and registration will be in the hall of The Milwaukee Electric Railway & Light Company, 3rd and Sycamore Sts., across the Park from the Union Depot. The annual dinner and evening entertainment will be held on the 8th floor of Gimbels Bros. magnificent new store; in the tea-room, which has a seating capacity of 1,500. This firm is well equipped to take splendid care of whatever crowd presents itself.

The program for the 26th will be something quite different from anything yet provided in the way of entertainment for the Vets. Full details will be published in the July issue of the Magazine. But sufficient now to say that the tentative plan is a fine one, and Veterans failing to attend the meeting this year will miss a BIG TIME. The dates are August 25th and 26th.

AT HOME

HAZEL M. MERRILL, Editor



Donald James Keenan, Little Son of Dispatcher, J. S. Keenan, Aberdeen, S. D.



John and Susan, Twin Children of Agent L. L. Bender, Wisconsin Rapids, Wisc.



"Junior" Little Son of Engineer, A. B. Main, Sioux Falls, S.D.



Joyce, Little Daughter of Gen'l. Car Foreman C. A. Kennedy.

Fashion Notes

"What is so rare as a day in June"—except a bride, perhaps. Simplicity is the keynote again this season for all wearing apparel, extending even to the bridal gown, and most brides now-days have a wedding dress that may be used for a party frock after the ceremony. One beautiful gown, sweet in its simplicity, was of white satin trimmed with bands of silver and pearl embroidery, drawn together at the front of the gown with a large pearl and silver ornament; straight neckline, medium height; bask waist, sleeveless; full gathered skirt, low waistline; the simple veil of tulle and orange blossoms is more becoming to most brides than the heavier ones of lace, and they may be drawn tight or worn fluffy like a halo; the tulle forming the only train. For variation the bride might carry a bouquet of white calla lillies. Silver slippers could be worn nicely with this gown, but, of course, white satin or kid slippers may also be worn. The maid of honor should also wear white, taffeta is nice if one likes, trimmed with scallops of bright shades, with bright tulle scarf.

The bridesmaid's frock may be of some bright colored chiffon trimmed with flounces of black lace or footing. The almost negligible groom wore the conventional black. The bride's wardrobe must include a tailored suit, black or dark blue, with semi-fitting hip-length coat; narrow plain skirt about ten inches from floor; several good-looking tailored blouses, and perhaps one or two more dressy ones. There is a wide variety in blouses this season. Some of them are so severely masculine that they may scarcely be called anything but shirts; material, tailoring, collars and cuffs, front, all have the masculine tendency. The new long overblouses are almost like frocks themselves, with reverse monograms, long shoulders, vests, yokes, scarfs, and Chinese collars, and are made of satin, silk crepe, tub silk, and flannel. One charming blouse was seen of white crepe de Chine with black crepe vest and band around sleeves and bottom of blouse; also a gorgeous blouse of Chi-



Eouena, Little Daughter of General Agent E. K. Garrison, San Francisco, Cal.

nese print, cut kimona fashion, flaring each side below the low waist line, bound with wide plain band around bottom and around neck and sleeves, the neck being cut tunic. The bride may well choose her afternoon frock of satin for satin has come into its own again this season, with the shiny side out, too. Tube frocks of satin and crepe will be muchly worn this season, and if you prefer something a little more elaborate, there will be plaits again this season; waistlines for afternoon frocks remain low, somewhere between hips and normal, more often not appearing at all; there is a tendency to bring the fullness of the afternoon dresses to the front with sash at the left side; in fact, at first glance one might think the dress was on backwards. The afternoon frock requires a broad-brimmed hat to complete the costume. Mi-lady will, of course, need an evening gown, other than the wedding dress, and there is nothing better or more graceful than lace for evening; lace frock of black over brightly colored slips are very good, while blacks, whites, greens, mauves promise to be the most popular colors for evening. As stated in last month's issue, "sports clothes everywhere," and the bride's trousseau would certainly not be complete without sports

apparel, which also takes on a masculine aspect as do so many of the more tailored blouses; much flannel and English broadcloth are being worn, also tub silks in men's shirting patterns, linen and silk crepe. A white flannel sports suit would be particularly fitting for a bride; the skirt of a perfectly plain wrap-around model that never comes out of plait would be a joy; also a sports dress of English broadcloth in powder blue, with shirt-bosom front, long tailored sleeves, turn-down collar, and grey tie. Now me-thinks with a good-looking walking dress of dark blue poiret twill, with scarf of old-blue or grey, or perhaps a tan dress, if the suit is dark, with scarf to harmonize, mi-lady will be well outfitted so far as gowns are concerned. I might suggest that if she will knit herself a bead bag of pretty shiny beads to harmonize with suit, such as is described above, she will consider it well worth while.

June also brings to mind graduation days, and here again simplicity is the order of the day. White crepe de Chine makes about the most satisfactory dress for graduation—plain, neat, and attractive, and needs no lining. However, if something more elaborate is preferred, Georgette Crepe may be ruffled and trimmed with plaiting, and should have under slip of same material. Class Day and "Prom" Frocks may be as elaborate as your heart desires and of the bright colorings so popular these days.

Household Hints

Use cups that have lost their handles for custard or gelatin molds.

You can frost an electric light bulb by using a strong solution of Epsom Salts and vinegar.

If you will use a medium sized grated potato to thicken your lemon cream pie instead of corn starch or flour, it will give a delicious cocoanut flavor and the custard will be just the right thickness.

Soak pancakes left over from luncheon in a little milk until soft, beat with spoon and bake. They will make delicious biscuits for lunch.

Cook Things To Eat

Raised Hominy Muffins. Mix one cup warm, cooked hominy, one large tablespoon butter, one cup milk, scalded, three tablespoons sugar and one teaspoon salt together. Let stand until cool, but not cold and add one half cake compressed yeast, dissolved in one quarter cup luke warm water. Stir in flour to make a bread dough. Cover and let rise over night. In the morning, fill buttered muffin pans about two thirds full and let rise one hour. Bake in moderate oven.

Corn Chowder. One can corn; four potatoes cut in quarter inch slices; two slices fat salt pork; one onion; four cups milk (scalded); eight crackers; butter size of an egg; salt and pepper. Try out the salt pork, add onion, sliced thin and cook five minutes, being careful that onion does not burn. Strain the fat into a stew pan. Parboil the potatoes five minutes, drain and add to fat; then add two cups boiling water. Cook until potatoes are soft, add corn and milk, then heat to boiling point. Season with salt and pepper, add butter. Soak the crackers in enough cold milk to soften, turn soup into tureen and place the crackers on top.

Casserole of Beef. Cut cold roast beef, or cold beefsteak in cubes. Place in casserole and add two cups of brown gravy or brown sauce; one half cup celery cut fine; one half cup carrots, cubed; one onion sliced thin; one cup canned tomatoes; one teaspoon Worcestershire Sauce; salt and pepper. Cover and bake one hour; then add one cup of peas or beans, and one cup potatoes which have been parboiled ten minutes and cubed. Again cook and cook thirty minutes or until potatoes are soft. Serve in casserole.

Mint Sauce. Dissolve one tablespoon powdered sugar in one-half cup vinegar, and when dissolved, pour over one quarter cup finely chopped mint leaves. Let stand in warm place half an hour.

Banana Fritters. Remove the skins from four bananas, scrape, cut in halves lengthwise and cut again in two crosswise. Sprinkle with powdered sugar and lemon juice. Let stand half an hour, drain, dip in fritter batter, fry in deep fat and drain on brown paper. Sprinkle with powdered sugar or serve with any desired sauce.

Fritter Batter: One egg; pinch of salt; two thirds cup milk; one heaping cup of flour and two teaspoons baking powder.

Jellied Prunes. Pick over, wash and soak one half pound prunes over night in two cups cold water. In morning cook in same water until soft; then remove the prunes, stone and cut in small pieces. To the prune water, add enough boiling water to make two cups. Soak two and one-half tablespoons gelatine in half a cup cold water, dissolve in the hot liquid and add one cup sugar, juice of one lemon. Strain and add the prunes. Pour into mould and chill. Stir a number of times while cooling to prevent prunes from settling. Serve with whipped sweetened cream.

Fashion Book Notice

Send 12c in silver or stamps for our UP-TO-DATE SPRING & SUMMER 1924 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 1219 Railway Exchange, Chicago.

4767. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 6½ yards of 32 inch material. For the Blouse with short sleeves and in short length 1¼ yard less will be required. The width of the skirt at the foot is 2 yards. Price 10c.

4755. Girls Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 1½ yard of 32 inch material for the guimpe and 2½ yards of 40 inch material for the dress. Price 10c.

4736. Child's Play Suit. Cut in 3 sizes: 2, 4 and 6 years. A 6 year size requires 2½ yards of 32 inch material. Price 10c.

4748. Junior and Misses' Dress. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 4½ yards of 32 inch material. The width at the foot is about 1¾ yard. Price 10c.

4750. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 4½ yards of 32 inch material. Without long sleeves portions 1½ yard less material is required. Price 10c.

4737. Ladies' Sleeveless Jacket and Bodice Skirt. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4½ yards of 40 inch material. To make the Bodice portion of the skirt of contrasting material requires 1½ yard. The width of the skirt at the foot with plaits extended is 2½ yards. Price 10c.

4765. Boys' Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 4 year size requires 2½ yards of 32 inch material. Price 10c.

4749. Child's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. At 8 year size requires 2 yards of 36 inch material. Price 10c.

4762. Ladies' Shirt Waist. Cut in 9 sizes: 32, 34, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. For a 38 inch size 2½ yards of 40 inch material is required. Price 10c.

4743. Ladies' Under Garment. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2½ yards of 36 inch material. Price 10c.

4768. Ladies' Apron and Cap. Cut in One

Size—Medium. It will require 1¾ yard for the Apron, and ½ yard for the Cap of 36 inch material. Price 10c.

4744. Ladies' Apron Frock. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 40 inch size will require 4½ yards of 36 inch material. The width at the foot is 2½ yards. Price 10c.

Instructions For Knitting Bead Bag

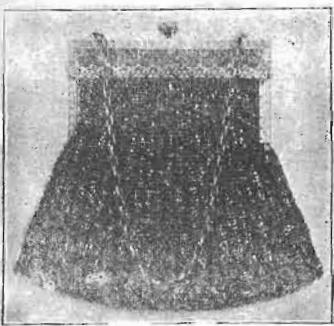
Purchase 22 bunches of beads, 1 pair of knitting needles, very fine, No. 16 or 17, spool Corticelli Purse Twist, a "bead needle" for stringing beads.

String three bunches of beads to start with, leaving long end of the thread. (A simple, quick way to string the beads is to tie one end of one strand of the white thread on which the beads are strung when purchased onto the purse twist, then slide beads off onto the purse twist and break off white thread.)

Cast-on 48 stitches, knit two complete rows plain (Four times across needle.) (Always slip first stitch.) Then slip stitch, knit two, slip bead, knit stitch, slip bead, etc., a bead between each stitch until you get to the last three stitches, knit off the last three stitches plain, and knit back plain—eight complete rows.



Then slip stitch, knit two, slide two beads, knit two stitches, two beads, two stitches, to last three stitches, knit off last three plain. Knit back with beads in same way—beads



Knitted Silk and Bead Bag.

on both sides. Always keep the three plain stitches on each end.

It will probably be necessary to string beads again by this time. Be sure that you have enough beads to complete a row before starting across needle. Always tie new thread on end. Break thread leaving long end. String about five bunches this time, as they use up much faster with the fours and fives. Leave long end on new thread and tie the two long ends firmly together close up to needle. The ends should then be tied together several times in firm knot so they will not ravel. They will be sewed up down the side when sewing bag together.

Make 3 complete rows with two beads.
Make 12 complete rows with three beads.
Make 20 complete rows with four beads.
Make 20 complete rows with five beads.

This completes one-half of bag. Then continue—20 rows of fives, 20 rows of fours, 12 rows of threes, three of twos, eight ones, and two plain. Cast off very loosely.

This bag is just right size for five-inch mounting. To line and mount, lay bag out straight on lining and cut lining one-inch larger than bag on all sides. Sew up bag with heavy purse twist to within short distance from top—just right to fit mounting. Sew up lining and sew in bag, then sew bag into mounting. Finish with very thin, fine, finishing braid—too heavy braid will not allow bag to close right.

Farewell Dinner To Superintendent F. C. Dow

Probably in no other vocation do changes of all kinds seem to comprise to so large an extent the regular routine, as they do in railroading. Change in time card, change in meeting points, change in the weather, change in layover, even small change in his pocket, the railroad man is familiar with them all.

However, there is one change which is always to be regretted; the loss of a considerate and popular leader, who has been called to scenes of new endeavors on another division of our great Milwaukee System.

We, of the Coast Division are now experiencing such a change in the transfer of our Superintendent Mr. F. C. Dow, who leaves this week to assume charge of the Superior Division, with headquarters at Green Bay, Wisconsin.

Everyone on the Coast Division, in whatever capacity he may be, can testify in his own way, to the results and achievements of the past six years and can point with pride to the fact that in our division we have exemplified the loyal co-operation and unified organization above referred to.

And so, when news of Mr. Dow's impending departure became known, it was decided to run a banquet special, as a fitting means of conveying the division's respect and good wishes. So every available man was called to report for special banquet duty at the Tacoma Hotel at 7:30 P.M., Saturday, May 3rd. Under the guidance of Toast Master R. F. Weeks, a very successful and enjoyable run was made. In addition to the dinner, Mr. Dow was the smiling recipient of toasts from all departments of the railroad, as the following list of speakers will amply attest: H. F. Love of Clerks' Union; A. G. Dentley, Tacoma Traffic Dept.; Pat Mor-

risey, Engineers; W. S. Johnson, Conductors; L. A. Borden, Trainmen; Frank Rusch, Superintendent Motive Power; W. L. Delaney, General Car Foreman; C. M. Owen, Operators; F. J. Alleman, Agents; T. E. McFadden, B&B Department; W. M. Evans, Electrification Department; W. J. Carr, and J. G. Mitchell, Switchmen; George Scofield and J. F. Hickey, Shippers.

There being no whistle on the locomotive power of this banquet, this being in the dry age and no wherewithal to wet the whistle, the following slogan or war cry was used instead:

It's a long way to Green Bay,

It's a long way to go,

It's a long way to Wisconsin,

And we'll miss you, yea, ho.

Goodbye to perfection

Goodbye Tacoma beer.

It's a long way to Wisconsin

And we'll miss you, yea, ho.

As a more substantial token of their regard and respect, Conductor Isaac Johnson, in behalf of the employes, presented Mr. Dow with a full silver tea set. Mr. Johnson spoke as follows:

"Mr. Toastmaster, Friends, and Our Honored Guest Superintendent Dow:

I consider it a great honor to have been assigned to the duty of flagging this train of merry-makers, that we may pause a moment and reflect.

We are all creatures of circumstances, subject to some controlling and directing power, bounded by the conditions of our walk of life. Chance of volition, special training, or the mere following of a natural bent, may put us in another walk of life, but once in, the duties and obligations of that sphere press on us, the precedents and best traditions of that calling are ever before us and cannot be ignored or side tracked.

This is especially true of one who has answered the call of railroading—the great service of transportation—as it is of those who hear and obey the call to serve their fellow man through the channels of the law, the pulpit, the builder or the farmer. What are these duties, traditions, responsibilities, of the railroad man? Some comprehension of the plan or system as a whole, then a recognition and acquiescence in the necessity of fitting into, as did you, our particular notch, and a ready and cheerful obedience to rules and regulations. Soldiers and actors in the great plan, moved hither and thither if need be, happily if moved up, but uncomplainingly if moved down. Perform your duty, do your best, sacrifice yourself if need be; your comfort, your own particular choice of a home location, all matters of secondary importance; the good of the cause, the success of the system comes first, and our reward, that we have been a part of the great world's work.

Our disposition and the character that emerges from the anvil of our daily work, determines whether our way shall be smooth or rough. Coupled with the ready and cheerful obedience that must be given to the man higher up, can be consideration for the man lower down, and ready co-operation with our associates; fellow-servants, as the law books call us, justice and fair deal.

As a good example of these traditions and ethics of our calling, I give you our friend Mr. Dow.

Mr. Dow, while you have been with us as Superintendent of the Coast Division of the C. M. & St. P. Railroad, the best Railway System in the World, we have all learned to not only respect you as a superintendent should be respected, but to love you, for you have been considerate and frank, fair and kind; and not only interested in our work, but in those around you and under your authority, with a gift of a pleasing way of speaking and giving your orders that has invited co-operation and promoted efficiency. I want to say that this manner in you

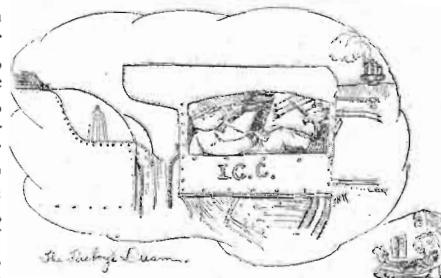
will never change, promotion to a higher position will never change your heart, nor cause you to be any other than FRANK. Every man who has worked under you knows that he will get a hearing and a just decision from you, qualities that are invaluable to one in your position. It is the possession of these qualities that account for the long affiliation with the one Railway Company; it has been good business to retain your services, and although corporations have no hearts, they have good heads.

Your career has been interesting; an Iowa plowboy coming up through the ranks to the important and responsible position you now hold, and now you are going on to a still more responsible post. For the benefit of your successor and he may be here now, may he see that he can surround himself with just such friends as now surround you. They are here for him.

Mr. Dow, I am speaking the heart and thought of every employee under your supervision that the same pen which has today caused our separation will again unite us. We need you and want you to return where we can say: "Hello, Frank."

Therefore, it is only fit and proper, and also a source of very great pleasure to us to present you with a small token of our great regard, and as you and your loved ones leaves for your new home and position, we want you to know that you take with you the best wishes of your Coast Division associates in the railroad work, and may we hope that the frigid winters and harsher clime that await you, will not congeal one drop of your native milk of kindness.

We shall miss you Mr. Dow, but we shall take pleasure in placing our full measure of loyalty and devotion to duty at the disposal of our new Superintendent, Mr. Rossiter. A firmer handclasp, a heartier welcome, a brighter sunshine, because he will find himself on arriving in his new file of endeavor, the Coast Division, "Out where the West begins."



Deer Lodge Notes

W.B.S.

C. E. Wood, Traveling Air Brake Inspector, formerly special apprentice at Deer Lodge, is the proud papa of a baby girl.

Tom Kingery has severed his connections with the Stores Dept. at Deer Lodge.

Miss Edith Jeffers has accepted a position with the Stores Department.

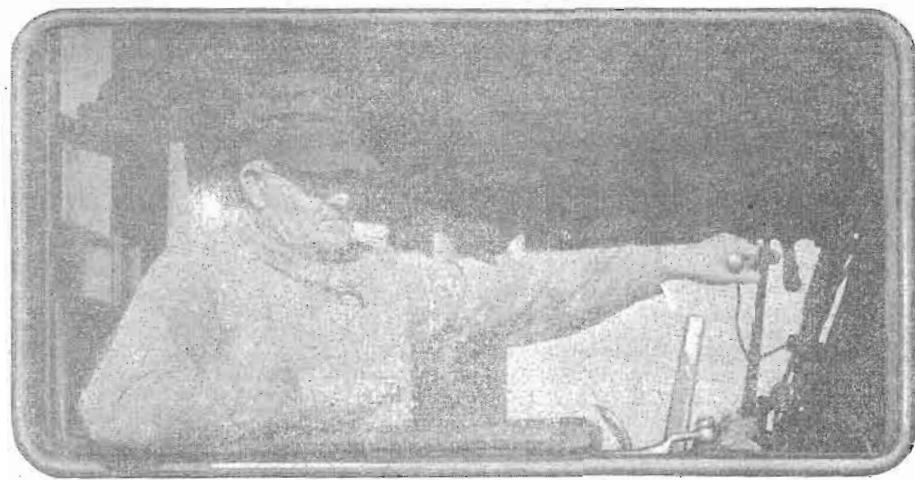
Joseph Miller, General Foreman, has returned from a visit to his old home in Michigan.

Mr. E. Sears is attending the Master Mechanics convention at Atlantic City.

Jack Van Ness, of the Store Department, was recently married to Miss Harriet Moulton, of Butte. Van tried to keep the marriage a secret, but didn't have much luck.

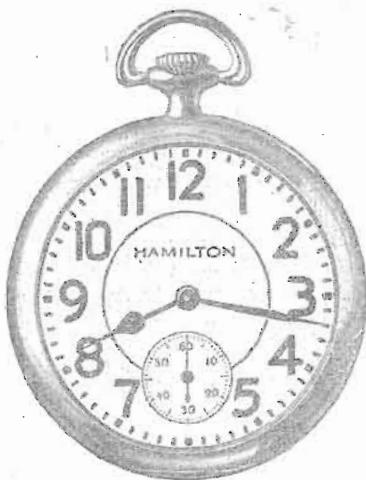
When Morris Lake wants to go home, better let him. He'll pop you on the nose if you hold him back.

Jack Thomas is getting a try-out for second base this year, but if he doesn't show a little better form as the season advances, they're going to farm him out to the West Side Jap team.



Engineer
Mansfield of
the Rock
Island,
"Memphis-
Californian,"
has carried a
Hamilton for
over twelve
years. His
choice is the
Hamilton 992.

All That a Railroad Watch Should Be — and More



The Hamilton 992 is the favorite of most railroad men as it will pass time inspection on any road. For other than time inspection service, we recommend the Hamilton 974, a sturdy timekeeper at a price within reach of everyone.

THERE are thousands of railroad men who have been carrying Hamilton Watches for twenty-five, fifteen or ten years. Ask any one of these men which watch they would buy if they were in the market for a new one, and the answer in 'most every case will be "Another Hamilton."

The reason back of this popularity of the Hamilton, among railroad men, lies in its dependability. The Hamilton is not only as accurate as a watch can be, but it can be depended upon to render real time service year after year. Performance and service have made the Hamilton "The Railroad Timekeeper of America."

That is what should interest you, as a railroad man, when you purchase a watch. When you decide on a Hamilton you invest in assured time service. It is just another case of the purchase of quality being "the best means to economy."

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

Hamilton Watch

"The Railroad Timekeeper of America"

SPECIAL COMMENDATION

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

M. Harnett, R. & S. W. Division on April 28th, discovered and promptly reported a broken rail about three miles east of Shannon.

Night Ticket Clerk Paul Mahoney, Portage, Wisc. while on a recent trip to Madison, met several acquaintances from LaCrosse who were intending to return from Madison to LaCrosse via a competing line. Mr. Mahoney prevailed upon six of them to patronize our line in preference and actually saw that the six tickets were sold to them. Active interest of this character on the part of employes to secure business will result in a very nice increase of our revenues.

Engineer L. Nordbye, Chicago Terminals on April 23rd discovered and promptly reported a broken end rail on No. 1 main, which doubtless averted a serious derailment.

Mr. J. Quinn, Chief Clerk, Spaulding, Ill., on April 21st, noticed a cracked and partly broken wheel on St. P. car 30211 in extra west, while train was passing his station. He immediately notified conductor in charge of the train and car was set out before any damage had been done.

Mr. George Gegare, Green Bay, Wisconsin, while on his way home from work in the Shops at Green Bay during a bad storm in February, discovered a rail with about fourteen inches of the ball broken out near the G. B. & W. Crossing. He stopped and flagged the snow plow, which probably prevented a derailment in the bad storm then raging.

Operator T. M. Stibb, Random Lake, Wisc., on May 5th, discovered about two feet broken out of ball of rail at Random Lake, and reported to the Dispatcher promptly, so that trains could be run through the passing track until repairs were made. This timely action no doubt averted a more or less serious derailment.

LaCrosse Division brakeman J. C. Davis, on No. 66, May 12th, discovered a brake hanger down, on one of No. 5's baggage cars while passing at East End of Portage Yard. He telephoned the dispatcher about four minutes before No. 5 was due to leave. Carmen quickly wired up the hanger and no delay was caused the train.

Terre Haute Division Conductor B. W. Long, on April 1st, discovered a broken rail at Greer and reported same so that proper protection could be given and repairs made.

T. H. Division Conductor L. E. Lane, on March 19th, while acting as brakeman on Transfer Extra 8262, west, discovered a broken arch bar on a car in his train at North Harvey.

T. H. Division Conductor M. F. Ernhart, on March 29th while in charge of Extra 7713, North, discovered a broken arch bar on his train as it pulled by him on Jasonville Hill. He stopped the train and had the pusher engine take the car back to Latta for repairs.

Operator J. C. Lucas, Delmar, Ill., noticed smoke at first bridge south of the tower at 5:15 P.M., April 11th. He got speeder out and went to the bridge, found it on fire and extinguished it with only slight damage to the bridge. The company much appreciates service of this character.

Dubuque Division for the seventh consecutive month occupies first place in the Efficiency Report. Percentage 98.

Excellent Work of An Invalided Employee

Operator E. E. Swan, Stewart, Minn., at present off on sick leave in Wilmot, Ky., still has an eye to the company's interests. He secured the following passenger fares for the Milwaukee; and to write his own words: "While

Chicago	To Montevideo, Minn.	Three	One Way
Chicago	To St. Paul, Minn.	Eleven	One Way
Chicago	To Minneapolis, Minn.	One	One Way
Chicago	To Minneapolis, Minn.	One	Round Trip
Chicago	To Spokane, Wash.	One	One Way
Chicago	To Seattle, Wash.	One	One Way
Chicago	To Mitchell, S. D.	Three	One Way
Mitchell	To Chicago	Two	Round Trip
Chicago	To Hettinger, N. D.	Two	Round Trip
Chicago	To Red Wing, Minn.	One	Round Trip
Chicago	To Hector, Minn.	Three	Round Trip
Chicago	To St. Paul, Minn.	Two	Round Trip
Minneapolis	To Chicago	Two	Round Trip
Chicago	To Snoqualmie, Wash.	One	Round Trip
Chicago	To LaCrosse, Wisc.	Four	One Way
Chicago	To Portland, Ore.	One	Round Trip
Chicago	To Missoula, Mont.	One	Round Trip

Appreciative of Our Service and Route

The following letter from the President of the John C. King Lumber Company is a pleasant tribute to good service which made an enjoyable trip.

Cleveland, Ohio, April 9th, 1924
Mr. F. E. Clark, General Agent,
Chicago, Milwaukee & St. Paul Ry.,
937 Union Trust Building,
Cleveland, Ohio.

Dear Sir:-
I want you and your officials to know that Mrs. King and I experienced a very enjoyable journey over the Chicago, Milwaukee and St. Paul Railway during our recent trip to Seattle, Wash.

On our arrival at Chicago we were met by one of your employees who conducted us to our reservation in the magnificent train, the Olympian. During the following forenoon we were gliding along the west bank of the Mississippi River and in the afternoon across the State of Minnesota, the following day through the great State of North Dakota and into Montana. At Harlowton the motive power was changed from steam to electricity and we continued on through the wonderland of America over the Rockies to Spokane, Washington, where we were met by your Mr. Warner, who endeavored to make our visit in that city a pleasant one. Leaving Spokane a few days later we continued to enjoy the hospitality of your employees and the magnificent scenery of the Cascades, and on our arrival at Seattle were met by your Representative Mr. Hillman, who offered us any assistance at his command.

I wish to say that all of your employees with whom we came in contact, Train Conductor, Porters, Stewards and dining car employees put forth every effort possible to see that we were well cared for at all times, and your dining car service was excellent.

We have seen other magnificent scenery in America, also the Canadian Rockies, however, Mrs. King and I agree none compares with that traversed by the Chicago, Milwaukee and St. Paul Railway through the mountain chains to the North Pacific Coast, and the operations of your trains by electric power eliminates the inconvenience of smoke, gas and cinders, and no jerking or jumping, just smooth gliding sensation, producing comfort and rest.

Will you kindly convey to the employees named above, the appreciation and thanks of the writer and Mrs. King for the many courtesies extended to us on this delightful trip?

Yours very truly,
John C. King.

Transportation Corps Association A.E.F. Hold Reunion

At the fifth annual reunion dinner, of the Transportation Corps Association, A.E.F., held at the Hotel Pennsylvania, New York, April 26th, Superintendent C. L. Whiting, Chicago Terminals, and Assistant Supt. N. A. Ryan,

this is not so very much, yet it will help a little and has required quite a bit of work getting them lined up. Some of them would have taken other roads direct to destination, but I prevailed on them to use our road part of the way, I may be able to add to this list some others before June 1st.

Three	One Way
Eleven	One Way
One	One Way
One	Round Trip
One	One Way
Three	One Way
Two	Round Trip
Two	Round Trip
One	Round Trip
Three	Round Trip
Two	Round Trip
Two	Round Trip
One	Round Trip
Four	One Way
One	Round Trip
One	Round Trip
One	Round Trip

Terre Haute Division, represented the C. M. & St. P. Ry. as well as Company D of the 13th Engineers.

About two hundred members of the Transportation Corps were present. This organization is composed of officers who were in charge of shipping and railroad transportation in connection with the United States Army in France, during the War. The President of the Association is General William W. Atterbury, who is Vice President of the Pennsylvania R.R. and among the invited guests of the occasion were General G. Dumont, Military Attaché, French Embassy, Washington, D.C.; General J. G. Harbord, President of the Radio Corporation of America; General George Harries; and Mr. S. M. Felton, President, Chicago Great Western R.R.

Colonel and Mrs. Whiting and Major and Mrs. Ryan were guests of Mr. S. M. Felton in his private car on the trip to New York. Colonel Robbins of the Erie R.R. also took a party in his private car, so that altogether a party of Transportation Corps officers numbering nearly twenty, including the ladies, made the trip, which Colonel Whiting reports as very enjoyable. He says: "I am satisfied if all of the members of the Transportation Corps of the American Expeditionary Forces realized the good time we had, and the old acquaintances we met, there would be a larger number next year from the Milwaukee Railroad". The next meeting is to be in Pittsburgh.

According to Instructions

Mother: "Mary, were you sitting on that young man's lap last night?"

Mary: "Why, yes—you told me if he got sentimental I should sit on him."

Can't Fool 'Em

Two colored gentlemen were engaged in conversation when one of them became very much annoyed by the persistent attention of a large fly.

"Sam, what kin' a fly am dis?"

"Dat am a hoss-fly."

"What am a hoss-fly."

"A hoss-fly am a fly whut buzzes 'roun cows n' hosses 'n jackasses—"

"You ain' makin' out for to call me no jackass?"

"No, I ain' makin' out for to call you no jackass, but you can't fool dem hosses."—Forbes Magazine.

Electric Power for Electric Railways

By C. M. DAVIS

Perhaps you have wondered at times just where the power that propels our trolley cars and electric locomotives come from, and how it is delivered to the trolley wire or third rail or probably you have never given the matter a thought, or perhaps don't even care. To the former it is hoped these brief remarks may be enlightening, and to the latter they may serve to arouse some slight interest in the very important and rapidly growing business of railway electrification.

In the first place it is taken for granted that everyone knows electric power is generated from coal by large generators driven by steam turbines, or from water falls by similar generators driven by water turbines. And further, that this power is conducted away from the steam or hydro-electric generating stations by means of wires.

The electric power as generated is seldom in the right form to be used for electric propulsion. It may not be generated at the right pressure or voltage or perhaps what is known as continuous or direct current is required whereas practically all generated power now-a-days is alternating current. Fortunately, it is very easy to change the voltage of the generated power or convert it from alternating to continuous current. Furthermore, either of these transformations can be accomplished with very little loss of power, in other words, at high efficiency.

*This paper was recently broadcast from Radio Station W G Y.

There are only two ways in general use in this country of getting electric power to the motor cars or locomotives; first, and most familiar, is the trolley wire; second, is the third rail. In either case, remembering that an electric power circuit must be continuous and complete, the track rails form one side of the circuit and the trolley wire or third rail form the other side. The circuit for the individual motor car or locomotive is completed by means of the trolley pole or pantograph mounted on the roof, or the third rail contact shoe mounted on the wheel truck.

Mention has been made now of only the two ends of the power system, namely, the generating end and the receiving end where the power is utilized. That part of the system in between differs, depending upon the form of power required for propulsion. A few roads like the New York, New Haven and Hartford, the Norfolk & Western, and one or two interurban lines use alternating

current. All the others such as the New York Central, the Chicago, Milwaukee & St. Paul, practically all interurban lines and every city traction system in the country use direct, or more correctly, continuous current.

Taking the alternating current roads first, the generated power is carried over transmission wires at the generated voltage to a number of distributing points called substations located as near as possible to the railroad and more or less equally spaced throughout its length.

At each substation along the route it is only necessary to change the voltage from that at which it is generated to that required for the trolley system, usually 11,000 volts. This change is made by means of stationary devices called transformers, no rotating apparatus being required. One side of the transformers receives power from the transmission line and the other side of the transformers supplies power to the trolley and track at the proper voltage for propulsion.

It will be seen that in the alternating current system the principle involved in getting the power from the generator station to the motor cars or locomotives is relatively simple. In the practical application of this system, however, several difficulties are involved. One of the most important arises because all the important alternating current electrifications in this country employ what is known as single-phase current. Such a current is rather awkward to generate and furthermore it must be either at or converted to, 25 cycles per second or less, a frequency which is rapidly going out of use.

The other form of propulsion power in general use is continuous current. In this system also the generated power is transmitted over wires to substations located along the route of the railroad. These substations are quite different from those employed on the alternating-current roads. The power which comes over the wires from the generating stations must be changed from alternating current to continuous current at the proper pressure before it can be applied to the trolley wire or third rail. Such a power conversion requires rotating apparatus in the form of what are known as motor-generator sets and synchronous converters. These machines receive alternating current power from the transmission line and, after conversion, deliver continuous current to the trolley.

The chief disadvantage of this system is that the substation apparatus is a

little more complicated and a little more delicate than the transformer substations of the alternating current system. It has the big advantage, however, that power is easily generated for it, or can be purchased without penalty from any generating station, and furthermore there is no restriction whatever in regard to frequency.

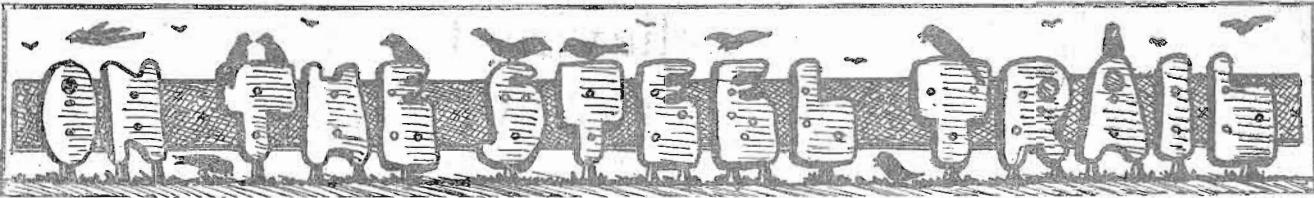
From what has just been said it is apparent that regardless of the kind of power used by the motor cars or locomotives, the same fundamental means is employed to get the power from the generating station to the trolley wire or third rail. It is first conducted over transmission wires to the substations where it is then transformed or converted into the required kind and at the proper pressure.

The natural questions now are; How powerful are the substations along the route, and how many of them are required? Unfortunately it is difficult to give an exact answer to these questions because everything depends upon the weight and speed of the trains and the density of traffic. A few round numbers may help give some conception of the quantities involved.

The substations along the interurban lines have capacities ranging from 500 to 2,500 horsepower. Those on main line railroad electrifications contain machines totaling from 2,000 to 8,000 horsepower. Suburban and large city systems, on account of the density of traffic require substations up to 25,000 horsepower.

As far as the distance between substations is concerned this not only depends upon the weight, speed and density of traffic, but it also depends upon whether alternating or continuous current is used and upon the voltage of the trolley or third rail system. The 11,000 volt single phase alternating current roads have substations distributed every 6 to 15 miles. On 600 volt continuous current interurban and suburban roads spacings of from five to twelve miles are usual, while an average of 30 miles is found on the 3,000 volt continuous current electrified divisions of the Chicago, Milwaukee & St. Paul.

You will see from what has been said that the manner in which electric power is provided for electric railways is one of the important problems in connection with railway electrification. And while from a popular and spectacular point of view the substations and distribution system may escape general observation, yet their necessity and cost must be held in mind if one is to obtain the proper perspective of the electrification problem as a whole.



Idaho Division

R.C.P.

Conductor Pat Sheridan has asked us to announce that the Pioneers Club will hold their annual meet at Spokane, June 26th and 27th and they are planning a big time. Headquarters will be at the Coeur d' Alene Hotel, Spokane. All pioneers Chicago west are urged to attend.

Roundhouse Foreman H. F. Belitz has been transferred from Malden to Minneapolis. Mr. H. H. Stewart was appointed in his place at Malden.

We are very sorry to learn that Operator Lawrence Keegan, who has been ill at his home for the past two years, died at Rockford, Wash. at 2 A.M., May 18th.

Chief Dispatcher Hays received a note from former Chief Clerk J. T. Sleavin who was recently promoted to position of trainmaster at Aberdeen, S.D. Jack said he likes his new work and all. Former division accountant J. C. Clark has been appointed to the position of Chief Clerk, Spokane.

Lineman Mike Palrski is away for the summer and Sam Sybrant will look after the lines around Spokane during Mike's absence.

Conductor Geo. Stilz and family have moved from Malden to Spokane. Geo. has the Spokane Avery time freight run.

Forest fires are threatening in this vicinity on account of no rain.

Conductor Ray Falck came back from the east and remained long enough to make a couple of round trips on the P.O.R. line then heat it back again.

Joe Gennler is going around the building with his chest sticking out four feet, a nine and one-half pound boy arrived at his house April 30th. He is already trying to arrange a fistic match for him.

E. E. Kilbourne, who has been confined to his bed since last December with the hip trouble which troubled him for years, was taken to Kansas City, May 16th, where he expects to undergo an operation.

Honest Jimmie

Jimmie Kearnes found \$20.00 on the street the other evening and chased the man that dropped it a half a block to give it to him. All Jimmie got for his trouble was a gruff thanks. Wait until Jimmie picks up some more money.

Heart of The Columbia Basin

Messrs Oxley and Rupp of the Examining Board, while at Othello, went rabbit hunting with M. F. Whalen, understand they saw rabbits all night in their dreams.

Trainmaster Vietch seems to think very little of our baseball team but actions speak louder than words, bring on your Union Station team or any railroad team you can get together.

Conductor Legiuous running trouble shooter, watching each east bound train for Thomson to come over and bump him.

Yard Foreman Donley is having his troubles these days getting a place to wash out the stock cars. But as good Samaritans, Mr. Weber and Miesenberg allowed him to use the car department fire hose.

Conductor C. J. Hutchinson and family motored to Prosser from Malden last week, Chet states, he has to come over to The Columbia Basin Country to see real roads.

Our Regular Sunday crew Chet Miller and boys fell down on us last Sunday arriving too late to do the necessary start, having to call on Conductor Johnson to come to the rescue.

Car Inspector Shoemaker has won all games in the league and has a record of 53 strike outs in three games, Tacoma, Ellensburg and Spokane papers please note. Inspector Irv. O'Leary has been promising us a home run but so far it has only been on the installment plan.

We have been economizing on rubber bands by cutting up old inner tubes but Conductor Collinges went us one better and brought the way bills inclosed in a foot of tire casing.

Had a report that Chief Clerk Jack Sleavin was called east to Washington on the oil investigation, was not surprised as Jack had the experience watching the fuel reports. Flash—J. T. Sleavin off at Aberdeen, S. D. promoted to Trainmaster. Good luck and success to you from the gang at Othello.

Spokane Freight Office Says These Things Are Seldom Seen Hereabouts

Roeche parting his hair.
Botchi without a case.
Fitz in a hurry.
Murray without tobacco.
Ray shook with high heels on.
Case without a grievance.
Gaub without a hat on.
Bomar taking it easy.
W. W. C. playing golf.
Gallagher waxing his mustache.
Keenan blush.
H.H.H. at work.
Wall wearing knickers.
Doyle without a grin.
E. V. White without specs.
Miller turn white.
McIlmoyle without ~~smoke~~.
Kamm in his own office.
Harvey without his cane.
McCaffrey picking a fight.
Torrence reducing.
W.A.S. helping Bomar.
Dyer out nights.
Gates singing.

Des Moines Division Items

Frenchy

We are sorry to announce the continued serious illness of Conductor H. C. Bellman, but received news today that he is improving. All of his friends on the division are hoping for his complete recovery.

Brakeman C. A. Lemley and wife have stored their household goods at Rockwell City for the present and are contemplating a trip to Illinois.

Train Baggage man V. C. White visited in Des Moines recently.

Miss Lillian Kemp, daughter of Section Foreman Wm. Kemp, visited in Des Moines during the latter part of May.

Mrs. Wm. Lorance, wife of Section Foreman Lorence, of Lohrville, died May 8th, the funeral being held at Lohrville, Saturday, May 10th. All of Mr. Lorence's many friends on the division will sympathize with him in his loss.

Mrs. H. Berman of Rockwell City visited in the home of Engineer Clyde Olson recently.

We regret to announce the serious illness of the elder daughter of Pump Repairer Tom Johnson. All of Mr. Johnson's many friends are hoping for her speedy recovery.

Mr. and Mrs. W. C. Moody desire to express their heartfelt appreciation of the many messages shown them and for the beautiful flowers bearing messages of love and sympathy, during the illness and death of their baby daughter, Myrtle Paxton.

We hereby extend the sympathy of Mr. Moody's many friends to him and Mrs. Moody during their bereavement.

We have the following regarding changes among station employees, etc., Mr. Harry Calhoun has been appointed Second Operator at Rockwell City. Mr. E. O. Watts, Third Operator at Clive, will bump V. C. McGee, Second Leverman at Fonda, after he has finished painting his house. Agent Carl Osborne at Jefferson is off for a month's vacation and is being relieved by C. E. McGrew. H. H. Jacobs is relieving Mr. McGrew at Jefferson. Agent C. J. Zehr, at Boone has recovered from his recent illness and is again on duty. A. C. Jacobs is relieving O. M. Case, Agent, Adel while the latter is attending the ORT convention at Cleveland, Ohio. H. B. Dyson, Operator at Adel, has returned from a trip to Seattle and reports fish markets well supplied with fish whether streams were or not.

Conductor P. A. Gifford is taking a few days vacation and is being relieved by W. J. Caskey. Conductor Cramer has returned from a month's vacation. Says there is no place like Minnesota for good fresh air.

The bowling season has closed, baseball season has opened, and one of our charter members of the fan type says one of our engineers has some dandy season tickets, says he knows. Checkers still going strong, in fact stronger than ever, having grown to be so popular they are enlarging the membership until it covers the entire station, basement to attic, even some of the girls are reported to have been looking on. (Wonder if they are barred from membership).

Wisconsin Valley Division Notes

Lillian

Mr. Charles Schlieff, Machinist, has been laid up with an injured foot for about three weeks. The accident occurred while at work on April 15th replacing a front end door ring.

Mr. Matt LeSage and Oliver Whittington have returned to Tomahawk to remodel some of our engines. The sweet refrain of "Just Break the News to Mother" has been missed by the Wausau employees. Hope it is appreciated at Tomahawk as much as it was here.

Miss Mary Linehan, daughter of Conductor John Linehan, is receiving medical attention at the Sacred Heart Sanitarium, at Milwaukee.

Mr. J. Horn, Roundhouse Foreman, has moved his family to their new home on Sturgeon Eddy Road.

It is with deep regret that we report the death of Miss Rosemary Dexter, oldest daughter of Mr. and Mrs. John E. Dexter, which occurred on April 30th after a week's illness with pneumonia. Funeral services were held at St. Mary's Church on May 3rd. The entire division extends sympathy to the grief stricken family.

Mr. and Mrs. Rasmussen and family making preparations for an extended trip to Denmark to visit with Mr. Rasmussen's parents. They expect to leave early in June and will return some time in October. This will be Mr. Rasmussen's first trip abroad since leaving home when he was nine years of age.

Mr. and Mrs. G. E. Stoddard and family of Bensonville, Ill., were in Wausau attending the Dexter funeral.

Mr. and Mrs. Joseph Shira are rejoicing over the arrival of a baby girl, Mary Joyce. Mrs. Shira formerly was Miss Helen Conklin, time-keeper in the Superintendent's office.

The Famous Nelson Brothers, Gerald and Morris, of the roundhouse, have purchased a Vélie Six—STOP—LOOK—and LISTEN GIRLS.

Fred Gibson is visiting at Chicago for a few days.

Mr. and Mrs. John Biringer have returned home from a six weeks' visit along the Pacific coast.

Mr. S. Geo. Streeter, Mrs. Bert Nelson, Mrs. Jesse James, Mrs. Geo. Sullivan and Mrs. Ralph Hintze returned from Fond du Lac where they attended the State Union of the Grand International auxiliary to the Brotherhood of Locomotive Engineers, which drew several hundred delegates and visitors from all parts of Wisconsin. Business sessions were held during the day, followed by a program and dancing in the evening. They all report a splendid time.

Notes From the Local Office and the Docks, Tacoma

R.R.T.

Mr. Alleman was one of the speakers at the farewell banquet tendered to Mr. Dow, our Superintendent, now transferred to the Superior Division. We hear that he acquitted himself with his usual eloquence and spoke with much feeling in voicing the sentiments of the Tacoma contingent at losing our popular Mr. Dow.

Mr. Ralph Bement, Assistant Agent, was absent on a two weeks' vacation and has now returned to work and ready to lead the strenuous life again. During his absence Al Goldsborough, revising clerk and universal compendium of rates, acted as Assistant Agent.

Mrs. Margaret Christiansen, formerly Miss Margaret Bolander of the dock force, was also on a two weeks' vacation in the first part of April. We have not been informed where she spent it, it being a little early in the season for the beaches even in this balmy climate, but she managed to acquire a considerable coat of tan.

During Mrs. Christiansen's absence, Miss Gwendolen Guslander, Assistant Bill Clerk, filled in on her job. We regret that Miss Gwendolen was on the sick list for a few days recently; fortunately she is now back at work.

Tom Dolle of the Oriental Department was off for a brief vacation early in April and he put in the time painting his palatial residence in the North End. During his absence Ray Powells, otherwise known as the Duke of Yokohama, our tall and handsome Assistant Accountant in the Oriental Department, handled Tom's work also.

This seems to be just one continuous record of vacations. Another one who had the spring fever and had to lay off was Captain Kirby, janitor at the Docks, who spent nearly the entire month of April visiting relatives in sunny California. He is non-committal on inquiries whether he was disinfected for the foot and mouth disease before being permitted to reenter Washington.

Jack McKay, Assistant Warehouse Foreman, at the Local Office, was also off for a week's visit in his old haunts in and around Spokane. No wonder that Tubby Gleb ran wild while Jack was unable to keep his paternal eye on him, for we are credibly informed that Tubby, before a confirmed womanhater and gunshy at the mere mention of a lady, was recently seen riding in Archie Long's automobile with a fair damsel on either side of him. We shudder at the mere idea of the leap-year dangers to which Tubby in his youthful lack of experience is thus exposing himself. Fortunately Jack is back again to protect Tubby.

Lester Prescott, Yardmaster's Clerk, at the Yard Office, was also on vacation in April, but never got any farther away than Aberdeen, Washington. We are glad to see him back. During his absence Mrs. McKay handled the interchange with her usual efficiency.

Relieving Congestion in Crowded Terminals

One of the most effective applications of electrification is in meeting the increasing requirements for terminal facilities. The volume of traffic into some terminals is so dense that the limit of their capacity under steam operation has been reached. To continue to operate all lines into the terminal by steam would necessitate immediate and extensive physical enlargement of the terminal property, which in the heart of a city is a difficult and expensive undertaking. Under such conditions railroads turn to the electrification as a means of obviating or at least deferring such enlargement.

A striking example of such an application is found in the Pennsylvania Railroad's electrification of its suburban lines out of Broad Street Station at Philadelphia. Track conditions here are particularly bad, since all traffic to the sixteen station tracks must pass through a yard throat of but eight tracks. In spite of the routing of some through trains through North Philadelphia, it was found that the approach tracks were loaded beyond their capacity. Congestion at the throat is due to the regular scheduled train movements in and out of the station and to the shifting back and forth of cars in making up trains. By the substitution of self-propelled cars for those hauled by locomotives, the number of non-revenue train movements is reduced.

The Broad Street Station is a stub-end terminal, and it is easily seen that a multiple unit train can come in and is ready to go out on another run as soon as the engineer walks up to the head end, whereas steam operation would necessitate considerable manipulation before the train is set with the engine at the head end, ready to go out. Electrification has reduced congestion in this terminal by decreasing from eight to two the train movements per train turn-around, thus cutting down the amount of heavy switching through the yard throat. Extra cars can be added under their own power without the use of a switcher locomotive.

Another advantage of multiple unit operation is the great flexibility in the make-up of trains. The size of trains is not limited by the engine power available, since each car carries its own motors. Cars may be added or sub-

tracted at will, according to traffic conditions. A single engine would be overloaded at peak loads and underloaded at very light loads, but with multiple unit cars the motive power is always proportioned to the size of the train.

The rate of acceleration, also, will not fluctuate so much with load, and the rapid acceleration made possible by power applied to a large number of wheels, permits increased scheduling speeds. The former Philadelphia-Paoli steam schedule has been reduced by seven minutes, and an average of 94% of the trains are on time as compared to 82% with steam.

Everyone, travelers and right-of-way neighbors included, appreciates the absence of smoke, soot, cinders and obnoxious gases emanating from the stack of the puffing locomotive. In even ordinary operation it is desirable; in long tunnel service it is almost necessary; but in subterranean operation into underground terminals as in New York City, it is indispensable. The value of land contiguous to electric roads is increased by smoke abatement and the benefits accruing from a satisfied patronage and a friendly public are many.

The Pennsylvania Railroad now has electrified two of its heaviest suburban lines out of Philadelphia and with 130-motor cars has succeeded in relieving the congestion in the Broad Street Station long enough to take care of a number of years growth in traffic. Each motor car is equipped with 2 Westinghouse motors and Westinghouse electro-pneumatic control with automatic acceleration.

The Long Island Railroad, running out of New York, was the first road to use electric operation on an extensive scale, and results have fully justified its use. It now handles the heaviest suburban traffic in the world, and last year carried over eighty six million passengers. It uses both motor and trailer cars, each of its 738 motor cars being equipped with 2 Westinghouse motors of 215 H.P. and electro-pneumatic control with automatic acceleration.

In every application of multiple unit equipment to heavy suburban service, it has given a speed and flexibility to operation not possible with other forms of locomotion.

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More Than Pleased

Your camera reached me O. K., and I was surprised at the work it does. I have taken several photos and some as good as I have ever seen taken with any camera. Everybody that sees the work of the "Mandel-ette" says it is fine and I am more than pleased with it. Vernie Gosle, Northome, Minn.

\$18 in Two Days

I wish to say that I am well pleased with your camera. I am using my Mandel-ette this week at the Bedford County Fair. I've made about \$18 so far with my Mandel-ette and today is only Tuesday. Ike Thurman, Jr., Shelbyville, Tenn.

Takes Pictures on Dark Day

I am perfectly delighted with the "Mandel-ette." I have had very good success never before to have handled a camera et al. I can say it will do all you claim. I have taken a picture which shows a Mt. more than 4000 feet away and on a very dark day. Jas. H. Hubbard, Penhook, Va.

Anyone Can Use Them

Received the "Mandel-ette" and supplies Saturday evening. Sunday morning we began to take pictures and had very good luck. It is sure simple enough. Anyone can use them. We could not get along without ours. Mrs. R. U. Iddings, Mapleton, Ia.

Amazed at Minute Camera

I am enclosing pictures taken with my Mandel-ette to show you gentlemen what I am making. Nobody can put your instructions. I am making pictures with great pleasure and my friends are amazed at your very high grade minute camera. C. Saturm, Santa Ana, Alaska

ONLY 10,000 of these marvelous, instantaneous picture-taking and making cameras to be sent out absolutely on approval without a penny in advance just to prove that it is the most wonderful invention—the camera sensation of the age. So you must send for it quick! Just think of it—the new Mandel-ette.

**Takes and Makes Finished Pictures
INSTANTLY!**

You press the button, drop card in developer and in one minute take out a perfect, finished post card photo $2\frac{1}{2} \times 3\frac{1}{2}$ inches in size. Camera, itself, is about $4\frac{1}{2} \times 5 \times 7$ inches. Loads in daylight 16 to 50 post cards at one time.

No Films-No Plates-No Dark Room

Not a bit of the muss and bother of the ordinary kodak or camera. It is instantaneous photograph! Universal focus lens produces sharp pictures at all distances. Pictures develop and print automatically. Can't over develop. Results positively amazing.

We Trust You

No difference who you are, where you live or what your age, we will send you the complete Mandel-ette outfit absolutely on approval and give you ten days to test it. But when you see what elegant pictures it takes—so quick, so easy, with no trouble at all—if you wish to keep it you simply send us 50 cents a week until our special price of only \$10.00 is paid.

Easy Payments-No Reference

No red tape of any kind. Weekly payments so small you will not notice them. Simply fill out and mail the coupon today. Send no money. No references required. Lots of fun and big profits.

No Experience Required

Plain instructions and everything complete with outfit so you can begin taking pictures the moment it arrives. We guarantee that even a child can operate it. Mail the coupon now. No risk or obligation to keep camera.

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Desk 225, Chicago, Illinois

Send me at once complete Mandel-ette outfit including supply of post cards and instructions. I agree to examine and test your outfit during a period of six weeks and if satisfied pay \$10.00 in advance, otherwise I'll return it at end of 10 days.

Name.....

Street and No.....

Town.....

Store Room Sparks, Dubuque, Iowa

S. A. Matter

Saturday the 26th of April, was a most memorable day in the world of sports. On this never-to-be-forgotten day was played the greatest and fastest game of base ball ever recorded. It was the occasion of Reynold's Colts coming in contact with that aggressive combination known as Horsfall's Pets. The Colts represented the Shop Accountants while Horsfall's formidable aggregation took the helm for the Store Department.

It was snap and go from the moment the umpire made the announcement at 1:30 P.M. until the finale of this remarkable performance which occurred at 6 P.M.. Reports differ, but most of them aver that 20 innings were reeled off, the final score being 48 to 47 in favor of the Pets.

The feature of this most interesting game was the batting of Adam Elam Hoefer who was credited with nine home runs resulting in the loss of as many "two bit" league balls. Ira Bjorkus Doty's pitching was sensational, having struck out 38 opponents.

The tragical as well as the ludicrous happenings were many and varied. What may of been a fatal accident occurred when Justinian Brandt was hit between the eyes by a batted sphere. Four days later a beautiful purple still prevailed in the close proximity of Red's dimming orbs. Another strange occurrence during the encounter was the spiking of "Ashes" Horsfall by Monroe Cyril Royce. After the dust cleared away it was discovered that several inches of leathery epidermis was missing off Horsfall's features. However, no ill feeling prevails, as Royce promises to make good Horsfall's loss by the voluntary contribution of skin to be obtained forcefully from the anatomy of Felix Randus Poire.

Another event worthy of mention was the judicial umpiring of the game; as also the active work of the spectators, who lost no opportunity to deride or to make targets of the opposing players. The water boy, Barney L., is deserving of creditable mention for services volunteered. He served no less than twenty pails of Aqua to the thirsty combatants. The Pets possessed an active mascot in the person of Wm. (Doc) Welsch. He proved a veritable Nemesis (?) to the disconcerted Colts. By his original antics in kicking them in the ribs or striking them gently on the head with a base ball bat he finally succeeded in bringing about their defeat. For his loyalty he was awarded a second hand, empty bill fold.

Mrs. Williams, formerly Miss Coral Frost of the Dock forces, helped out for a few days recently as Assistant Bill Clerk. It seemed pleasant to see her back among us again.

Miss Sophie Hansen, Chief Timekeeper, is busy these days with preparations for her vacation trip to Chicago, for which place she leaves May 12th. She is going to show the natives back there a wardrobe that will make them sit up and take notice. We hope she will have the best of times while away (by the time this is printed she will no doubt be back at work).

Chester McLennon and Al Goldborough, as the two handsomest men of the force, were specially invited guests at the farewell dinner recently given to Division Freight and Passenger Agent E. A. Lalk, transferred to Milwaukee as General Agent. We were not there to admire their manly beauty, but we are informed that arrayed in their "soup and fish" they were the cynosure of all eyes and outshone nearly everybody there.

Mr. Rouse of the Abstract Division is away on a brief vacation which unfortunately will have to be spent at home attending to the wants of Mrs. Rouse who has been an invalid for over two years. We know how tenderly he cares for her and tender our best wishes for her recovery.

Miss Willa Linsey, Expense Clerk, is no longer under the necessity of patronizing the street cars for going home in the evening for during the past few weeks a Ford coupe has been on hand promptly at 5 P.M. to take her home. Our detective bureau is on the job and will soon have discovered the identity of Miss Willa's handsome friend.

Miss Frieda Marty, Mr. Allenman's stenographer, recently entertained all the office girls at a chicken dinner at her new home. They report a wonderful dinner, which did great credit to Miss Marty as a cook, and had a splendid time all around. The bachelors on the force are quiet envious, but Miss Marty says she hasn't chairs enough to seat them all.

Statics From the Joint Offices of Marion

Chief Clerk Alice McGuire, in the Chief Carpenter's office came home the other evening and was much surprised to find her place of abode occupied by a strange creature. Alice, who is not afraid of anything except a strange man scooted down stairs in search of enlightenment only to find another stranger. Becoming alarmed she awoke the household and found, much to her surprise; Ernest Failor's and Leonard Anderson's clothes stuffed with pillows, the Strange Creatures, and then Alice went back to Wonderland.

Alice Cornelius, the popular Type Pounder in the Mechanical Office has kept her promise of washing the dishes every night very faithfully after having her hair bobbed.

Lucile Klumph, the Mary Pickford of Marion, has also had her locks shingled. Irene LeVasser had hers clipped too and Beulah also had the barber use the scissors profusely and is able to teach shorthand to the Store Department Gang a great deal more efficiently.

Walter Applegate, the Stogie King of Marion, is contemplating upon entering the movie game as a competent successor of Theodore Roberts.

Cowboy Failor of the Store Department is taking a strenuous correspondence course in lassoing. He says he's gonna lasso all the fair women in Marion, Mapleton included too.

Leonard Anderson who has been doing Solo and Serenading work about Iowa City has just signed a 10 week contract to appear as End Man with the Spring Minstrel Theatrical Company. With his delightful voice and horrible Ukelele, a treat may be expected soon.

Has everybody noticed the recent variations expressed on the countenance of Blanche Remington, Type Ticker in the office of Division Storekeeper? It appears that of late, one of the important individuals of the city of Cedar



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The whole world loves QUALITY~honors QUALITY
in the office of the executives,
in the shack of the yard watchman
The ambitious carworker
plying his tireless energy and
skill to the production of better
cars, is invested with greater
ability and greater effort through
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Fisher Bldg., Chicago, Ill.
Todd Building, Louisville, Ky.
Mutual Bldg., Richmond, Va.
Munsey Bldg., Baltimore, Md.
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KEEP your power in shape
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failures or delays—and with
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Owning Your Own Home

By R. C. RISCH

Manager Savings Department, First Wisconsin National Bank

Every young married couple looks forward to the ultimate ownership of a home of their own, but too often they are unwilling to take the trouble, or do not know how, to work out the solution of the financial problem involved. And yet it is just a question of relative values. In other words, the young couple should ask each other, "What do we want more, a home of our own, or temporary pleasures that leave no lasting benefits?"

It is doubtful whether it is worth while to skimp or slave or deny one's self all pleasures just for home ownership, nor is it usually necessary. It is possible, by skillful financing and systematic saving to live a normal, enjoyable life and at the same time work toward the realization of the home of your dreams.

To the average couple, the first essential is the accumulation of a sufficient sum to buy the lot or to make a substantial down payment on a home that is already built. This can usually be done efficiently through the depositing of regular amounts in a savings account.

To figure out a plan whereby that regular deposit may always be ready at the specified time. The best way that I know of is by budgeting the family income. Many banks have recognized their obligation to aid their customers and the community to handle their finances efficiently, and supply household budget books for that purpose.

The best way to operate a home budget is to get one of these books, and determine to stick to using it until your purpose is accomplished.

Rapids has acquired the habit of exercising his Ford Coupe in and around the vicinity of Irish Hill. It is rumored that Miss Remington has accepted a position as a regular passenger in this conveyance. Fear is felt among the railroad circles, especially the morning immediately following such escapades as above described that Miss Remington will soon be on the path which has a number of times previously lead to the altar. Remember, Blanche what the year 1924 expresses and do your stuff.

To the friends of Charles Laird in Minneapolis Dist. Accountant's Office, it might be of interest to learn that Charles having been present at the recent appearance in Cedar Rapids of "Car Norman", Female Impersonator, has since acquired the thought that he himself had missed his calling and several times of late there has appeared upon the streets of the little city of Marion, a vision, distinguishable from the feminine beauty such as often appears on magazine covers, only by the existence of incredibly long pedal extremities. Such friends as are desirous of securing photographs of Mr. Laird, expressing very vividly the physical likeness of his charms as appearing in various postures, may obtain copies of the same by addressing Miss Blanche McGuire or Miss Fern Avery of Marion, Iowa.

Carl Oxley, the Division Accountant, is a style show all by himself these days with his new derby and side burns.

Cal Lothian, our popular Bookkeeper, has departed for Los Angeles in search of his Sweet Mamma. Cal says he is going to bring back about a ton of grapes which will make the old

Such a budget book provides columns to record your income and expense. The first step is to set down your fixed expenses, such as rent, light, heat, telephone, water, insurance, etc. Then figure a suitable allowance for food, clothing, charity and amusement. Next see how much you have left to save. If it is not enough, begin to cut on the amusements and on other items where the cuts will not be detrimental to your health. When you have once decided on what you should be able to deduct, save it first and take it to the bank before you get a chance to spend it.

It is often desirable to split your savings into two accounts, one for emergencies and one for the permanent home fund. In this way you will not be tempted to cut into the fund you expect to use for home building.

When your building fund has reached the point where it represents from 25% to 35% of the amount you plan to put into your house and lot, you can proceed to finance the rest of it through a mortgage loan agency or a building and loan association. Ordinarily the amount invested in the building should not exceed four or five times the cost of the lot.

There are many other phases of the home building program which require much attention to detail but it is not the province of this discussion to go into those matters. Where there's a will, there's usually a way, but a great deal depends upon how badly you want the home. Systematic saving will accomplish the result for those who sincerely desire it.

cellar a merry place this winter.

Miss Winter is the new Comp. Operator in the Accountant's office. The name sounds kind of chilly, but names like dreams are always contrary.

Music Circles were started by the refusal of Sophie Estes to sign a contract rendered her by the Up-And-Ready Saxophone Orchestra.

Joe Ovington is going to join the circus. Joe is going to be the lion and growl. Hatch HeWitt is going to be the specter and Starr Klink will play the organ.

Lester Cleveland is now convalescing. The hearty good wishes of the gang are extended for his speedy recovery.

Marty Maher would rather live in Marion than Omaha or New York, wouldn't you Marty?

Hannah Johnson is now sojourning in the Sunny South.

Emma DeLong is in St. Louis undergoing a minor operation. Best wishes to you Emma from the gang.

The Colonel Utsie of the Superintendent's office has joined the Volunteer Fire Association of Marion, whispers of the ladies. "When Idelle Fullerton gets her hair bobbed, so will I".

Frank Cleveland, lustrous Chief Timekeeper is swinging his pen to the regularity of the clock pendulum.

Welcome to our city Olic. I ban from Minneapolis, too.

Verto Reichard, Chief Clerk to the Superintendent, was forced to do the house work a few days last week on account of the illness of his wife.

Storeroom Sparks, Dubuque Shops Iowa

S. A. Matter

Saturday the 26th of April was a most memorable day in the world of sports. On this never-to-be-forgotten day was played the greatest and fastest game of base ball ever recorded. It was the occasion of Reyold's Colts coming in contact with that aggressive combination known as Horsfall's Pets. The Colts represented the Shop Accountants while Horsfall's formidable aggregation took the helm for the Store Department.

It was snap and go from the moment the umpire made the announcement at 1:30 P.M. until the finale of this remarkable performance which occurred at 6 P.M. Reports differ, but most of them aver that 20 innings were reeled off, the final score being 48 to 47 in favor of the Pets.

The feature of this most interesting game was the batting of Adam Elam Hoefer who was credited with nine home runs resulting in the loss of as many "two bit" league balls. Ira Bjorkus Doty's pitching was sensational, having struck out 38 opponents.

The tragical as well as the ludicrous happenings were many and varied. What may have been a fatal accident occurred when Justinian Brandt was hit between the eyes by a batted sphere. Four days later a beautiful purple still prevailed in the close proximity of Red's dimming orbs. Another strange occurrence during the encounter was the spiking of "Ashes" Horsfall by Monroe Cyril Royce. After the dust cleared away it was discovered that several inches of leathery epidermis was missing off Horsfall's features. However, no ill feeling prevails, as Royce promises to make good Horsfall's loss by the voluntary contribution of skin to be obtained forcefully from the anatomy of Felix Randus Poire.

Another event worthy of mention was the judicial umpiring of the game; as also the active work of the spectators who lost no opportunity to deride or to make targets of the opposing players. The water boy, Barney Detten, is deserving of creditable mention for services volunteered. He served no less than twenty pails of Aqua to the thirsty combatants. The Pets possessed an active mascot in the person of Wm. (Doc) Welsch. He proved a veritable Nemesis (?) to the disconcerted Colts. By his original antics in kicking them in the ribs or striking them gently on the head with a base ball bat he finally succeeded in bringing about their defeat. For his loyalty he was awarded a second hand, empty bill fold.

Our friend Glenn Lake, whose cognomen is repeatedly confused with town or bodies of water, played on the Colt's side. He innocently provided much merriment in his apparent loss of equilibrium while rushing to certain bases. This tumbling hobby is becoming quite popular and was inaugurated recently by the Prince of Wales.

Francisco Reynolds of the Colts was unexcelled as short stop. His brilliant efforts to stop the ball would gladden the heart of any scout from the big leagues. Out of several "hot" liners towards short he succeeded in missing all of them. This is a record rarely duplicated by Comiskey himself.

Lester Hebron Schenker was on the diamond entertaining the crowd with verses from the Miserec. His singing helped to put the place in the desired mood. This mood coincided with the game.

Herbert Baumhofer was one of the outstanding pet boosters at the game. At the close of the fray it developed that his exertions brought about a severe case of ballitis which may necessitate another trip to Rochester for treatment.

Gleanings From the River Division

Margaret Maher

It really would not be amiss to say that spring surely must be lurking around here some-

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"I am getting used to the cold weather that I hardly had one would think that this word 'cold' was not to be used by us respected citizens. But of course the old saying goes that all good things comes to those who wait—so here's waiting.

A very interesting coal conservation meeting was held at Wabasha, April 22nd, conducted by Trainmaster J. W. Blossingham. Fuel Supervisor Mr. Rowan gave a highly instructive talk along practical lines which was greatly appreciated by those in attendance. Heard one engineer say "That fellow sure does know what he's talking about". To add to the interest of the meeting Superintendent Rossiter spoke and gave some very good suggestions and as usual was received with keen interest.

On April 23rd, Assistant General Manager Mr. C. O. Bradshaw and Mr. Cook, Asst. Purchasing Agent, stopped at Wabasha in their private car "Indiana". These gentlemen were most favorably impressed with Wabasha and the surrounding country, but oh my, if they happened along here when Mother Nature was all dressed in gala attire! He hopes that they will return for we can promise Mr. Bradshaw the best of fishing. Everyone was pleased to have these gentlemen come and hope that they will be back again.

General Car Foreman G. Larson made his usual trips of inspection over the Division the past month. Always glad to have Mr. Larson call as his congenial and likeable manner has won him many friends and the co-operation of all the employees. But Mr. Larson says he does enjoy gardening and I'll bet he doesn't stand leaning on the hoe either.

It is with the utmost regret that we mention the fact that our Superintendent D. E. Rossiter has been transferred to the Coast Division with headquarters at Tacoma. Mr. Rossiter has been Superintendent of the River Division for the past five years and during this time has acquired a host of staunch friends and has always enjoyed the heartiest co-operation of every employee on the Division. All on the River Division regret the departure of Mr. Rossiter but send with him their best wishes and hope that he will enjoy the best of everything and success to the Nth degree. Mr. L. T. Johnston comes to the River Division as Superintendent. Mr. Johnston is not a stranger to all of us, he having formerly been Trainmaster on the River Division. We welcome you, Mr. Johnston, and assure you of the same co-operation that we gave our former Superintendent.

For some time it had been rumored that Mr. Fleming was going to indulge in the luxurious driving of a new coupe but now that report has been realized for he drives around with an Oldsmobile Coupe. Now I guess we will have to stay on the side of the road.

Cashier R. E. Thompson at Wabasha has accumulated a menagerie. Now of course I am not going in to detail and relate just what this menagerie consists of but if anyone wants to know call at the freight office and see the lion tamer, oh I mean the lion.

M.C.B. Inspector Tal Hughes called at Wabasha during the past month and stations on the River Division. He gave favorable report on the work at Wabasha. Always glad to have Mr. Hughes call—come again.

Have heard some very favorable reports about some folks on the River Division. Of course it wouldn't do to mention any names.

District Master Mechanic John Turney made trips of inspection over the River Division the past month. Mr. Turney is always welcome as his words of advice and recommends are always received and put into practice.

Special Equipment J. Hayes is supervising the installing of new machinery in the coal hoisting plant at Wabasha. This work has necessitated having a clam shell here for the purpose of hoisting the new boiler into place. Crane Operator

Roy Ostrom will be greatly pleased with his new engine.

District Boiler Inspector H. J. Wandberg tested the boilers on the Wabasha, C. V. and River Division the past month. Mr. Wandberg seemed to be very pleased with the conditions at the various points where the boilers were located.

Olympic Division Chatter

B. A. 6256

General Manager M. Nicholson, Assistant to General Manager E. H. Barret and party made a trip over the Olympic Division the first of the month.

Superintendent Mott Sawyer made a business trip to New York and was accompanied by Mrs. Sawyer.

Everybody is glad to see Conductor Haggard back on the job, after a short sick spell.

Lucky Bob Gregg won a Ford for ninety-six cents and sold it for fifty dollars. He is now wondering where to spend his vacation.

News is scarce, but business is good. Two crews added to the list.

If the eighteenth amendment is going to take our coffee away from us we are wondering who will inspect our watches at COFFEY'S Jewelry Store.

W. B. S. Deer Lodge Notes. When the goat getting remark, "What do you say now?" gets your goat, spring this one on them. Ans. It's ten to. Ques. Ten to what? Ans. Ten to your own darn business.

We haven't any bobbed hair on our division now, but Miss Turner says she will make it 100% soon.

The fishing season is open and everybody is wearing a smile like "fish" and even I caught a mess.

What is a Knocker?

If the following definition is true let us hope we haven't one on the C. M. & St. P.

"After God had finished the rattle-snake, the toad and the vampire, He had some substance left with which He made a Knocker. A Knocker is a two-legged animal with a corkscrew soul, a water-soaked brain, and a combination back-bone made of jelly and glue. Where other people have their hearts, he carries a tumor of rotten principles. When the Knocker comes down the street honest men turn their backs, the Angels weep tears in Heaven and the devil shuts the gates of hell to keep him out. No man has the right to knock as long as there is a pool of water enough to drown his body in, or a rope to hang his carcass with. Judas Iscariot was a gentleman compared to a Knocker, for after betraying his Master, he had enough character to hang himself, and a Knocker has not."

(Island Motorist).

Mother Goose

Jaywalker, Jaywalker, where have you been?
Out to the Bughouse to visit my kin.

Fullerton Avenue Building

J. T. Griffin

Mr. F. F. Grabenstaedt was appointed Chief Clerk in Auditor Expenditure's Office. His co-workers presented him with a basket of flowers.

Mr. A. C. Saita was appointed Superintendent of the building and his former employees presented him with a gold watch and basket of flowers.

Mr. W. Grubfahr was presented with a brief case from the clerks in the Payroll Bureau, he being transferred to the Central Time Keeping Bureau.

Beatrice Rosen, Auditor Expenditure's Office is wearing a large diamond.

H. L. Snyder of the Assistant Comptroller's Office, has purchased a "Henry" and took his friends—Frandsen and Rushrock with him over to the garage to get the car. Harry did not

want to do any damage so he turned around in the garage, so he brought Frandsen with him to back the car out on the street. After several hours' effort, they succeeded in getting the car going, and after this laborious work, they all felt hungry, so Harry ordered lunch for three. Expensive to own a Henry, Harry, so he now thinks the open air garage the best.

Pearl De La Barre of the Car Accountant's Office is a lover of the out door life, if she is not on a hike with her girl scouts, she is digging the garden at home. She can use the spade with great skill.

The clerks in the "C" Bureau, Car Accountant's Office, presented Liminilla Dostal who was recently married, with a luncheon set and silver tray when she left for St. Louis, Mo.

Mr. C. E. Becker, Car Accountant's Office, is much concerned at late over the high cost of living, etc. He is to be seen talking to his girl friends seeking advice as to the cost of furniture and other household articles. In traveling from Austin to Maywood, two or three times a week, he has ample time to think it over, and if he will take a trip over to Washington Boulevard and see the new apartments being erected and the different inducements they are offering, he will not think it so bad.

Miss Pearl Peterson of the "C" Bureau, Car Accountant's Office is spending the summer with friends at Grace Lake.

A Miscellaneous Shower in honor of Florence Haeger was given by her girl friends of the Auditor Station Accounts Office, those present were; Rose Seleske, Betty DuFay, Caroline Wackreh, Anne Wade, Nona White, Viola Thun, Rose Hoffman, Myrtle Olson, Rose Koerner, Katherine Walters.

Miss Haeger was married on June 7th, and was the recipient of an Electric Percolator, given her by the employees of Auditor of Station Accounts, from all indications there will be another shower in the Demurrage Bureau, soon, and by the way, what is the matter with the Balance Sheet Bureau?

Mr. Jno. Foreman, Auditor Overcharge Claim Office, is to be married June 28th.

H. B. Westlake, Auditor of Overcharge Claim Office, is busy each evening, Saturday, afternoons and Sundays taking his Velie car apart. He is going to remodel and paint the car, and if he succeeds in getting all the parts together and has none left over, Ceo Aff will not have to worry.

F. Wald, Auditor Overcharge Claim Office, has purchased a new four room bungalow for three. What is the extra room for Frank, visitors?

Lyman Grill of the Ticket Auditor's Office, is spending his vacation at St. Paul.

F. Zayatzky, Ticket Auditor's Office, was absent from the office for four days recently, and the reason of his absence was, while putting on his shirt, arms extended, he coughed and landed flat on his back, on attempting to arise he found he had sprained a muscle in his back. Better come down in your pajamas Frank.

Miss Ann Sunlin and Florence Hammill of the Ticket Auditor's Office, spending vacation in New York.

The Waller Hardware Co., is much concerned of late on account of an obstruction to the window display. Each morning and evening R. J. Thorsen of Freight Auditor's Office is seen daily lingering and looking at the fine line of fishing tackle on display, sweet dreams of a vacation I suppose.

Mina Mohr, Freight Auditor's Office, has gone to Santa Monica Calif. for a vacation of thirty days to visit her brother.

Louise Bartlett, Freight Auditor's Office is wearing a diamond.

Ringing the bell at 12 o'clock on Saturdays is a new passing for Charlie Schneider, since they turned the clocks ahead, Charlie can hardly keep track of the different days.

We are glad to report that S. E. Spence, Freight Auditor's Office, who recently underwent a serious operation is improving and getting back to good health.

Sick room bouquets have been sent to the following employes by Fullerton Ave. Aid Association.

S. E. Spence, Freight Auditor's Office.
A. Swanberg, Freight Auditor's Office.
W. J. Smola, Freight Auditor's Office.
Ruth Malmstrom, Freight Auditor's Office.
W. H. Mauch, Car Accountant's Office.
C. F. Marchino, Auditor Station Accounts.
The officers and employes extend sympathy to:
E. J. Kavanaugh, Auditor Expenditure's Office—death of mother.

E. T. Ruthenbeck, Auditor Expenditure's Office—death of brother.
C. P. Priehs, Auditor Station Accounts—death of daughter.

Carl Meier, Car Accountant's Office—death of father.
Elsa Kading, Car Accountant's Office—death of mother.

J. Czesinki, Freight Auditor's Office—death of brother.
E. J. Reidy, Freight Auditor's Office—death of father.

W. F. Ducret, Freight Auditor's Office—death of father.
Elva Flobeck, Ticket Auditor's Office—death of father.

Freda Ducret, Ticket Auditor's Office—death of father.

The Divine Engineer

The world is like a train of cars,
With God as Engineer;
And we are only passengers
Who ride away from here.
The big red sun is the light in front;
The green moon at the rear;
The twinkling stars are the signals true
To show the track is clear.
The years—they are the whirling wheels,
That speed along the track.
And often oh, how often we
Have wished they would turn back.
This world is like a train of cars,
That goes away from here;
And we are only passengers
Who trust the Engineer.

Trans-Missouri Division Where the West Begins

Maggie

H. E. Jennings formerly employed as Freight House Clerk, has been assigned to position of Material Clerk in Superintendent's office. Dora Anderson succeeded Harold in the Freight House and Miss Marie Helmay has Dora's desk.

Voting day was a strenuous one for railroad folks in Mobridge last month but we put it over and Bill Catey is now our dependable and much liked Police Commissioner.

I dreamed the other night that we lost Mary, she was going to be married. Maybe it was not all a dream. She seems to be dolling up quite a bit. How about it, Mary?

All the girls that can spare the early morning rest are walking the trails. Grandstand seats must be arranged for in advance as the trails along certain trails have suddenly acquired a passion for rising suns, morning air or anything else that is a plausible excuse for getting an eyeful. Don't know whether it's worth the trouble or not, Bill is a better authority on that.

Trainmaster Grobel made a trip to Miles City the other day and drove back in a new Hudson Coach. We all agree that it is one swell boat.

Our much beloved artist is rather silent these days. It is tough to be toothless and baldheaded. We are counting the days when we can see Ding smile again.

The fact that money is plentiful on this division is evident in the number of cars purchased by the "Gang" in the last month. There's

one belonging to Mildred and Red, sure looks nice. John and Alva are all fixed to ride clean and dry. Bill is just as liberal with the new sedan as he was with the old boat. Then last, but not least, how come the Essex that Gene, Snoose and George are driving around.

Elsie Perry, B. and V. Clerk, in Superintendent's office at Mobridge, has taken a three months leave of absence. We will miss Elsie but think she needs the rest and wish we were going along.

The Roundhouse at Mobridge is being painted Battleship Gray. The work is ably superintended by Mr. Stock.

Safety First Meeting was held at Mobridge, April, conducted by Trainmaster E. M. Grobel. About the usual attendance was present. Mr. Esch gave an interesting and instructive talk on Safety First matters.

Thos. McFarlane, Master Mechanic, had a birthday this month.

Asst. General Manager Barrett and Division Superintendent Fuller drove to Bismarck recently on business.

H. W. Stroman, Car Foreman, has gone East for a few days. He intends to bring his family to Mobridge in the near future.

Numerous applications are being received by the City Fire Department since their last social gathering. Lou Green and Leo Swanton made the meeting a memorable one. Among the office forces, the new members are John Price, President; Joe Peschel, First Asst.; Norman Anderson, Bucket Rustler; Arnold Running, Chairman of Refreshment Committee and John Hand, Head Nurse. After the last meeting, we hear from good authority that they all resigned.

Chief Safety Appliance Inspector Maxwell spent a few days in Mobridge. He claims his Milwaukee address is the Y. M. C. A.

Mr. and Mrs. Helmay are the proud parents of a little lady.

Word has been received that Chief Clerk Max Obst at Lewistown, who formerly was Chief Clerk at Mobridge, has had his hair bobbed. That, however, is hard to believe as his head was bald as a billiard ball when he was here.

Ann ate a cookie, Harold had a bun, Loraine took coffee, Mildred ate none.

Ann lost five pounds, Harold fourteen.

Soon they all will be so thin, they can't be seen. There's Gene starves one meal, doesn't eat a thing,

But you should see her fill right up on the next meal they bring.

Now Mary eats enough all times, and yet she loses weight;

But that's because most every night Mary has a date.

Elsie'd like to get real stout and so she eats and eats.

Alva drinks milk every day to make her fat and sweet.

But with all their efforts, you can hardly see, Where they're changing their weight by a single degree.

And it all comes around to the same old complaint,

There's no use to try, you can't be what you ain't.

Mahto, S. D., was closed during the past month. Mrs. C. L. Kirby who has been agent at Mahto for some years will work at Red Elm in the near future.

Sioux City & Dakota Division

H. B. Olsen

The last Safety First Meeting both at Sioux Falls and Yankton, were well attended and the usual flood of suggestions were offered by spirited employes. The manner in which employes are taking hold of the good cause certainly no un-safe practice can longer exist. Mr. E. B. Croaker, District Safety Inspector, together with

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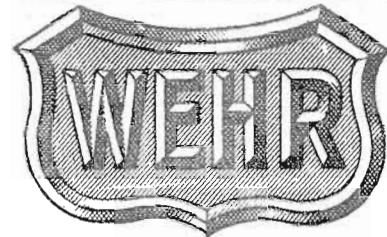
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THE Baldwin Locomotive Works PHILADELPHIA

Messrs Rummel, Supt.; L. F. Donald, Trainmaster and W. C. Given were all present. We welcome Mr. Given's visit to Sioux Falls as he does not get over our way very often.

Conductor "Buck" Jenkins has returned to runs No. 35 and 36 relieving Conductor Tom Biggs who has taken an extended leave of absence.

Joe Holden, Car Man, Sioux Falls, has been transferred to a similar position at Milwaukee and is relieved by Mr. L. Nearman.

Agent W. E. Beck, Geddes, who is attending the O.R.T. Convention at Cleveland, is relieved by relief agent S. H. Bjornas a new member into the ranks of the division family—Welcome, Steve.

We could not quite figure out why the Master Mechanics' Office seemed so quiet, until we discovered that Lola had a sore throat.

Some one told Leo Lamb that wine, women and song were the ruination of man, so he informs us that he has cut out the singing.

Cupid seems to have taken up his abode out at the Sioux City shops. Irving Hasler entered the bonds of matrimony last Wednesday and we understand that two more are about to take the fatal plunge—might be that Leap Year has something to do with it?

Now that warm weather has set in and roads are again dry and fit for travel, it is quite a common sight to see Paul Mueller and Mr. Martinson speeding along the road at night to see who will get home first.

Agent Farnsworth at Chatsworth says their little town suffered a bad loss by fire in the business section recently, but all will be rebuilt in the near future. Stock business exceptionally heavy and while the season has been rather late, looks for a bountiful crop as usual.

Opr. H. A. Stofer of Ethan, S.D., is now associated with the Mapleton, Ia. office staff while Opr. W. L. Goodell has accepted second trick at Charter Oak—Good luck boys, we wish you success.

Dispatcher Emil Gilbertson started the vacation period on May 1st. He submitted to the extraction of his tonsils and will likely angle a few days before resuming work.

Dispatcher N. J. Gorman left last week for Florida, good idea "N.J." we wish we were there too, now, for it's snowing in the Dakotas and part of Iowa.

Section Foreman Geo. Halbam at West Yard has a gang of 20 men now and will continue with that force during the entire summer. This will permit him to put the yards in A-I condition by August.

Roadmasters, G. W. Wear, Sioux City; Jerry Murphy, Sioux Falls and Charley Kemp, Yankton, have all completed 'Tie Inspection' and expect to have their 1924 allotment in by the 1st of July.

The way Foreman N. E. White with his extra

gang is surfacing the main line between Ut and Charter Oak he will soon have that track good for ninety miles per hour.

General Roadmaster Shea accompanied by R. M. Wean, made an inspection trip over the East Sioux City and Dakota Division, May 2nd, and Mr. Shea was well pleased with the conditions of things on the division. The S. C. & D. is rapidly going on to the 100 percent mark which can be readily seen by Mr. Shea's report.

Chief Carpenters Clerk, "Didi" alias Ray Waidelich is training with the Elk Point ball team of the Moon-shine league. He wields a wicked bat and will no doubt be due for the bushes if the coach can tease him past second base without "DIDI" stopping for a nap.

We have a good one on Agent B. O. Stevens of Canton. He recently made a trip to Sioux Falls, after having completed his "shopping" he returned to the passenger station a few moments before the departure of train No. 140. Five minutes before leaving, Conductor Belknap passed through the waiting rooms and talked with Agent Stevens a moment or so, and of course thinking Mr. Stevens would look out for himself, Conductor Belknap gave the "high ball" and the train departed without Mr. Stevens—a few minutes later he (Mr. Stevens) called to the ticket clerk what had become of "that train" and upon being told it had left, Mr. Stevens was dumbfounded, result, he was obliged to ride No. 76 at a much later hour.

Baggage man J. Bell, Sioux Falls is the proud daddy of a fine 8 pound boy who arrived on May 5th. Yes, the cigars are forth coming.

W. J. Fitzmaurice, Boiler Foreman at the shops, took unto himself a wife—Congratulations, "FITZ".

Lola should be a hospital nurse instead of clerk with her ability to extract slivers and tie up bruised hands.

Spring is here, any way Ruth Bershon thought so when she went down to the river one noon and went in wading, but one thing she forgot was a towel and as she has bobbed hair she had to hang her feet in the sun to dry. Be careful Ruth the water is deep.

When Mike Devine was coming down to work the other morning he was fortunate enough to find a crisp one dollar bill. Mike, our trustworthy janitor at Sioux Falls and yes good luck will follow him from "now on".

Operator Tom Cavanaugh, Sioux Falls, has solved the problem of the high cost of living. He has moved five miles in the country and is now rather busy—baby chicks and small pigs.

Agent Harry Bram has returned to Fairview, having bid that station in on bulletin. Welcome to the north end Harry.

Agent Leo Moore Baltic has received Tabor station on bulletin and will move into his new location as soon as relieved. Agent R. T. Stivers now at Tabor accepts Baltic on bulletin—success boys in your new stations.



Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes

Rome Staybolt and Engine Iron
Black-Galvanized and Alloy Coated Sheets
Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work

A. M. CASTLE & CO.
CHICAGO, ILL.
SEATTLE, WASH.

News From the Connecting Link

Betty

The C. M. & G. has been thoroughly house cleaned and presents a very pleasing appearance at present. The Car Department Office, which is new, is absolutely spotless, the Blacksmith Shop has been moved to a better location, which improves the general appearance of things considerably. The Trainmaster's office has been cleaned up very nicely, in fact it would hardly be taken for the same office. And last but by far not the least of the improvements made on the C. M. & G. was the erection of a large sign at Washington Street, which reads "Chicago Milwaukee and Gary". This sign is done in white and black, white being used for the back-ground and black for the lettering. On either side of this sign is the Milwaukee Monogram. On the whole this is a very neat and attractive sign and adds considerable to the appearance of the C. M. & G. Station grounds, which is one of neatness and tidiness.

On April 29th, Superintendent O. M. Stevens, Master Mechanic; P. L. Mullen, Storekeeper; C. C. Smola, and Chief Clerk Tigerman made a trip over the division; Trainmaster W. J. Whalen accompanied them.

Mr. J. Brumett now has charge of the Peotone Section. Section Foreman Brumett is a new employee.

Train Dispatcher J. P. Balbinot has gone to Dubuque, Iowa.

Traveling Engineer Bates, who was away for about two weeks returned May 1st. He is also the proud owner of a new Buick Sedan.

W. J. Whalen, Trainmaster, is now a resident of the West Side having moved on April 30th.

Agent W. D. Mohr had his car all dolled up. Guess it was this nice spring weather that we are having that causes said dolling up.

Billie Krammer, the Agent's clerk, drove a big car to the office all during the latter part of April, and we understand that every night he would set forth in the general direction of New Lenox. Well, Billie, New Lenox isn't a bad town is it?

We wish to extend our sympathy to Section Foreman Bukowski, whose mother was buried recently.

The employees of the C. M. & G. presented Engineer Keeler with a radio. Mr. Keeler was injured last fall and has been unable to work or leave the hospital since that time. He is getting along very nicely now and it is expected that he will soon be able to return to his home.

On a bright and sunshiny April day in a bunk car in the C. M. & G. yards a Mexican baby boy was born. The proud father works for Charles Osmus, Section Foreman at Joliet.

Chief Dispatcher E. D. Cook has taken up the study of Ancient History. He and Paul Russell were discoursing quite freely about the Trojans, their manner of ruling, their customs and so forth.

Mr. E. Miller paid the Dispatcher's Office at Joliet a short visit one day last week. He is looking fine and feeling fine also.

Carroll Smith sent in a pass request, judging from which we would say that it is the desire of Carroll to visit the City of Bright Lights. Well, it is too late to go to Chicago for Easter Shopping so it must be a good time Mr. Smith is contemplating.

R. C. Jackson, Section Foreman, DeKalb, finds it necessary to undergo an operation. You have our best wishes for a speedy recovery Mr. Jackson.

M.C.B. Gossip "Lee"

Vacation time is drawing near,
And this is all one seems to hear
"Where you going, when, and how,
Don't you wish you could go right now?"
Some are going east and some to the west

While others want just a quiet little rest.
Gosh, isn't it a wonderful sensation
To plan for that good old vacation?

On Sunday, May 11th, Frederick Andrews took a trip to Chicago, alone, or at least he says that he went alone. He took in the ball game and then went to the Chicago Theatre. Oh, we all have to admit that he is the classy boy! But, what we are all wondering is—did he carry that red silk umbrella to Chicago?

Norma Lutzenberger finally screwed up a lot of courage and had her curling tresses cut. There are only a few non-bobs left in the office now. This business of bobbed heads is getting serious, especially since Bernice, Lydia, and Julia have joined the Shingle Club.

Harriet Badger is taking Wilhelmine's place and is certainly a welcome member.

Steve Filut was off for a while while he had a minor operation performed on his nose, but he is back and as busy as ever before.

Carl Jaeger, Harry Mendlik, Alfred Koch, Fred Kirchen, Erwin Weber, Frank Skola, Dan Mabee, and Walter Czahoske and quite an exciting time when they attended the Bowling Tournament at Minneapolis. Dan lost his sleeper ticket—but slept just the same. Rainy weather greeted them in Minneapolis so they slipped into a hash-house and Frank ate a bowl of crackers while waiting to be served—he must have ordered a whole meal. Then Frank nearly went broke in the Penny Arcade—I heard some mysterious news about some pictures he got but these seem to have disappeared. The boys finally landed at the Bowling Tournament and they bowled. They can practise wonderfully well, but when they try to bowl—Wow!

Dubuque Division

J. J. Rellihan

The "humping" epidemic is again with us.

F. H. Meyers, Agent at Wadena, has been confined to his home for quite a spell, being a victim of pneumonia.

Conductor P. J. Handley has given up the time freight run and has taken the south end way freight.

Service on the Preston line has been curtailed during the slack season, tri-weekly freight service now being in effect.

Agent A. E. Lambert who has been on sick leave all winter resumed work at Zwingle, May 1st.

Engineer Geo. Weigand has taken the run on Nos. 4 and 33 between Dubuque and LaCrosse, displacing "Dad" Horning, who is now in the Time Freight.

Martin Whalen is now in charge of the extra gang located at Smiths.

Agent Ed. Hurley of LaCrescent is in attendance at the Telegrapher's Convention, which is in session at Cleveland this month.

On account of a slump in business third trick telegraphers have been temporarily taken off at Gordon's Ferry and LaCrescent.

Conductor V. K. Clark has been laid up for about a month, suffering from a sprained ankle.

Operator R. A. Wilkinson has given up his position as second trick telegrapher at Lansing on account of his physical condition, and J. H. Robertson has been assigned to the vacancy.

Nos. 3 and 4 on the north end are now a joint baggage and express run, the express messenger being taken off May 1st.

Conductor W. S. Hartley is renewing old acquaintances on the north end, now being in charge of the time freight.

Operator W. H. Martin and wife are making a tour of the west, enjoying a vacation.

The location of the Dubuque Division main line has been changed at Margarite, which was a badly needed improvement. Two road crossings and two bad curves are now eliminated, and a reduction of the curvature on the south wye which will allow any class engine to use the wye.

Massachusetts Bonding and Insurance Company

is issuing the

"HEADLIGHT"

Accident and Health

POLICY

It is especially designed for
Railroad Employees

and is the Most UP-TO-DATE
Contract, containing the BROAD-
EST and MOST LIBERAL
BENEFITS Yet Offered

See our agent today or fill out coupon below
and send to Supt. Railroad Dept. 0000,
Saginaw, Mich.

Gentlemen:

- I am interested in an agency proposition.
 I am interested in a "Headlight" Policy.

Name..... Age

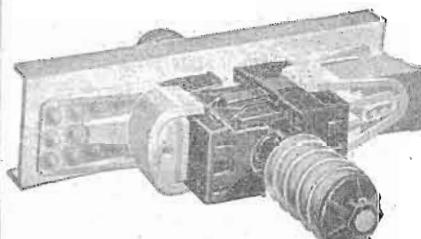
Street.....

City..... State

Occupation.....

Employed by R. R.

CARDWELL, FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCGOWAN BLDG
CANADIAN OFFICE TRANSPORTATION BLDG
BUILDING MONTREAL

N. A. Irons is now in charge of the station at Guttenberg, relieving Agent Charlie Peters, whose physical condition has been quite serious for some time.

From the Banks of the Wabash

Roberta Bair

The monthly Claim Prevention Meeting was held in the office of Assistant Superintendent N. A. Ryan at Terre Haute, May 12th. Agents, Yard Masters and representatives of the Mechanical and Stores Department were present at the meeting.

The monthly Safety First Meeting was held at Bedford, April 28th.

We have three deaths, caused by accidents, to report this month—

Victor Effinger, Brakeman, was killed April 15th when engine tank was derailed at Bogle Mine, near West Clinton.

C. A. Kelley, Brakeman, was caught between two cars, while making a coupling near Stockland and was fatally injured April 29th.

Luther Gray, Bridge Carpenter, while enroute with Bridge Crew on motor car from Bridge 4-2 to camp cars, after day's work, fell in front of motor car and was fatally injured, resulting in death May 4th at Sullivan, Indiana.

John Unison, Stockman at Terre Haute Store Room, has been working at Bedford since May 1st.

P. R. Elfstrom, Assistant Division Engineer, resigned, effective May 1st, to accept a position with the Chicago North Shore & Milwaukee Electric line, with headquarters in Chicago. We wish Mr. Elfstrom success in his new venture.

Wm. Shea, General Roadmaster, made an inspection trip over the division second week of May.

Robert Burns of the Engineering Department, will leave Saturday, May 17th for a vacation trip to Sanford, Florida, to visit with his daughter, Mrs. Clifford F. Proctor of that place.

Evangeline Harris, daughter of David Harris, private chef to Superintendent C. H. Buford, held a recital in the Knights of Pythias Hall, May 2nd. Miss Harris is leaving soon to resume her studies in music in the east.

Clarence Carnarius, formerly Chief Clerk to District General Car Foreman M. M. Dick of Terre Haute and later, Chief Clerk to Master Car Builder, C. G. Juneau, has been promoted to the position of Car Foreman at Rapid City, S. D.

Three more of our girls have joined the ROBBED HAIR BUNCH—Bertha Patton, Marie Stwalley and Alice Church. We have four left unbobbed. Wonder who will be next.

Mrs. Bertha Patton, Clerk to Roundhouse Foreman Notley, is spending a two weeks vacation at home.

The Milwaukee Railway Girls' Club of Terre Haute, was entertained at the home of Mr. and Mrs. Harold Patton, south 17th street, the evening of May 15th. Mah Jong and Bunco were the diversions for the evening, after which a delicious two-course luncheon was served.

Mrs. Agnes Dede of the Master Mechanic's office force will leave for a vacation trip to Cincinnati the last two weeks of May.

W. W. Williams of Sillcox's office and J. A. Deppe of Juneau's office were on the Division second week of May.

Miss Catherine Pfeiffer, Car Department Payroll Maker, spent the week end of April 26th at Indianapolis.

K. M. Stafford, old time conductor, died at his home in Terre Haute, May 10th, after a lingering illness.

A new Baby Grand Piano now adorns the home of Chief Timekeeper, F. G. Pearce. Since the arrival of the new musical instrument, Mr. Pearce advises that his three tube radio set is for sale. Here is your chance radio bugs.

Mr. M. C. Faris, Agent, Terre Haute, Indiana left Saturday, May 10th to attend the

Agents Convention at Charleston, South Carolina. The wife and daughter accompanied him.

Joe Dede, Revising Clerk at Terre Haute is away on a 90 day leave, 30 days at Phoenix, Arizona and at present convalescing in the country. He will report for duty June 14th.

Harry Strousburg, Trackage Clerk at the Terre Haute Freight office, who has had service here since Sept. 1900 is contemplating marriage, and is going to take his wife to his farm at Putnamville, Indiana to spend the rest of his days and time. Success from the clerks.

Seattle General Offices

Marie E. Cleary

A sure enough sign of summer, and vacations—the dozens of pass requests in each morning's mail.

Mr. C. W. Dreschsler from Mr. A. E. Lodge's office in Chicago is temporarily located in Mr. Finlayson's office, compiling data for Mr. Lodge.

Last month we told you we were expecting Mr. F. N. Hicks—the newly appointed Assistant Traffic Manager—to arrive momentarily. He arrived on schedule time, and has proven to be even nicer than we expected—which is really saying a great deal, as we were expecting a lot, due to the very favorable advance notices we had of him. We're wishing for him all of the good luck that the Gods can spare.

Mr. A. W. Faragher is on a leave of absence due to ill health and expects to be away until the fore part of June. It is hoped that he will have recovered before that time and will be able to be back at his desk. Mr. Samuel Greengard of the Accounting Department is taking Mr. Faragher's place during his absence.

Peter Plinck of the General Manager's office is kept more than busy at present with the new "Baby Plinck", and his new "Lincolnette" that he has just acquired.

Mr. Archie Campbell of the General Manager's Office has doubled his accident insurance at an increased rate—and is at present engaged in that fascinating, the precarious occupation of painting his home. Don't think anyone would be at all surprised were he to limp in to work some morning on crutches with a couple of his arms in slings.

One of the girls in the Engineering Department has been borrowing a morning paper quite regularly—explaining that she just "must read today's news today". Wonder how much the fact that there is a rather spicy serial running in this self same paper had to do with her interest in whether or not President Coolidge has vetoed the Japanese Exclusion Bill, who are the probable presidential candidates, etc?

We sent our star reporter to the Traffic Department to interview Miss Bouldin their Chief Clerk, but she was very averse to committing herself, advising that she had nothing to say and did not wish to be quoted as having said it. Feeling there must be something behind this reticence, we got in touch with our Chief Special Agent here, and he had just discovered that she spent the Christmas holidays with her family at Saginaw, Michigan. Upon being presented with the evidence, she promised to give us a snappy article on "Why is Saginaw" for our next issue.

Mr. H. K. Keller of the Transportation Department, spent several 'back to nature' days at "Kenkeller", Moringside, on the Victory Highway. Incidentally he is doing a bit of intensive gardening—but whether in fruits or flowers we haven't been able to determine. Perhaps he'll submit samples.

We have been advised by the Traveling Secretary of the Association of Traveling Freight and Passenger Agents that none other than our James O. McIllyar has been adjudged the "Shiek of the Travelers"—no one else running even a close second. That's not too bad, Jim, as there is a pretty brilliant field to pick from around here.

Mr. J. L. Nupp and Mr. Letta Wood of the Employment Bureau and Personal Record Department, formerly occupying Room 615-A—between the Vice President's office and the Engineering Department, have moved to the General Manager's Office—Mr. E. Clemons, Inspector of Transportation and Mr. E. O. Reeder, Assistant Engineer, occupying the space vacated by them.

If the awnings aren't forthcoming in the very near future, poor Mr. Laughon and others in the Legal Department will be positively fried. He makes his daily complaint in re said awnings, but to date aforementioned protectors from the heat of the sun, said to be made wholly or in part of striped canvas, have not been furnished.

Mr. Ray Webb, formerly District Claim Agent, at Missoula, has been appointed General Adj't of Lines West, with headquarters in Seattle.

Miss Martha S. Olin, Auditor of the Milwaukee Land Company who has spent the past four months in California for her health, returned the first of May very much improved—but minus a goodly portion of her "crowning glory", having joined the ranks of the "bobbies" in the southland.

At least one of our passenger trains will have an advantage over the others, in having an electric motor pulling it that has been to college—and it should perform its duties a wee bit better than those that haven't had such advantages. When the Department of Engineering at the University of Washington held open house, they had one of the Milwaukee new type Bi-polar gearless electric motors as part of their display. Mr. Marshall from the Mechanical Department and Mr. Wylie from the Electrical Department were with the motor and cheerfully and intelligently answered all questions and explained the uses and workings of the big motor to the numerous people who visited it.

Mrs. Floyd H. Williams, wife of the Assistant to the Tax Commissioner, recently underwent a very serious operation. She is slowly recuperating, and we sincerely hope that it won't be so very long until she will be up and about.

A pretty afternoon wedding was solemnized at Christ Episcopal Church, Sunday, April 27th at 2:30 P.M., when Miss Ella Almquist of the General Manager's office and Mr. Charles H. Franklin of Seattle were united in marriage—Rev. Paul B. Jones reading the marriage service.

Following the ceremony there was a small reception at the home of the bride's parents. The General Offices extend sincere congratulations and good wishes to both Mr. and Mrs. Franklin.

Miss Elsie Pulzin is with us again after an illness of two months and a half. Her friends are glad to see her smiling face again in the Traffic Department.

They all fall sooner or later. Miss Ruth Hammerslaugh and Miss Gladys Daly both of the Traffic Department, are the latest victims of "Jack the Snipper". We will say, though, that they both look mighty fine.

We understand that Mr. J. J. O'Meara is an actor second only to John Barrymore. As you all have judged by his name, he is of Hebrew descent, notwithstanding this fact, at a recent theatrical triumph he was outfitted in red (very similar in color to his hair) giving the impression that he was an advance agent for Trot's "experimental" government.

Illinois Division

M.J.S.

Miss Avis Ostema, steno. to Division Accountant has resigned her position and left for Philadelphia, Pa., the home of her parents. We think we will have some more news to tell you about Avis in the next issue of the Employee's Magazine.

Tony Novak has accepted the position left vacant by Miss Ostema. Glad to have you back Tony.

Our old friend Frank Lacey, Agent at Freeport, stepped in to say hello to his friends. Yes, he's looking fine.

On May 10th occurred the death of Mr. M. P. Murphy, well known agent at Kirkland, Illinois. Mr. Murphy had been with the Company for many years and was well known and respected by all. Our heartfelt sympathy is extended to his wife and daughter.

The S. O. S. club was entertained at a C. M. & St. P. Radio Concert, May 12th, from Davenport station by Misses Clara and Delia Cush of the Superintendent's Office. After the Radio program, a delicious luncheon was served and an enjoyable evening was spent by all.

Ben Madsen is the name of that tall, good looking fellow who is working for R. G. Heck, Assistant Engineer at Savanna.

Attention! Girls (and boys too)—if you want your hair done up in first class shape—just go to Lee Corsiglia. She can make you look like a 'Midsummer's Night Dream', honest.

Oh, yes! We almost forgot to mention a little incident that occurred a short while ago. Harold Rieff, Chief Clerk to the Storekeeper and C. C. Smola, the Storekeeper himself, decided to have a race up Main Street of Savanna, Harold in his Ford Coupe and Mr. Smola in his Chevrolet. Well, anyway it just cost them \$_____ and costs. My gosh, Harold, don't you know better'n to race with a Chevrolet? Guess he does though, as he is now the possessor of a snappy new Chevrolet racer.

We hear that Walter J. Hotchkiss, Night Chief Dispatcher, thoroughly inspected the Pioneer train that pulled into Savanna recently over the C. B. & Q. The engine cost \$3,500, weighed 25 tons and has a speed of from 25 to 49 miles an hour. It has a tonnage rating of 500 tons, a water tank capacity of 3,000 gallons and can run 50 to 60 miles on one tank of water. The old time "straw burner" type of smoke stack emphasized the pioneer type of locomotive. The coaches were lighted with candles and the train was connected up with link and pins. The entire equipment once belonged to the St. Paul & Pacific Railroad and was used between St. Paul and St. Anthony, Minn. 64 years ago. The tiny engine was in sharp contrast to the modern type locomotive and all-steel coaches of the Oriental Limited. We understand that "Hotch" knows the engines from "wheel to whistle"?

Extend "Welcome Home" to Conductors M. C. Simons and A. E. Rupp, who with their families recently returned from the South, having been in Florida the past few months. They report a delightful time.

Baggageman Southard on No. 53 has returned from a week's vacation. Brakeman Patton relieved the vacancy on No. 53.

Congratulations are extended to Chief Caller R. J. Richerson at Bensenville, on his recent marriage to a Chicago young lady, whose name we have not learned. Brakeman Schuld relieved him for the event.

Mrs. H. E. Wheat, wife of Conductor Wheat, has gone to California, also visiting at Portland, Ore., and Yellowstone Park.

Congratulations are extended to Chief Clerk, Savanna Freight House—W. A. Tyler, on the arrival of a son, May 11th. Didn't get sonny's name, but no doubt will be "Little Bill".

Aberdeen Division R.G.H.

John T. Sleavin, formerly Chief Clerk to Supt. F. G. Hill of the Idaho Division, has been appointed Trainmaster of the Aberdeen Division, vice H. F. Gibson transferred to the Iowa Division. Mr. Sleavin received a warm welcome from the other officers and we know that he will find in them that spirit of cooperation that spells SUCCESS.

Just as we are going to press we learned that the stork left a 9 pound bouncing baby girl at the home of Division Master Mechanic E. W. Hupp.

We understand the W. O. Hiddleston, our Chief Clerk, is using his influence with the state politicians trying to get them to put a bill through the house making it necessary to increase the width of all state highways about 50 feet. Bill wants his big Studebaker to have plenty of room.

Chas. Capon better known as "cap" slipped quietly away on May 3rd and took unto himself a brand new wife. The lady in question is no other than Miss Alma Bolan formerly employed in the office of the Division Master Mechanic. We extend our sincerest congratulations and best wishes for a happy wedded life. The young couple are now at home to their friends at 309 North 2nd Street.

Engr. Geo. H. Lusk alias "Windy" is back on the job after spending the winter months in Florida. We expect to hear some good "stuff" on Florida in the very near future.

Betty Wales the little daughter of Chas. Wales, O.S.D. Clerk, is slowly recovering from a serious mastoid operation. We all wish her a speedy and complete recovery.

They say that Bill Geer is making regular week-end trips to Minneapolis, they also say about Bill that he is building a little bungalow, just for two, out on West Hill. We can't just connect up the bungalow with the Minneapolis trips. Better explain Bill.

William Cline, Boiler Maker Apprentice, has been transferred to Minneapolis to complete his apprenticeship there.

April 27th was a happy day for Agent M. O. Jochum. The stork came and left him a twelve pound baby girl. M.O. hasn't quite decided as yet whether he will purchase a new Buick for the baby or make just a common baby cab do.

We understand that Fred Dreller is contemplating buying a few more Ford Sedans. He says the one he has now is being worked overtime. Tell us Fred how it feels to have that peculiar "way with the women".

Christ Larson and his gang are giving the depot a good cleaning inside and out. The walls are being painted and the woodwork varnished. After they get through we are going to have some swell "joint" to work in. No more scratching matches on the wall or sticking depreciated gum on the window sills.

EXTRA! THREE DOLLARS REWARD for anyone catching R. P. Kauppi smoking, chewing or using tobacco in any form from May 13th to June 13th inclusive.

Here are a few more ideas about heaven.

Ed. Tompson—A permanent wave.

Joe Johann—Two hour service to Soo City.

Helen Warner—A letter every day signed "Mike".

Viola Diestler—We can't say.

Arthur Dufoth—To be boss over 12,578 Section Foreman.

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

Mrs. Williamis, wife of Engineer Williams, who has been visiting her sister in Colorado for some time has returned to Three Forks and is in better health than she was when she left. Engr. Williams is now on the Lombard helper.

Miss Gladys Lebert from Missoula spent a few days first of the month with her mother here, Mr. C. E. Baker, who has been ill for some time but who is much improved at this writing.

During the last spell of cutting around these parts the cashier was taken off at the local freight house. Mr. McCollough who has been here more years than we can remember and is now working as time keeper on extra gang No. 1 in Fred Shaw's place. The agent is now the cashier an' everything and lives at the freight house instead of in the ticket office where all the rest of us folks work.

Engr. B. H. Everett has returned from a few

"Standard o'er the earth on account of greater worth"



Steam Turbo-Generators

500 Watts to 7½ K. W.

A Complete Line of—

Headlight Cases—Sheet and Cast Metal

Reflectors—Metal and Glass

Portable Headlight Cases

Floodlights

Searchlights

Lamps for rear of tender

Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc.

Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass Reflectors for Locomotive Headlights

FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION

Better Illumination With Fewer Units With "Pyle-National" Floodlights,

THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets

General Offices and Works

CHICAGO, ILL.

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

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

The Falk Corporation

Milwaukee :: Wisconsin

Men LIKE to Apply BOSS Lock Nuts

Piece Workers and Piece Work Inspectors prefer Boss Lock Nuts because they're so easy to apply quickly and right.

Both sides are alike. Turn the "BOSS" up with the fingers, clinch it hold with one turn of the wrench, and it's on right to stay tight.

"Write it Right!"—
BOSS
Lock Nuts

American Bolt Corporation

BOSS NUT DIVISION CHICAGO, U.S.A.

ANNOUNCEMENT

Equipment is now being installed at Milwaukee which will enable us to hot roll tubes up to 5½" diameter.

GLOBE STEEL TUBES CO. MILLS—Milwaukee

SIMPLICITY

The Buckeye Yoke is cast in one piece and, all other conditions being equal, it is therefore stronger than any other cast steel yoke of equal weight composed of two or more parts.



THE BUCKEYE STEEL CASTINGS CO.

COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

ATWILL-MAKEMSON COKE & COAL CO.

COKE For Every Purpose

Suite 1423
McCORMICK BLDG. CHICAGO, ILL.

days stay at Checio, Hot Springs, where he goes now and then for a rest. He is in much better health than he has been for some time.

Mr. and Mrs. Gray left for Illinois, called there by the sudden death of Mr. Gray's mother the last of April. Mr. Gray had not seen her for five years and had his transportation to make her a visit and would have left for there in another day when he received the telegram that she had died. While enroute to her home Mrs. Gray received a telegram that her father had died the night they left and they returned at once to Three Forks. This is one of the saddest things that has ever happened here as Mr. and Mrs. Echard were also away, and this was also Mrs. Echard's father. The entire division offer these friends their sympathy in their grief.

Mr. and Mrs. C. R. Johnson and Mr. and Mrs. A. L. Workman expect to leave soon for Detroit, Michigan—why? Well those F.O.B. cars are made there I guess and they have each bought the latest model, brand new Dodge and will drive it home, visiting and camping on the way—some folks are lucky, some trip.

Mr. and Mrs. Odell have returned from a short trip to the coast and are glad to be back home again.

Mrs. Whitehead's sister, Mrs. O'Dell in Lewistown, has been quite ill and she has just returned from there—she had her hair bobbed of course and Mr. Whitehead—well what they all do and say when they take the first look but when it's done, it's done and you can't grow it any faster than it will grow so that is all there is to it.

Mrs. Earl Wilson has returned from a visit with her home folks at Dodge City, Kansas, and is now in Lewistown visiting her husband who is relieving Conductor England on passenger there.

The most terrible accident that has ever occurred here, was the death of Brakeman George Sanford at Harlowton yard, Sunday evening, May 4th, when he was run over and killed while heading into the yard there on an east bound train. There were no witnesses and no one will ever know what happened as he was breathing his last when found about half an hour later. All was done that could be done but nothing could save him and the remains were brought to Three Forks on No. 15 the next day. The Local Lodge of Elks had charge of the funeral services. Mrs. Sanford and her little daughter are visiting relatives in Iowa and the remains were taken there accompanied by Brakeman Clay where they will be buried at Carlisle, Iowa. We offer Mrs. Sanford our deepest sympathy in this great loss.

C. & M. Division Notes

Eleanor

We are pleased to report that our Superintendent, Mr. Thurber, who has been on the sick list, is back in his office again as fit as ever.

Mr. Bradshaw and party were up on the Northern Division last week and put on a little fishing party at Winona. Our Trainmasters Bannon and Phillips both reported great success—but you all know those fish stories.

The New Pioneer left Milwaukee Saturday afternoon and shining on May 1st and was delivered to Chicago in charge of Conductor Crapsey, Engineer D. Miller. The Car Dept. was represented by C. G. Jansen and Staff, the Passenger Dept. by E. G. Hayden and Knight Hardy and the Operating Dept. by Mr. E. Bannon, our Trainmaster, who reports a very successful trip.

We are pleased to see Henry Bond back on the job after a long illness, with a bigger and brighter smile than ever—if that be possible. Keep it up, Henry, we missed it.

We had a call last week—R. J. Richardson, Chief Caller at Bensenville, who had just taken the last and fatal step, and was on his way west on his journey. We all wish you lots of good luck, Mr. Richardson, although you might have had your wife near to all.

Roy West, Engineer, has informed us that his new home on 35th St. held, a surprise for him. Mrs. West discovered a rabbit's nest with 7 baby rabbits in it and adopted them. Roy is figuring on staging a rabbit hunt next fall in the wilds of Highland Blvd. and invites all the members of the Beagle club to join. Sign up early, boys.

We were very sorry to hear of the death of Engineer Frank Cleveland who passed away at his home in Libertyville on April 27th. We all extend our heartfelt sympathy to the bereaved family.

There are other signs of spring around our office, even though the weather remains cold. The fellows all have the automobile fever and arguments have waxed strong for several days as to the relative merits of the different makes, but they have finally reached a decision and are motoring around in a Nash, Essex, Studebaker, Oldsmobile, Chevrolet and Ford. Mr. Erickson, our Chief Clerk, is the proud owner of the Nash and if the car is as large in proportion as some of the tools we saw I'm afraid he will need a full crew, including a rear brakeman to protect it when he is out on high. I also heard that Mr. Woodworth is burning the midnight oil studying up on the arterials. Better be sure that broke, paying fines.

Dame Rumor reports that Fireman Ed. Burg is going to become a Benedict, after long and deep consideration. He has been too busy cetectioneering up until now but better make it a June wedding, for "what is so rare as a day in June", Ed.

Engineer Sam Price called at our office this other day and looked mighty suspicious. He was all ironed out with a new grip with his name in gilt letters and everything. It isn't bootlegging, is it, Sam?

I hear there is quite an attraction for Conductor R. W. Robinson over at the Boston Store—this from good authority. Let us in on it, R. W.

There are mysteries, for instance Omro. We have the principal characters of the story lived up but are still short the details. The Invisible Trio need just hear the name Omro and they are off in a cloud of dust, but they are too stingy to let us in on it. Never mind, we are doing some watchful waiting.

We have it from good authority that Terry Weber is a strong supporter of Leap Year—Come on girls, let's go. All applicants send in their bid to Room 13. Poor Terry will have no chance now to escape as it pays to advertise.

Our Friend, Mary, has an unknown admirer. We think he is a poet inspired—He looks the part. He camps right under Mary's window on a park bench and gazes up most ardently. I think she is saying it with flowers, as she has been patronizing the flower shops since his arrival and has a flower parked on her desk every day right in line with his view. Better bring him up, Mary, for our OK.

Maurice Hall just returned from his vacation which he spent up on his farm in Kansas. He reports the crops looked good but I bet it wasn't crops he spent his time looking after. More likely some of his old flames.

Business is picking up, Maggie Brady made a trip running in Glenview's place.

We hear Milo Pluck needs a guide to help in getting to Belmont Ave. in Chicago. He gets lost every time he starts out to find it. Must be some attraction in that neighborhood. Fess up, Milo.

H. J. Calligan and H. L. Jewell have moved their outfit down on the Janesville Line, each one taking a gravel run between Janesville and Chicago. Yes, of course, Spoof went along.

Underwood Conductor Potzin showed them all how to bowl around Minnesota. They say he made an almost perfect score. Well, Dick, you know what Old Miss Experience says.

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Canadian Head Office, TORONTO

Conductor E. O. Strommen was laid up for about eighteen days, having been injured at Lake. He is back at work again now, we are glad to say.

Better hit for Argentine, Paul, you only have to labor there twenty-five years to be retired at full pay. Try selling seal coats to the natives. They might make an exception in your case and retire you in much shorter time.

Conductor Riley is away on a trip. We understand it is a honeymoon. Good luck old boy, we know how you will spend your money from now on.

If you want to know anything about the wig-wag signals ask Engineer Prohl. He knows all about them. In fact, I am sure he shuts his eyes when he sees one. He says they are almost human.

I just wish to say that all donations in the line of news will be gratefully received. So far the boys have been very good. Keep up the good work.

S. M. East

R.G.E.

Inasmuch as Incz is having a much needed rest and thinking about whether or not she should have her hair bobbed, someone had to be appointed or elected to write the S. M. Division East notes for the month of June. I am not afraid to print facts about anyone because I am sure no person would find pleasure in pulling my HAIR and I am not afraid of losing any, because that is nearly impossible.

We must not forget to mention the fact that Eleanor had another birthday on May 7th. I sincerely hope that someone had presence of mind enough to present to her a Big Ben as she is in the habit of missing early morning trains. She celebrated the day in great style and was rather tired out the day after. We didn't find out her age, but she informed us that she is very sorry that she won't be old enough to vote for Bill Owens in the next election.

The girls all think Dwight looks pretty keen in his new Chevrolet Coupe and they feel rather bad to think that they are never permitted to occupy the seat beside him. It's a cinch he can't be vamped right now, but wait until school lets out and perhaps everyone will have a chance at the Chevy.

The Superintendent's Office acknowledges a very pleasant call from Mrs. Homer T. Ryan, nee Ethel Mady, who was at one time Comptometer Operator in said office. Ethel is looking better than ever and I am inclined to believe it is because she stepped out and had her hair bobbed.

Hal Scott thought he would have the time of his life so he sent the wife and kiddies up to Minneapolis one fine April day. However, he became very lonesome and bachelor life did not agree with him so one morning he decided to go up to the city on I. & M. Division No. 1 and bring his family home again. He got to the station just as the train was pulling out, but determined in his efforts, he caught onto the outside of the coach and had a real HOBO ride all the way to Ramsey. There Garret Bushman came to his rescue and let him in with the rest of the folks.

Margaret is all ready to take her vacation and she is going to spend the entire month of June in Hurley, New Mexico with her sister, Mrs. L. Irish. June is a bad month for small girls to be such a long way from home, but it is hoped that the June-Bug won't get her while she is gone.

The boys employed in the various offices at Austin have been practicing base ball real hard for the past month and we just know that they will walk off with all Base Ball Honors this season ?????

Bob went to Chicago for a short visit during the early part of May and reports a very enjoyable time.

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Marcella pulled out for a wide spot in the road on S. M. No. 6, May 3rd, where she stayed all day Sunday. We can't imagine what the attraction is in Lanesboro, but it is a known fact that she wouldn't miss two nights of perfectly good sleep unless there were a very good reason.

Weighmaster Booth was at home a couple of days during the early part of May nursing a severe cold. We are glad to see him up and attending to his duties again.

At the present writing Herb is in bed account of a cold. We all hope he will be back on the job P.D.Q.

Another new face in the S.M. Headquarters offices. Mr. Ellerton Gaskill, who hails from South Dakota arrived at Austin during the last part of April to act as clerk to Trainmaster Holmes. We are glad to have you with us Ell and give you a hearty welcome to our throng.

Anyone looking for information on balloon tires has only to drop into the Van-Noy Lunch Room any day in the week and a free lecture will be served with each and every lunch.

Red McCoy and wife have started housekeeping on North Railway Street. It keeps Red busy mornings with the housework and attending to the garden.

B. J. Deneen, Section Foreman, and his niece Debbie Regan took a trip to Chicago during the latter part of April where they visited with relatives. Jim says that all councilmen should live at least one good trip a year.

Who's the Girl?

In the Superintendent's office rank and file, There's a pretty bob-haired lassie smiling all the while.

To her tasks she's sincerely devoted;

But for her joking she's certainly noted. Her speed and git and Irish wit will make things crack,

And now she's bent on marrying Jack. In this season of matrimonial boom, She's planned her wedding on a Monday coming soon.

Jack Gadwa, Valuation Engineer, at Store Dept. and Harold Flannagan, the man who calls the ladies' husbands away from home.

With their Coupe, are having lots of fun, Running opposition to Mr. Sorenson.

Freda, Gussie, Bernice, Rose and little Evelyn often go out with them for a spin.

Marguerette, Innis, Marce, and Eleanor too should not keep them driving after A.M. half past two.

They're on rides, they get a double thrill, When twice at evening their gas-tanks, they must fill.

Dubuque Shops Jingles

"Oosic"

Jim Smith has a brand new "radio" installed in his private den—he speaks to it real kindly, for it buzzes now and then.

Frank Reynolds bought a house and lot, a bedroom and a cane—with the twenty thousand dollars bonus awarded for a name. He started out to drive his car up to the office door—to show the gung that work 'round here just what the freinds are for. But in driving over a rocky road—in Frank's great surprise, the Lincoln got an awful bump, then Frank opened up his eyes. (We all believe in "Liberty" but a few of us still believe ours was better, don't we Frank?)

Linolia and (Rieff) from Savanna got their first top home on the phone, they had been doing a wee bit of speeding and desired to make a young loan. (\$13 a piece the judge said to their attorney, but Lake says that's a sight, better than drawing that many days.)

Adam came to work one morn without a collar or tie; we all thought he had joined a new order, for all he did was sit. (What a big difference a little forgetfulness will make, won't it Adam?)

If you want to know about the crops, just ask our Roundhouse Clerk—he's rented a large plantation, which he tends to after work.

Our General Foreman, Pipe Shop Foreman and Traveling Engineer, on the 1st of May did hire a dray and remove to the suburbs near. (Old story, I 'spect, cheaper to move, etc.)

Boilermaker Jas. Longigan went down to Clinton—the Clinton sights to see, but Jim came back with a nice black eye and a slight limp in the knee.

Kansas City Terminals

S.M.C.

From the advance notice received June is upholding its reputation as the month of bridges. Miss Helen Braun our telephone operator announces that June is to be the fatal month. Miss Kate Hammond an ex-local office girl is also stepping off in June. Lawrence Flagler of the Car Department also announces his approaching marriage. The Milwaukee Family join in extending to all of you our heartiest congratulations.

All of us received a shock when it was discovered that Harold Haring has been married since January 1st. Just think of keeping a secret from January to May. Even then Harold says he wouldn't have been found out if a woman hadn't spilled the beans. Congratulations, Harold.

Al Linder spent a few days in Kansas City before starting back to California again. This time he is going to drive through in that famous Dart car of his. Too bad you couldn't stay Al as the boys will sure miss your money during the base ball season.

Mr. Johnson on the inbound car desk has been a busy man this last month. Yes, there was another Bible class contest on and Bill was hustling for the Blue Team. Some hustler, I'll say.

Bert White in Mr. Adsit's office has broken out in a new venture. Bert has taken up golf and says it is great. Next month we will print a picture of Mr. White and one of his famous catches. Watch for it.

Marlan Holterty wants to know how much pie it will take to feed you from Kansas City to Pocatello, Idaho, if one piece of raisin pie is enough from St. Paul to Kansas City. Suggest the question be referred to some 'pie-eater,' like Holterty, for solution.

The housecleaning spirit seems to have overtaken some of the Coburg crew. Mr. Craft is painting his home and as soon as Bill Lindsey finishes washing his house he is going to paint it. What kind of soap are you using Bill, Ivory? It's highly recommended for all fine work.

Jim Talbott is a busy man these days. With base ball, fishing and radio not to mention golf and shooting clay birds even his Sundays are taken up. But at that he manages to go to church once in a great while.

Miss Grace Brant and Mrs. Flossie Lipp spent the week end at Boonville, Mo., attending the 4th state convention of Business and Professional Woman's Clubs. The girls report having a wonderful time.

Eddie Singeton says he is going to have as fine roses this year as Charlie Wright has. You will have to hustle Eddie for Charlie certainly has some fine ones.

Rosco Rolls is spending his time making his yard beautiful while his wife is away on a vacation. He says he will make it so attractive she won't want to go away again.

By the time this is published the Shrine Convention at Kansas City will be history. At the present time everyone is busy getting ready for them. We expect to park in our Broadway Yard equipment sufficient to care for 1525 passengers. This not only means sleepers but baggage cars, diners and bath cars. The convention opens June 3rd and closes June 5th.

We hear considerable talk about poor business over the system. Our car load business to and from the road for the first 13 days in May shows an average of about 30 percent over the same period last year.



Northern Montana Division

A.B.T.

L. E. Graybael, and wife, Chief Clerk to Chief Carpenter at Harlowton, was a visitor in Lewistown, May 8th.

Charles Henry Koch, Payroll Clerk, is endeavoring to get back his youth. His first step was to decide to have all of his teeth pulled. However, by the time the dentist had removed all the landmarks in his lower jaw Charlie got cold feet and decided that the upper ones were still good, for several years. Charlie is also dieting and says with only half of his teeth it doesn't require much self denial. He says that it does get his goat though to pay a dollar fifty at a banquet and only get a cup of coffee and a piece of bread. The next report of "Back to Youth" will be a report on a baby trick.

EXTRA! EXTRA!—Harry Linsley has a new hair asprouting.

Note:—He gives a reward for each new one discovered on his dome.

Oliver:—Are you going to lunch?

O. S. & D. Clerk, R. G. Randall, Great Falls, Montana, is the proud father of a 7 pound baby boy born to them on Friday, May 9th.

Congratulations, Bob.

Mrs. Ruth Serruys, Stenographer, Lewistown Freight Office, has gone on her vacation, and is spending it with her parents at Minneapolis.

Mrs. H. L. Crandall, wife of Dispatcher at Lewistown, has left for eastern points where she will spend about a month. She will attend a meeting of the P. T. A. Association at St. Paul, and will also visit with a son at International Falls, Minn., and at her former home in Stanton, Mich.

Say Oliver:—When are you going to lunch?

First a sneeze
Then a breeze
Then he says
"Excuse me please."
One cannot work
One cannot play
But just sit around
In fear all day.

Iowa Division Middle and West

Ruby Eckman

Conductor Adolph Schloe went to El Paso, Texas the latter part of April to visit with his father, Fireman Fred Schloe who is in a sanitarium there. He also had a short visit with switchman Edward Lavell who is also a patient at the Southern Baptist Sanitarium.

E. J. Gallagher of the Signal Department, returned the latter part of April from a few weeks trip in California.

G. F. Beaumont, who was Foreman of the Perry Car Department, for several months left the 1st of May for Pine Bluff, Arkansas, where he took a position as General Car Foreman for the St. L. & S. F. railroad. L. L. Barrett is

looking after the work at Perry until a permanent appointment is made.

Miss Erma Wightman, daughter of Yard Master C. F. Wightman of Perry appeared in a piano recital April 19th. Miss Wightman rendered a program of ten difficult numbers without reference to the music score. On April 22nd she was introduced to a Des Moines audience by her instructor who is a Des Moines lady. Friends of the family congratulated her highly on her work.

Conductor Frank Dow and wife spent some time in April with relatives in Oklahoma City. Frank was injured when a cyclone which struck Council Bluffs over turned his caboose last September and has not recovered sufficiently to resume work.

Engineer Earl Baker, one of the younger engineers at Perry, died at the family home the latter part of April following an illness which had extended over a period of about ten days. Earl has been with the Milwaukee company since he first commenced work, starting as a fireman at Savanna. He made his home in Perry for many years and was a most respected citizen. A wife and two sons are left to mourn. He was about thirty-nine years of age.

A number of the Perry railroad folks and others who are fortunate enough to be invited to listen in on other peoples' radios have been enjoying the Milwaukee programs which have been broadcasted by the Murray Family Orchestra and others.

A. E. Brooks was called to Aberdeen, South Dakota, the fore part of May on account of an injury which his sister sustained when she fell from a porch.

The second and third trick operators at Neola have been taken off and the work of handling train orders is now done by the operators at the interlocking tower. They will work jointly for the Rock Island and Milwaukee. A helper has been put on at Neola to assist with the office work.

Mrs. P. H. McLane, mother of conductors George and John McLane, died at the family home in Perry the fore part of May. Mrs. McLane was the widow of P. H. McLane who had been in track work for the Milwaukee from the time the road was built west of Marion, until a few years before his death.

Miss Dorothy Banyard, daughter of conductor E. E. Banyard who is quite an accomplished violinist for one of her age, was invited to play at a number of exercises given by the Grundy Center Schools in May. The young lady received many compliments on her work.

Musselshell Minutes

H.K.

Cupid has been doing a land office business on the division this month. Leap Year bridegrooms—looks kind o' suspicious, but don't mention it. Thelma Janes took unto herself a husband whose name is Earl Huff. They were attended by Miss Pearl Hill and Mr. Elmer Huff, brother of the groom. We wish you a long, happy wedded life. The other unhappy couple are Mr. Kindem and Agnes Peronto. The latter couple are honeymooning on the coast. Wonder if it is all right to extend our sympathy and regrets?

L. K. Sorenson and Mr. Clothier attended the Safety First Meeting held here recently.

Conductor Sam Burbridge has been seriously ill for several days. Mrs. Burbridge went to Harlowton to care for him and he was brought to Miles City as soon as possible.

Mrs. J. F. Herrick visited with relatives and old friends in Roundup for a short time.

R. M. Calkins, Vice President and Traffic Director, passed through Milestown on his way to Chicago from Seattle after an inspection tour over the line.

Art Mineau has been very ill for some time and is now in the Miles City hospital. We hope to hear of his recovery soon.

Have you noticed the sparkler on the right finger of Yvonne's left hand? Girls in the freight house say they have heard about the bright lights of Chi—but this is their first glimpse of them at close range.

Girls wearing long faces are grieving over the expected departure of the village cut-up, one John Rada. He's leaving town a single man too, shame on you girls, don't you hate to admit defeat?

Ted Johnson and Roy Rank are visiting home folks in Miles after sojourning on the coast for some time.

Conductor Sam Burbridge passed quietly away to his eternal rest after a short illness. The family have the sympathy of the entire division in their bereavement. Conductor Burbridge leaves a host of friends on the road who will miss him sadly.

Helen Kirwan is visiting home folks in Nebraska this month.

R. & SW. Division

Lillian L.

Louie, the Demurrage Clerk at Beloit, is locked up in Rockford for an indefinite time—yes, on jury duty.

Claron Hazeltine has assumed his duties as Assistant Cashier, after doing some extensive traveling for a couple of weeks.

Felix Raue has been appointed Assistant Accountant in the Superintendent's office at Beloit.

If anyone knows of a nice quiet place for a honeymoon will they please put the Bill Clerk at Beloit next.

Lost, strayed or stolen: One "hennaed" mustache. If anyone knows the whereabouts of same they will be doing a great favor by notifying the Yard Clerk at Beloit, as it was highly prized by him. Ray has not been the same since it disappeared.

Frank Losey left Freeport third trick the last of April for temporary relief of Agent Kuntz at Delavan. Operator J. P. O'Berto from Arizona and the R&S. Line is doing his stuff at Freeport on third trick during Frank's absence.

Since Leo Murphy has joined our ranks in the Mechanical Department and started stepping out, some of the girls look sleepy. Take it easy, Leo.

The Fourth Annual Ball given by the Railway employees at Beloit in K. P. Hall on May 3rd was a great success. Those in attendance report a most enjoyable time and are asking when the next one will take place.

Look out girls, Tom's wife has gone to the country.

It is reported that Freddy Miller and George Hannaford are both looking for a housekeeper to cook Sunday dinners during the baseball season, as their wives are on a "strike".

Freddy Miller took his Superheaters to Minneapolis on the 27th of April, where they did their stuff in the third annual C. M. & St. P. Bowling Tournament. Fred says he is proud of the showing made by his men and expects a piece of prize money himself from the doubles, his partner being none other than Frank Cluskey.

The Superheaters opened their ball season with a win over Shopiere on Easter Sunday. Flip Hannaford is showing so much big league stuff since his trip to the hospital that Captain Miller is planning on sending the rest of his team there.

Why is it that all locomotive engineers show so much attention to their engine? Because the world over an engine is always referred to as "she".

Understand Joe Conway has been stepping out some these days. Don't blush now, Joe. Can't blame you—she's a pretty nice girl.

Chicago Terminals

Guy E. Sampson

Jas. Kirby has returned to work after a six weeks vacation spent at Hot Springs. Says he

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had a wonderful time and also that the report that he went skating while there and that he skated onto a piece of thin ice and broke through and scalded his feet is not a fact. No ice there at all.

We have always wondered why we could get no news from the Manheim repair track department. Have always been told that when something very great happened that they would let us know, and now it happened, oh yes, the very same young lady whom we have begged for news, Miss Rose Kramer has gone and got married, so there ain't no Miss Kramer any more, but as the other half of the newly formed company is no other than our wide awake record clerk Mr. Oscar Ulrich we are in hopes that we may now be able to get them to write us a few items of interest, after the honey moon of course. The wedding took place April 21st and the happy pair are to purchase a beautiful home at Franklin Park. Congratulations to "Minnie" and "Rose", long may you live and always together.

On April 26th, Miss Ruth Borman, daughter of Foreman Ted and Mrs. Borman was married to Mr. Wilson Wadsworth. A great wedding dinner was served at the Edgewater Beach Hotel. Employes join in congratulating the newlyweds.

The painters are making a great improvement in office and outside buildings all over the terminals. Even the water tank at the North Hump came in for a new spring coat. The electricians have got as far as the Bensenville depot, but as yet have not placed the wiring in this important destination of so many suburban trains. Something that we need badly, too. All in hopes that the job will soon be completed.

Switchman "Red" Luepking has purchased a new home on Pine Avenue, Bensenville and will soon move into it.

Chief Car Clerk Bishopp is building a home in the same town and switchman George Belzman has purchased a lot and will begin building a home soon.

John Wolf, the big chief of Bensenville round house nights is also building a fine residence, while operator Floyd Sullivan has his new house pretty well along.

Begins to look as though the installation of water and sewer was all that was needed to put Bensenville on the map as the home of the Milwaukee employees.

No doubt someone will give our readers a good write up on the subject of the General Offices moving from the Railway Exchange building to the new Union Depot so we will only mention the fact that the string of moving vans which did the job resembled a Ringling Bros. parade and all employees seemed to enjoy getting into their new quarters only a step from the trains that bring them in and take them home.

Those who did not attend the dance, not only missed a good time, but also missed the great pleasure of meeting our always gracious Western Avenue Operator Marie Miller. She sure has a charming personality and was the belle of the evening. Very glad we had the pleasure and surely hope the company has another dance soon or sooner.

Another little item—on May 3rd a little daughter, Virginia May arrived at the home of Mr. and Mrs. Guy Sampson. The young lady was a welcome guest and has decided to remain. Her father smiled and said more dresses to buy and less income tax to pay so we should worry.

Switchmen Pete Peterson and Lyall Sampson are both busy after doing their 8 hours in the yard, putting basements under their homes. Great idea, makes their homes worth more and keeps them both at home evenings.

We have with us Mr. S. A. Butler, who is newly appointed Agent at Bensenville Depot, relieving former station agent A. G. Perry. Mr. Butler hails from Minnesota.

Badland Echoes

"Bill Mike"

Well sir, we have heaps of moisture, and the buttes are looking green. Every one is busy planting, women have begun to clean up their houses as is usual, in the warmer days of spring. Moving stoves, and rugs and carpets, father does most anything. Why can't women take things easy, clean just one thing at a time. Make the work stretch o'er a period of a season? It's a crime to make father do her bidding, moving things and beating rugs, when he's just caught the spring fever. Those house-cleanings are humbugs. T. A. Childer's took his Ford out to the Stockyards last Sunday, because the health authorities, served him notice, so they say, that he'd have to clean the thing and disinfect it right away, or they'd take it and burn it. T. A. thought he'd best off. Heard he used a tank of water, and a kit of Kresko dip. T. A. says a Ford is costly, can't afford another trip, 'till he's saved a stack of money, 'nuff to fill that Kresko kit. Heard he's got it inside drying, 'till the bottom's out of it. Martin Walsh was down from Miles town, for to get his Durant car. Took Eddie along to steer it, but they hadn't traveled far, when strange things began to happen, and they turned out on the grass. After much search and discussion, they found out they had no gas. They had held a long post mortem, warm sweat dripped from off their brows, words caressing and endearing, did not seem to help somehow. So they pushed and pulled the body of this lifeless auto car, up the hills and down the valleys, 'till they wished they'd had a "Star". When they came into Miles City, coated o'er with nature's soil, the police almost consigned them to three months of heavy toil. For they surely looked suspicious, all smeared up with mud and grime when they washed, then the cops knew them, and they let them go that time. E. M. Grobel, our trainmaster also got into the mire. Took his Olds up to Miles City, better car for to acquire. On the way to do the trading, car sunk down in gumbo flats, dirtied up his hands' and clothing, also spoiled a pair of spats. "Peg" Ehrie has gone and left us, for that "Windy City" Chi. Our young ladies felt so badly, they can only sit and cry. Have you noticed that the roundhouse has a new and pleasant coat? It's been white-washed and been painted. Looks like some pagentry float. Carl Staben is a rain maker, puts that Cal. man in the shade. Every time he paints his auto, be assured that rain is made. Hear he'll try to make a fortune, paint his car in times of drought, make the rain come when most needed, put the old hot winds to rout. Hear the "Rog's" wife got suspicious, when she read some of our news. She and son paid Rog a visit, now she's got the proper views. Maxfield's feeling fine and dandy, since his illness some time back. Even went to the staff meeting out at Butte and learned a snack. Peter Burns has a new road car, and the thing is painted red. Pete says he will change its color, to a shamrock green instead. And I think it much more fitting, for its name is "Casey Jones." As it is it balks at going, merely spits and coughs and groans. Mike Wood drives an automobile, and his girl, she drives a Ford. Can't they get along together, drive one car with both aboard? We don't aim to get personal, but it does seem rather queer, that pharmacist John J. Kinney should complain throughout the year. That his feet are awful tender, he can hardly walk up town. But at dances, it's a caution, seems he never does sit down. Harry Shields went to New England, or at least he started out with a bunch in his new Jewett, confident, without a doubt, that he'd get there plenty early, pass all others on the road. He would start some hours later, be the first in with his load. They say that too much confidence and false pride is due to fall, so it hap-

pemed the new Jewett, never got up there at all. But the good old Star and Maxwell going on their second year, with a Buick, age uncertain, made the trip on high from here. Our Store-keeper Herman Lindow, may leave us most any day, to go with a famous circus, when they come along this way. Hear they'll put him on as special, call him the "Angle Worm Man." For they say that he's a marvel, and he gets them by the can. Charley Nath is now visiting, in the city, Aberdeen, gone down there to see his daughter, and rest up from his routine. M. A. Tripp, our depot agent has a dog in custody, takes him out to exercise him, 'tis a bit of vanity, but while Agent Tripp was lunching, Fido up and strolled away, had the whole town out and searching for him nearly half a day. Had police and some detectives looking here and everywhere, even stopped some women gossips, heard it gave them quite a scare. Men and women be more careful what you do and what you say, clean your own back yard and door step, ere you sweep across the way.

S. M. West Notes

Ray H. Hoffmann

Merle George, Billing Clerk, at the Madison Freight Office, has accepted a position as book-keeper at the Madison Grocery Company, a wholesale house. Ben Bast, Night Expense Clerk, has taken over "Merle's" work and Lawrence Palmer, formerly baggage-man becomes Night Expense Clerk. G. J. Clark of Alden, Minn., is the new baggageman at Madison, making quite a new line up in the various positions. We regret having Mr. George leave us and wish him success in his new work, at the same time we extend a welcoming hand to Mr. Clark on the S. M. West.

John Santers, Water Supply Foreman, with headquarters at Madison, has bought himself a nice new home, of the bungalow type, in the northwest part of our beautiful little city of Madison. "John" says there is nothing like "Owning your own home".

The Trainmen's Annual Ball was held at Madison on the evening of April 21st. (Easter Monday), in the Hunter Hall. The Adams Sisters Orchestra of Sioux Falls furnishing the music. The dance was well attended, quite a number driving in from the nearby towns.

Bert Westby, Freight Conductor, is now spending his leisure moments driving around in his new Hudson Coach. You can step on the gas now Bert. Gasoline is again coming down in price in the state of South Dakota, so we suppose Bert will burn his share of it.

Our dear Chief Dispatcher, A. J. Starks of Madison, blossomed out in a new Sport Model Oakland, for Easter, not to mention a brand new tailored suit, hat, shoes and necktie to match. To tell the truth Mr. Starks has one of the best and prettiest cars in our city.

Wayne Goudy, Local Storekeeper at Madison and wife, spent a few days with friends at Sanborn, Ia. recently.

Eli Winesburg, Passenger Conductor, has returned from the East End where he relieved Conductor Pete J. Hooval during the winter and spring months. Glad to see you back Eli.

Roadmaster J. S. Healy and family spent the week end recently with relatives at Iona Lake, Minn. They motored down and back in their Chevrolet Sedanette.

Agent H. G. Gregerson of Madison spent Sunday, May 11th, visiting his mother at Albert Lea, Minn., who has been in poor health the last two months.

John Moore, Dispatcher at Madison, went to Sioux Falls on May 12th to meet his wife and daughter, who had been visiting friends in Iowa. I don't suppose you went near any of the banks at Sioux Falls, did you John?

The two roadmasters with headquarters at Madison, Mr. Healy and Mr. McGee, have been breaking all records for long distance walking

the last few weeks, while out on cross tie inspection with Tie Inspector, Rolf Norman of Minneapolis. Healy says he can easily walk 6 miles per hour without exerting himself.

Passenger Engineer Felix Vidal of Madison has been ill for the past two weeks, making it necessary for him to enter the New Madison Hospital for a few days to take treatment. Hope to see you back on the job soon, Felix.

Machinist Johnson of Madison Round House force, was married at Wessington Springs, So. Dak., during the early part of May. Congratulations on the happy event "Alfred".

John Lange, Machinist at the Madison R.H., is planning on taking a two weeks vacation in the near future which he will spend motoring down through the great state of Iowa, our neighbor state to the southeast. He will be accompanied by an intimate friend of his. We are wondering whether or not John is going to join the long list of "Benedicts".

August Kortz, Section Foreman at Wess. Springs and wife spent Sunday, May 11th, at Mitchell, So. Dak., where Mr. Kortz attended a Knights of Columbus initiation.

Relief Agent Edw. Lucas of Howard, spent a few days at Lily, So. Dak. during the early part of May, relieving Agent Grimes.

Station Agent H. G. Gregerson and Express Agent Wm. Roche of Madison are to be congratulated on their successful efforts in getting the merchants of Madison to agree to ship via freight and express from Sioux Falls, instead of by truck as they have been doing to a considerable extent here lately. The public must patronize the railroads if they expect first class service at all times. Let's get all the business we can for the "Milwaukee".

Mr. and Mrs. Lloyd Spence who have been in charge of the Van Noy Interstate Lunch Counter at the Madison Passenger station for the past six months have gone to Atkins, Ia. to take charge of the Lunch Counter at that place. John Bartos of Canton is the new manager in charge at Madison. Mr. Bartos has been at Canton for quite a number of years, running the lunch room at that place and we believe Madison is very fortunate in securing him.

The Madison Round House force is very proud of the fact that they won 1st prize on the So. Minn. Division for the best improvement during the year of 1923. John Felt is Round House Foreman at Madison.

Ye Scribe wishes to thank the guide (excuse me for not remembering your name) who showed him through the Aberdeen Round House and Machine Shop on the afternoon of May 10th. They sure have some Round House at Aberdeen to say the least, thirty stalls compared to our eight at Madison, oh well, we will grow.

At this time of the year and during the summer months, we should urge those intending to take vacation trips, to travel via the great "Milwaukee". No other railroad has better trains, than the "Olympian", the "Pioneer Limited", the "Columbian" and the "Pacific Limited", and no other road offers a greater variety of wonderful scenery. The Special Reduced Summer Excursion fares bring these trips within the reach of every one.

I.&D. "Prairie Waves"

Joyce

Will somebody please move a little California weather up here, or donate us a few overcoats, heavies, etc., so we can keep warm? About the 4th of July we will probably desire to recall these words, but right now we are real peeved at the weather man.

Superintendent's office at Mason City has the spring fever all right. Everybody taking their vacation early this year. Too cold for mosquitos.

Conductor Henry Smith and wife are contemplating an auto trip to Flint, Michigan to visit their daughter Mrs. J. Nelson.

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Do away with fatigue
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You'll notice the dif-
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you'll feel better at the
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THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT



YOU WILL FIND EVERY THING FOR THE OFFICE

AT

H. C. MILLER CO.

*Manufacturing Stationers
Loose Leaf Specialists*

342-344-346 Broadway, Milwaukee, Wis.

Hang onto your hats and chewing gum, Mercy, how that Chev. does hit the bumps. Some people are such reckless drivers.

Conductor Ben Olson is on the sick list. We miss him and hope he will soon be back again.

We saw a marriage license in the daily paper not long ago for a John Hart and So-and-So. Now we have waited and waited for the treats as we thought sure it was our John Hart, because who could be more popular among the fair sex than John, still it must have been another John.

Honk, honk—Run for your life. Gracious, when you get your breath back again you find it was our friends Geo. Deming and Rusty Schweitzer running a race down Federal Ave. in their new Ford coupes. Some class to those two.

Speaking of cars. Fay O'Neil's steps to the front. Nothing less than a Maxwell Sport Model.

W. F. Cody, D.F.&P.A. is spending a few weeks at the Sanitarium at Waukesha. A visit from Supt. D. Kelly from Milwaukee was the very best part of his stay there.

One of the hardest duties—that's what Carter Thoma, Switchman thinks—is to get two certain (young) ladies across the tracks in the morning and in time for work. He says Monday morning is the worst.

Mr. and Mrs. Elias Kelroy have moved to Mason City from Sanborn. Mrs. Kelroy is better known to the Milwaukee bunch as Bernice as she was clerk at Sanborn roundhouse for some time.

Miss Irma Wilhelm of the Store Dept. and Mabel Byrd of the Supt's Office have joined a party of girls that intend spending the summer months at one of the Clear Lake Cottages. This will give each girl an excellent opportunity to try out her culinary arts.

Dana Lezotte, formerly Operator Chief Dispatcher's office Mason City, is now agent at New Hampton.

WANTED—Anything in the line of Ancient History. Address Mr. Earl Jefferson, Fuel Supervisor, Marion, Ia. Must be over 30.

One more car to be added to the Superintendent's Line O' Cars. That is Mr. C. S. Christoffer's Willys Knight. Step on her C.S.C. But watch out for the Buick.

Miss Ruby Potter, Chief Clerk, Master Mechanic's Office, attended the Business and Professional Women's State Convention that was held at Waterloo, May 10th and 11th. She reports a very good time and incidentally we might mention that she says "You don't need an introduction in Waterloo and they are some drivers".

We understand C. E. Mutschler, Chief Clerk, Supt. office staged a "Bee" a short time ago. The object of same was to get a tire on his Buick. He had a blow-out and invited a multitude of enginemen to attend.

Things we would like to know:

Where did Dicky get the hat?

Who stole Donovan's hair?

What attraction does the Record Room hold for Nellie?

Who told Earl Jefferson coal didn't smoke?

Why Mac fell for a barber and then don't like bobbed hair?

Haven't we the nifty ball team though, tan shoes, good looking boys, moustache 'n everything. The young men from the local offices at Mason City are doing their utmost to organize a ball team. Contributions towards suits, bats, etc. will be most gratefully received. (That last remark applies to the young ladies. Come across gals, do your bit.)

Splinters From the Wooden Shoe

Brownie

I am going to send out a riot call—no news this month. Come on boys let's get together on this—send in anything you happen to think

about and let's make the other divisions sit up and take notice.

We are all very sorry to have Superintendent Johnston leave us, but glad to hear of his appointment as Superintendent of the I. & M., River and C. V. Divisions with headquarters at Minneapolis. We also wish to welcome Superintendent F. C. Dow to our Division and hope that he will, in the near future, be glad that he was assigned to the Superior Division.

Brakeman Shields was going to jump in the Fox river but decided it was too deep and stuck to the car, but got wet anyway—tough luck.

Baggageman Clark is on his vacation—kind of early isn't it Ray?

Agent Robinson, Amberg, Wis., has taken third trick at Elkhart Lake. Do you speak yiddish, George?

Engineer J. P. Lorang is some marksman. While shooting sparrows last Sunday shot a fellow through the leg. Well that's alright Peter—keep it down around the legs.

Train Baggage man John Schreck has taken a trip to the Coast for his health. Here's hoping you are all OK when you get back, John.

Our Special Officer McMahon says he has no time for the women. This must have applied just to the women in Green Bay as we see him making a dead run for the East DePere car the other night, and he didn't sit with a man when he got on the car either. How about it?

Brakeman John Deneen has spent all his money and bought a new Buick touring car. Well, Jack it is nicer motoring down to Chicago then riding down on the train. We all admit that, but didn't think the women had that much influence over you. But the saying is "the older they are the harder they fall."

Ray Zimmerman and James Woodward of the Superintendent's Office have also let go of their bank accounts and bought Buick roadsters. That's it boys loosen up and give the girls a real ride once in a while.

Tacoma Shop Notes

"Andy"

Along the line of additions and betterments we have three to report. On May 1st, Assistant Air Brake Supervisor Carl E. Wood, became the proud father of a bouncing baby girl. The stork loaded to capacity arrived at the home of Machinist Francis Donavan with a 14 pound girl. An 8 1/4 pound boy arrived at the home of Electrician Ray Maycumber. Congratulations are in order.

On April 26th, Wilbur Calhoun assumed the role of a married man together with all the responsibilities, worries, etc., associated with that condition in life. The couple went to Vancouver, B. C. and other points unknown for a short honeymoon. Congratulations Cal and we hope that your married life will be a long and happy one.

Mr. Harry Stewart, who was at one time employed at Tacoma as machinist, has been appointed as Roundhouse Foreman at Malden. Mrs. Stewart arrived in Tacoma on May 7th for a visit with her parents Mr. and Mrs. Otto Scheutze.

Electrician Apprentice Robert Vaterbeck, was recently married.

As a result of someone with an inventive turn of mind, the armature room is now equipped with a large wall clock. A dial about 10 inches in diameter, with numbers painted similar to the face of a clock is nailed to the wall, in the center is hung an Ingersoll fitted with large paper hands, simple isn't it.

Mr. J. E. Brady, popular Roundhouse Foreman at Tacoma, has purchased a new home into which he moved on May 6th.

John Maloney, Boilermaker, has been promoted to Assistant Boilermaker Foreman.

F. A. (Shorty) Williams, Machinist, is now sporting a new six cylinder Buick.

Miss Stella Johnson, of Spirit Lake, has

bid in job of clerk in Store Department at Tacoma.

Ben Farenwald, the good natured Assistant Roundhouse Foreman at Tacoma, has been appointed Roundhouse Foreman at Melstone, Mont.

John Wicklund, former Roundhouse Foreman at Miles City, is now working at Tacoma.

F. M. Murray, Machinist, has been appointed Assistant Round House Foreman at Tacoma, in Ben Farenwald's place.

H. R. Morgan, Chief Operator at Taunton Substation, has been transferred to Mr. Beekwicks' office at Seattle.

Wm. Delaney, General Car Foreman, has purchased a new Dodge coupe.

A. Browning, Car Inspector at Tacoma, purchased a new Dodge sedan.

Hoop has again taken his car out of the garage for a little exercise and some of the exhilarating summer air.

A. C. Beinert, our blonde timekeeper, has sold his ancient Dodge touring, and is now contemplating buying a Chevrolet, but owing to trouble he is experiencing with his eyes, has put the matter off for the time being.

H. L. Snyder, has had his wooden leg fastened up, overhauled and put on good solid footing, which has increased his understanding as well as his mileage to a remarkable extent. On May 11th, Harvey, in company with Mike Grummel, the Jewish assistant woodmill foreman, went to Mineral on a fishing trip. Yes, they got back all right, and claim to have filled their baskets, but of course we have our own opinions.

Dick Dunwoody, Storeroom Foreman, has been off sick for about a month, advises he will be back on the job Monday, May 12th.

Oscar Timming, Clerk in Store Department, has taken a leave of absence of 30 days to go back to Dayton, Ohio. The object of his trip is not known, but we have our suspicions.

Baseball—The Electricians defeated the Pipefitters with a score of 21 to 1 recently. The sensational part of the game occurred in the 9th inning with a score of 2 to 1 in favor of Electricians, Pipefitters, had three men on bases, when pitcher Kinzie struck out three men.

Chas. Reynolds, Store Department Clerk and Baseball Team Manager, is back on the job as cheerful as ever, after being laid up in the hospital for general repairs.

Mr. D. A. Rossiter, our new Superintendent, paid a visit to the shops on May 9th, looking over the plant and getting acquainted.

Fred Maas, that suave, debonair, chivalrous, yet sickle clerk in store department, has broadcasted the fact that he has purchased a car, if it may be termed as such, a Chevrolet of ancient vintage, for a very modest sum, for his private use. Fred is already a full fledged auto mechanic, which was evidenced through his utterings we accidentally overheard, wherein he stated that he had overhauled the bus—he cleaned all the spark plugs. Fred's stock with the ladies was high in the past, but now we would not venture to guess what height his popularity with the fair sex will attain.

Morris Finegold, our high frequency messenger boy, is utilizing his very few spare moments trying to master the rudiments of stenography under the expert tutelage of Professor Sigurd Theodore Johnson. Owing to Morris' unusually bright and active mind, plus same mind condition of his tutor, very gratifying results are looked forward to in the very near future. More details upon request.

The Milwaukee shops at Tacoma have now a real baseball team, suits and everything. The suits were received very recently, and they are of a gray with black stripes with the Milwaukee monograms. The following is the official line up Girard, 1st base; Angle, 2nd base; Kuprovsky, short stop; Peterson, 3rd base; Kunney, left

VACATION

Where Will You Spend It?

Why not at the **CHICAGO HOTEL** on beautiful Paw Paw Lake, Michigan where you will have swimming, rowing, fishing, dancing, golf, bowling, hiking horseback riding, etc; where you can enjoy an active vacation and have a real rest as well?

The **CHICAGO HOTEL** is located about 100 feet from the water's edge, has a splendid sandy bathing beach, wash rooms with running water and other modern equipment, large screened porch, light airy sleeping rooms and comfortable beds. You will like our old-fashioned home cooking, our individual dining room service, the pleasant atmosphere and the congenial class of people we have as guests.

Rates including room and meals: \$18.00 per week. Open June 1st.

Pere Marquette Railroad to Watervliet, Mich., bus to hotel.

Reservations necessary during July and August. For reservation or further information address

H. F. SEMPLE, Watervliet, Mich.

field; Kinsler, center field; Lundemo, right field; Clark, catcher; Jones, Pitcher; C. Reynolds, Manager; H. Kenney, Captain. The baseball organization is still in its infancy however, but with the excellent material we have, and the first class management, just watch our smoke. We are scheduled to play the N. P. shops on Saturday the 17th.

La Crosse Division

C. W. Velsor

It is a sad duty to mention the death of our esteemed friend Station Baggage man Jim Bowen, of Tomah, who has been with the Milwaukee Road at this station for the past forty years. Mr. Bowen passed away at his home after a brief illness. The sympathy of all the employees on the division is extended to the bereaved members of his family.

Seymour Simpson, retired veteran Passenger Conductor, passed away at his home in Portage after a long illness suffering with cancer. Mr. Simpson has not been in the service since 1917.

Chief Car Inspector John Cunneen of the La Crosse terminal was recently showing the rip track crew how he could pull out a knuckle pin with his teeth. The next day a collection was taken up for a new set of teeth for John.

Miss Ryan, Trainmaster's Clerk at Portage, who has been confined to her home on account of sickness is reported improving as well as can be expected and expects to return to her office in the near future. To be sure her smiling face will surely be welcomed by all the employees who are granted many favors through her kindness from the trainmaster's office.

Brakeman Ray J. Kawatzky who has been a bachelor for many years and was just recently married has presented John Harling with his needles, thread and buttons with all other bachelor equipment such as telephone numbers and so forth.

Engineer Sam Cadman, a very remarkable mechanical genius has recently invented what is called and known as a Booster Valve with which he equipped his new Hupmobile. After several demonstrations to natives of Portage, Taylor and Tom Bloomfield had one put their new cars which they claim is so economical that they get 38 miles on a gallon of gas. Sam has since been laying off negotiating with the big oil interests who do not want Sam to put his invention on the market because it will lessen the sale of gasoline.

Special commendation was given Brakeman J. C. Davis on May 13th by Superintendent Frick and other officials for discovering a brake hanger down on No. 5 the fastest west bound mail and passenger train on the division, when the train was passing through the Portage yard on May 12th. Co-operation of this kind in many instances save lives and property.

"A wise crack from a broken plate." We understand that our friend C. O. Manske, Operator in the dispatchers office, is now buying "peptona" for his "hank" for just recently he undertook to take some of his friends out for a ride and in taking the Wyocena Hill the crew had to pile out and give Oscar "pusher service" helping him over the hill. Oscar claims that he could make it alright but he didn't want to take it out of the car hauling "dead heads".

Operator E. C. Bergeron at Mauston, had the misfortune of hurting his knee on April 29th and has been confined to his home since. Mr. Cull is substituting who is now on the extra list on account of his job at Columbus being pulled off.

Employees on the division extend the heartfelt sympathy to Operator A. J. Farnham in the loss of his father who died in La Crosse on May 12th.

Yegs in and around Viroqua had better take notice. Lieutenant of Police Jim Taylor of the La Crosse office was recently detailed to get the person or persons who were breaking into the freight house at Viroqua and after hiding in the building for five nights without hearing any noise but that of the rats finely heard the soft steps of the gentleman for whom he was waiting and after permitting the intruder to make a careful selection of the boxes and packages which suited his wishes he fought him in the dark and knocked him down three flights of stairs making him an object of curiosity in the court room the next morning, and Jimmy was commended for his clever work by the Judge and his prisoner was given a five year sentence in jail.

Iowa (East) Division and Calmar Line

J. T. Raymond

Passenger Conductor Thomas Freeman is on a thirty days leave of absence and is taking a trip to Seattle, Wash.

Peter Pazour is on No. 7 and 20 in Thomas Freeman's place. Ben Bulkley taking Pazour's run on Nos. 3 and 4 with the Chicago layover.

Conductor F. E. Pike, Train Baggage man D. L. Pulley and Brakeman Perry Arbuckle were off duty several days following the accident to train No. 204 when their engine turned over near DeWitt, April 23rd. Conductors Lee Tolbert, T.B.M. J. G. Larkin and Bknn. C. L. Gregory relieving.

Brakeman E. E. Sangster has taken an extended leave of absence account ill health and with his family has gone to New Mexico.

Wayfreight trains on the East Division between Savanna and Atkins are now running tri-weekly. Conductor Hall is assigned to run between Savanna and Oxford Junction and Conductor D. G. Hiskey between Oxford Junction and Atkins.

Conductor Chas. Carrington's wife was seriously ill for several weeks in a Cedar Rapids hospital. She has now sufficiently recovered to

CROSS TIES AND SWITCH TIES

WHITE

OAK

RED

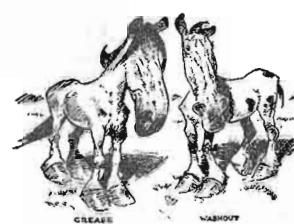
Pine—Chestnut—Mixed Hardwoods



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NASHVILLE, TENNESSEE

Sales Office, Storage Yard and Treating Facilities
Terre Haute, Ind. A. D. Andrews, Representative



PRIME'S PLUGS

THE PRIME MANUFACTURING CO.

MILWAUKEE, WISCONSIN

be brought to the home of her sister Mrs. H. L. Mellish, Marion, and her many friends hope for a speedy recovery.

Brakeman John Cone has been off duty for several trips account the illness and death of his mother. The magazine extends sympathy to Mr. Cone and family in their bereavement.

Brakeman Ray Perrin has resumed work on Nos. 20 and 19 after being off duty for several weeks taking treatments in a Cedar Rapids hospital.

Supt. Martin J. Flanigan was the speaker at the Monday luncheon of the Marion Lions Club, April 21st.

He was introduced by Dispatcher Willis Jordan, Chairman of the entertainment Committee. There was 100 percent attendance of the club and a number of invited guests. The Marion Sentinel quoted in their columns liberally from the speech and said it was "a most illuminating talk on the railroads".

Agent H. E. Carter of Olin, made a brief visit to Lyle, Minn. Opr. G. I. Harrington relieving.

The engine on No. 204 from Davenport to Maquoketa was derailed at gravel pit switch about 1½ miles south of DeWitt, April 23rd. Engineer George Greene had an arm broken and was badly bruised. Fireman W. B. Smith was bruised and badly shaken up. Both of them are recovering nicely.

Signal Maintainer S. C. Lawson suffered a bad scalp wound caused by his motor car being derailed. It is healing up nicely.

Agent John N. Swords of Wyoming was stricken with heart failure while about his duties at the depot Monday morning, May 5th, about 9 o'clock and died instantly. He was born April 30th, 1870 at Monmouth, Iowa and has been agent at Wyoming for the past twenty years, previously has been agent and operator at DeWitt and Wheatland.

He had served as Mayor of Wyoming for six years and was recently elected to the City Coun-

A New Romance In Industry

THE romance of modern industry is not all in its marvelous machinery and high tension efficiency nor in its phenomenal rises of great executives from lowly places in the world nor in the development of gigantic enterprises from small shops.

This is the story of an educational and patriotic campaign, undertaken at a great expense by an Illinois corporation for the sole benefit of the children, the schools and the republic.

How the Illinois Watch Company at Springfield, is putting Abraham Lincoln into every high school in the United States and all its possessions, how it is exciting juvenile and adult interest in the life, work and character of Lincoln is an industrial romance that is bound to attract national attention as it becomes known.

When an organization of citizens of Springfield and Illinois, devoted to the life and ideals of Lincoln, laid out their plans to induce a more general and a deeper study of him by the people of the world, the Illinois Watch Company started the work among the children of the twenty-three thousand high schools of this country.

The company has a sentimental relationship to Lincoln that was as much of an influence in reaching its decision as its desire to serve the cause on which the people of its home town and Illinois have embarked through the Lincoln Centennial Association.

Last November, the company notified every recognized high school in the United States, Porto Rico, Alaska, Hawaii, and the Philippines that it will give annually a Lincoln Medallion of the very highest order of workmanship, to its pupil who writes the best essay on Lincoln, the award to be made on the anniversary of his birth.

There was less than three months in which to advise schools fully of this offer or to stir them into interest in it. Notwithstanding the brief period in which to work, five thousand schools conducted contests for these medals. Every state and territory under the American flag was represented in their distribution. Hundreds of communities observed Lincoln's birthday with appropriate ceremonies that would have permitted it to pass unnoticed but for the award of this medal to the winner of the essay contest. The response of southern states was one of the remarkable reactions. Every one availed himself of the opportunity to encourage the contest. Many representative heads of high schools or school systems in that section have written appreciative letters to the company commending its enterprise.

Plans have been laid to increase the number of schools participating for 1925 medals to fifteen thousand and ultimately to all of the twenty-three thousand eligible to take part.

The medal is three inches in diameter, stamped from the finest quality of government bronze by the leading engravers and die makers in the country. The head of Lincoln is from the famous portrait by Douglas Volk, from whom the right to use it was purchased by the company. The sculpturing has been done by the eminent Charles L. Hinton. On the reverse side is a wreath within which is to be engraved the name of the winner, his school and

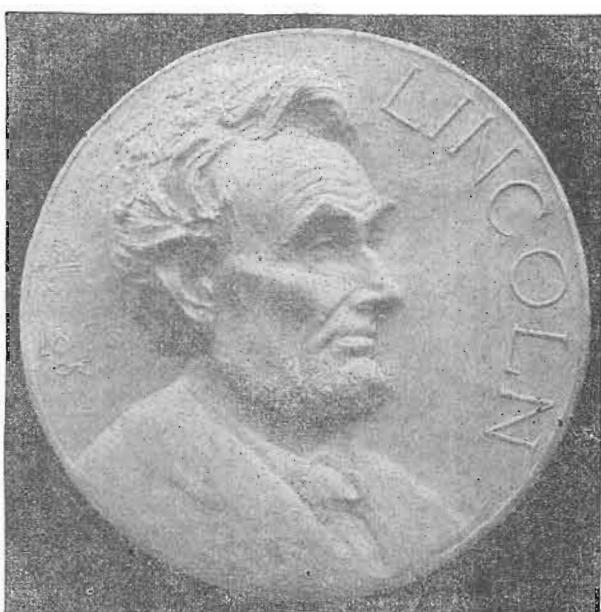
the year of the award. The medal contains no word of advertising whatsoever. The company is directing the contest without hope or expectation of any commercial reward and refrains from the use of its name, except as it may be absolutely necessary in correspondence.

The rules governing the contest are simple, so far as the company is concerned. It furnishes the medal to the schools that are known as recognized high schools. Each school through its principal or faculty makes its own regulation. In other words, the contest is made as nearly local in all respects as it possibly can be made.

In scores of cities and towns, this year the presentation of the medal became an occasion for elaborate ceremony that not only recognized Lincoln's natal day but served to stimulate interest in the school and to stir up the spirit of emulation among its pupils. The winning essay generally was published in the local newspaper, often accompanied by a picture of the victor.

Thus a bit of artistic bronze with the head of Lincoln in relief becomes an instrument of patriotic service throughout the nation. It creates a new interest in the life of Lincoln and places his deeds and his ideals of human conduct and government vividly before the youth of the land upon whom they must make an indelible impression. The success that already has marked the Illinois Watch Company's efforts in this direction is assurance of the need for them and of the appreciation in which they are held by school men and women. Mr. F. G. Blair, Superintendent of Public Instruction of Illinois, for many years has been so impressed by the value of the contest and the disinterestedness of the company that publicly he has endorsed it and has advised the heads of schools in all states to give it their sympathetic attention as a practical means of encouraging the study of Lincoln and all that he stands for in American life.

Undoubtedly the Lincoln medal contest of this company is destined to become an inspiration to many industries to play a new role of altruism in the daily affairs of American people.



cil, he was a member of the Methodist Church, The Masonic, Odd Fellow, and Woodman Orders. Among those surviving are his widow and two daughters. The funeral service was held at Wyoming and burial at DeWitt. Mr. Swords had a wide railroad acquaintance and his death is deeply regretted. The family have the sympathy of all on the division in their great loss.

Mr. and Mrs. Will Cook of Miles City, Mont., and Mr. and Mrs. Harry Cook of Mobridge, S. D. were in Marion for several days, called there owing to the serious illness of the parents of the young men.

W. K. Lothian has returned from a brief trip to California where he went to accompany his wife, daughter and Mrs. Clara Mitchell back to Marion after their winter's stay in the Golden State.

Opr. Bert Campbell at Atkins Yards was away on a few day's vacation. Operator Hutchinson reliving.

Agent H. E. Seeley of Greeley is taking a month's vacation. Relief Agent F. E. Sorg is relieving him.

Card of Thanks

We desire in this way to express our sincere thanks and appreciation to my co-workers for their words of sympathy, many deeds of kindness and friendly assistance at the time of the illness and death of our beloved wife and mother.

Harry J. Murphy and family.

Staff Meeting held in Superintendent's office, Saturday, May 11th, Supt. Flanigan presided. Track and transportation matters were discussed from all angles. Those attending were L. A. Turner, Asst. Supt.; H. F. Gibson, Trainmaster; H. C. Van Wormer, Chief Dispatcher; J. M. Losey, Chief Dispatcher; W. N. Foster, Master Mechanic, Traveling Engineers and Roadmasters.

Mrs. Ethel Belle Murphey, wife of Harry J. Murphey, passed away at a Cedar Rapids hospital, Tuesday, April 15th, following an emergency operation for appendicitis. She was married in June 1907 to Harry J. Murphey. They resided at Marion where Mr. Murphey is employed in Train Master's office. There are four daughters and a son surviving.

The funeral was held Easter Sunday afternoon at the Methodist Church, largely attended by sympathizing friends.

The deepest sympathy of all is extended to Mr. Murphey and family in their bereavement.

Oscar Westberg has been appointed Car Foreman at Atkins. L. A. Klumph transferred to Cedar Rapids.

L. B. Swearengen has been appointed third trick Clinton, and D. D. Devore, second trick.

Miss Emma De Long is on a leave of absence from his duties in Superintendent's office and is visiting in Portland, Oregon.

Engineer Al Taylor of Savanna has taken the Maquoketa-Davenport passenger run while Geo. Green is off.

Engineer Ben Giles has taken the Savanna-Davenport passenger run on Trains 38 and 39.

Leonard Anderson of the Division Storekeeper's office, Marion, played the part of an "end man" in the recent Benefit Minstrel performance of the Marion Brass Band. He proved himself a first class fun maker and was a strong favorite with the big audience.

Mrs. G. R. Barnoske is doing extra clerical work in the Division Accountant's office, Marion.

A Train Man's Dream

Conductor Johnnie Green lay on a bed of pain,

All hope was past, his life ebbed fast:
He ne'er would rise again,
Have you a sweetheart, "fair and true?"
They whispered o'er his bed,
Whom you would tell a last farewell?
Poor Johnnie softly said
"There's Daisy back in Burlington

And Millie up at Blair
There's Katie down at Watertown

And Mary at Eau Claire;
At Green Bay there's Ester May,
Whom I must surely see,
And Annie, too, at Waterloo,
Please bring them all to me!"
The watchers stared in wild surprise
And then they said once more:
"And tell us, pray with out delay,
The girl whom you adore;
The girl whom you have sworn to love
And bring both wealth and fame.
Your promised wife and hope and life.
Quick, let us know her name!"
There's Evelyn up at Madison
And Maymie out in Antigo;
There's Violet at Marinette
And Mary at old St. Joe;
There's Hattie too in Baraboo
And Mabel at Whitehall;"
Then Johnnie sighed, "It is time I died,
I've sworn to love them all."

Rail Rumblings From St. Paul

Allen

The space in our magazine, allotted to us this month, will be used in behalf of our pension association. And truly it is, just as I have written it, (our) association. It was formed for us and made possible by us. It is yours and mine; organized for the benefit of you and me.

You don't have to die to win. You may enjoy the fruits of the association after you have been a member for the short time of five years, for if you should become totally disabled after that time you would get a monthly allowance equal to the old age allowance. If you leave the service before reaping any benefits you are given a certificate which entitles you to all that you have paid in (except the fifteen cent monthly dues which cover expenses) when you reach the age of sixty-five. Or if you are still in the service of the company and a member of the association. When you reach the age of sixty-five you may retire with the monthly allowance coming in to you every month right up to the time of your death.

The cost is very small considering the benefits for you would have to have a tidy estate or a good sized nest egg laid away to bring you in an income equal to what the association gives you.

Further, the railroad company may in later years, when fixed a little heavier financially, add to the benefits. I believe they will.

It is especially desirable for the younger man, for his dues each month are smaller by far than the older man and it is also especially desirable for the older man for he has not so long to wait to take advantage of the privilege to retire.

There doesn't seem to be any objection for one who has retired on pension to find a little job on the side to add to his pension income, if he so chooses.

The officers are doing all they can to get a large enrollment at this time. As many branches of the railroad as possible are represented by the officials of the association, all men of high caliber—take for instance our own Twin City Terminal Superintendent, Mr. G. A. Van Dyke. A man who knows every employee on his division, a man who recognizes each and every employee regardless of his position be it messenger or agent, a man whom every employee respects, trusts and is willing at all times to go further than their ordinary line of duty to prove it; that's the kind of men at the head of our association. That reason alone should bring you in. You have nothing to fear for what is to your interest is to their interest too.

Let's go! Let's show them and give the confidence due these men.

Join the Milwaukee Employees Pension Association today.

Guaranteed GENUINE LEATHER Pocket Book 98¢



The American Bankroll

122 model. Beautifully made of Black Grained Genuine Leather. Strong, neat and stand-up convenient pocket book you ever saw. Contains 42 pages memo-diary full of useful information and hints for every bill-blanks, cards, check-book and photo identification card holder. Price \$1.50. Send us your name and address. You couldn't buy this anywhere else for less than \$2.00. Wonderful value. Special price of ONLY 98¢

Bill Photo

Checkbook Holder

Money Diary

Coin Purse

Secret Pocket

23-

K. Gold

Your Name

Engraved Absolutely FREE

(Fraternal Emblems, 40¢ Extra, City 30¢, Street No. 20¢) This work alone is worth \$1.50 anywhere and gives article very elegant finish. Also get our Free Folder, listing many BIG LEATHER BARGAINS ideal for personal use or Gift Purposes any time of year.

Send No Money

Don't send us a penny in advance. Just send the name and tell us what you wish engraved on the pocketbook. Then when you actually receive it, simply pay the postman our remarkably low price of only 98¢ and the few cents postage plus extra if you send it registered. If you don't like the article for any reason, return it to us and we will refund your money at once. Please send name and address, etc. If you don't like the article for any reason, return it to us and we will refund your money at once. Please send name and address, etc. We have been sending these pocketbooks for 20 years. You like no other. Send the sample.

U.S. Leather Goods Co. 689-570 W. Main St., Dept. 100, Chicago, Ill. Send me your genuine leather "American" pocketbook at a price of only 98¢ and the few cents postage plus extra if you send it registered. If I am not more than satisfied I will return the article to you and you will return my money, including postage. Send me free folder along with the specimen.

Name _____
St. No. _____ 30¢ Extra
City. _____ 20¢ Extra
Emblem. _____ 40¢ Extra
Send me your special Agent's proposition []

Willie had swallowed a penny, and his mother was in a state of alarm.

"Helen," she called to her sister in the next room, "send for a doctor; Willie has swallowed a penny!"

The terrified and frightened boy looked up imploringly.

"No, mamma," he interposed, "send for the minister."

"The minister?" asked his mother, incredulously. "Why the minister?"

"Because papa says he can get money out of anybody."

—Illinois Central Magazine.

The Unwritten Law

Judge: "And so you deliberately assaulted this gentleman, knocked him down, and then sat on him?"

Prisoner at the bar: "Yes, your honor; I went into his office and asked him for a job, and he said: Yes, we have no positions!"

Judge: "Discharged!"

—Union Pacific Magazine.

Poor Florence

There once was a woman named Florence,
Who for kissing professed great abhorrence;

But when she'd been kissed
And found what she'd missed,
She cried 'till the tears fell in torrents.

—Union Pacific Magazine.

CLASSIFIED SECTION

This is a new department in our magazine. Some excellent opportunities will be found here for employees who have an hour or two a day to turn into cash. We advise you to answer these ads and mention the name of our magazine.

AGENTS

Agents—Live representatives wanted in every locality to show sample of the American Bank Roll and take orders; the greatest value in a \$1.00 pocket book ever offered. Full particulars on request. Why not add \$25.00 to \$50.00 a month to your income by selling us your spare time in this pleasant, profitable work. U. S. Leather Goods Co., Dept. M.M. 500-570 W. Monroe St., Chicago, Ill.

Make \$17 Daily—Finest Extracts, Food Products, Toilet Preparations, Household necessities. Credit: Sample case Free! Write for amazing offer. Perkins Products, B-8, Hastings, Nebr.

\$60-\$200 Week, Genuine Gold Letters for store windows. Easily applied. Appoint sub-agents. 20 percent commission. Metallic Letter Co., 407 N. Clark St., Chicago.

Agents—Get our big sample assortment free offer. Tea, coffee, extracts, spices, food products, things people eat, 240 fast sellers. Big profits. Harley Co., 362 Harley Bldg., Dayton, Ohio.

Send Me to the Darn E-X Laboratories, Dept. H-G, Dayton, Ohio, and I will show you how their representatives make big money selling Darn E-Z Universal Fabric Cement, either full or spare time.

Big Money and Fast Sales. Every owner buys Gold Initials for his auto. You charge \$1.50; make \$1.35. Ten orders daily easy. Write for particulars and free samples. American Monogram Co., Dept. 67, East Orange, N. J.

Polmet—The Wonderful Polishing Cloth that cleans all metals without liquid, paste or powder. Approved by "Good Housekeeping" and "Modern Priscilla"—sells fast at 25c. Sample free. F. C. Gale Co., 132 Edinboro St., Boston.

"**Clausu**"—Will pay world trip expenses" says Salesman Green. New Imported business necessity; compels attention. Sample 75c; satisfaction guaranteed. Importer, 422 Harvard, Glendale, Calif.

Mason Sold 18 Comt Sprayers and Auto-washers on Saturday. Profits \$2.50 each. Particulars free. Established 30 years. Rusler Co., Johnstown, Ohio, Box C-19.

Soap Agents Wanted to sell our big line of products. Sample case furnished. Write for terms and particulars. Linro Company, Dept. 151, St. Louis, Mo.

Agents—\$6 to \$21 a day. Take orders for Aluminum Handle Cutlery Set. Brand new. We deliver and collect. Pay you daily. Sample to workers. Jennings Mfg. Co., Desk C-32, Dayton, Ohio.

Big Money and fast sales every owner buys gold initials for his auto. You charge \$1.50; make \$1.44. 10 orders daily easy. Samples and information free. World Monogram Co., Dept. 77, Newark, N. J.

New Wonderful Seller, 90c profit every dollar sales. Deliver on spot. License unnecessary. Sample Free. Mission, Factory D, 519 No. Halsted, Chicago.

Send for Big Bargain Sheet—Tires, Accessories, Parts for Fords—Radio supplies and thousands of other items. Jones Motor Co., Dept. M, Bowling Green, Kentucky.

We Start You without a dollar—soaps, extracts, perfumes, toilet goods. Experience unnecessary. Carnation Co., Dept. 216, St. Louis.

Get Our Free Sample Case—Toilet articles, Perfumes and Specialties. Wonderfully profitable. La Derna Co., Dept. RC, St. Louis, Mo.

We Pay \$50 a Week and expenses and give a Ford Auto to men to introduce poultry and stock compounds. Imperial Co., D-19, Parsons, Kan.

Eilvering Mirrors. French plate, easily learned. Immense profits. Plans free. Wear Mirror Works, Excelsior Springs, Mo.

CARBURETOR REPAIRS

Rayfield Carburetor, Sales and Service, 3941 Washington Blvd., Chicago, Ill. Have your carburetor rebuilt by experts and get more mileage, better pickup. Send carburetor parcel post, we will rebuild and ship back the same day."

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Double Entry Bookkeeping mastered in 60 hours; guaranteed; diploma. International Bookkeeping Institute, Dept. 22, Springfield, Missouri.

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Sixth and Seventh Books of Moses, Egyptian Secrets, Black Art; other rare books. Catalog free. Star Book Co., HG, Camden, N.J.

Lucky Charms, Secrets, Lodestones, Ouija Books. Catalog 4 cents. Box 55, Staten Island, New York.

PHOTOGRAPHS

Films Developed, Prints made. Write for price list today. R. Kocielniak, 17214 Lamont, Detroit, Mich.

TOBACCO

Natural Leaf Tobacco—Chewing, 5 lbs., \$1.75; 10 lbs., \$3. Smoking, 5 lbs., \$1.25; 10 lbs., \$2.25. Hickory Ridge Farms, Mayfield, Ky.

NOVELTIES

Live Alligator, 11 inches long; barking al-ready; \$5.00. Safe delivery guaranteed. Albert Gerlach, New Orleans, La.

Magical Goods, novelties, lodestone, cards, dice, books. Catalog free. H. Smythe Co., Newark, Mo.

DOGS

For Sale, high class German Police Pups. Imported Stock, \$30.00 and up. Riverside Police Dog Kennels, Cooperstown, No. Dak.

Beautiful registered bull pups cheap. Bulldogs, 501 Rockwood, Dallas, Texas.

RADIO

Radio Advice—Any hookups, best ever—what's wrong with your set. Ask us. 10c in stamps. X-L Radio Co., 141 W. Ohio St., Chicago, Ill.

MUSICAL

Cornetists — Trombonists — Saxophonists — Clarinetists. Get "Free Pointers." Name instrument. Virtuoso School, Concordia, 10, Mass.

BOOKS

Personal Success Books—Illustrated catalog for stamps. Phipps Library, 1014 Belmont, Chicago.

MOTION PICTURE PLAYS

\$38 For Ideas. Photoplay Plots accepted any form: revised, criticised, copyrighted, marketed. Advice free. Universal Scenario Corporation, 221 Security Bldg., Santa Monica & Western, Hollywood, Cal.

Write Photoplays—\$50 each. Experience unnecessary. Details free to begin. Producers' League, 336 Wainwright, St. Louis, Mo.

SHORT STORIES WANTED

Earn \$25 Weekly, spare time, writing for newspapers, magazines. Experience unnecessary. Copyright book free. Press Syndicate, 443, St. Louis, Mo.

Stories, Poems, Plays, etc. are wanted for publication. Submit MSS. or write Literary Bureau, 504, Hannibal, Mo.

Poems Wanted—Sell your song verses for cash. Submit MSS. at once or write Era Music Music Co., 109, St. Louis, Mo.

OLD COINS WANTED

Old Money Wanted—\$50.00 paid for Liberty 1913 nickels (not Buffalo), \$50.00 for 1894 dime S. mint, etc. Thousands old coins, bills and stamps worth big cash premiums. Get posted. Send 4c for Large Coin Circular. May mean big profit to you. Send NOW. NUMISMATIC BANK of TEXAS, Dept. 14, Fort Worth, Texas.

Rare United States Coins for sale. Everett Granville, Numismatist, West Fitchburg, Mass.

Genuine Roman Coin, 1600 years old, 25c. Durso, 25 Mulberry, Dept. 110, N. Y. City.



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"When Galena Service goes in-
Lubrication Troubles go out."

54 Years of Railroad Lubrication Experience

GALENA SERVICE constitutes an authority on railroad lubrication that is second to none. Its recommendations are unfailing in producing efficient and economical results.

Galena Oils are built of the finest materials by special process, not for the purpose of establishing prestige as superior grade lubricants, but simply because the functions they perform cannot be discharged successfully with oils of lower quality.

Railroad mechanical experience—as well as Galena lubrication experience—testifies to the value—the necessity—of good lubrication as a condition essential to the work of attaining improved operating service.

The entire resources of this company are devoted to the manufacture of products that may be relied upon for safe and sure service, with the further responsibility of seeing that each delivers to the customer the units of service of which it is capable.



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The Amazing Story of W. S. Cooper Points the Way To
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J. R. HEAD

of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



E. A. SWEET

an electrical engineer, is making from \$600 to \$1,200 a month and works only about four hours a day.



A. B. SPENCER

of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.

"My name is Cooper—W. S. Cooper, I live in Ohio, and this is a true story about myself. I am writing it because there are thousands of men in America struggling along on starvation wages, just like I was, who can do just what I did and make from \$5,000 to \$10,000 a year.

I Was a Wage Earner

A short time ago I worked in a factory. I was not the owner, not the superintendent, not the boss. I was a wage-earner. I made as much as the average man and no more. I was just like nine out of ten other men—a slave to my job—no real money, no real future. Why, I couldn't have raised \$100 in cash if my life had depended on it. And that was only a little while ago.

Today, I am a successful business man. I have a large income, money, investments. I have hundreds and hundreds of friends. I get a lot of pleasure out of life. I have no boss. I work just four hours a day and only five days a week. And the reason for the change in my circumstances is very simple.

The Curse of a Small Income

Please remember that only a short time ago I was practically broke—doing like most men, trying to make a meagre salary meet the constantly increasing expenses of life. It couldn't be done. We wanted to live like other people. We wanted some of the luxuries of life. We wanted to buy our own home. But there simply wasn't enough money. We were living from hand to mouth. And it made me almost desperate to think of what would happen if I became sick or lost my job.

And yet, today, I am a big success. Money no longer worries me. I buy what I want and pay cash for it. I travel where I please. I give my family the luxuries that every family is entitled to expect from the head of the family. I hesitate to say it, and maybe it does sound foolish, but just the other day I paid \$900 for a diamond ring that I had wanted for a long time.

Now I am going to tell you how this great change came about. One day I heard that a man could make from \$100 to \$300 a month in his spare time by doing a certain kind of work.

I didn't believe it. I couldn't believe that a man could make as much in an hour or so as I was making by eight hours' hard work.



W. S. COOPER

Just to satisfy my curiosity, however, I investigated. As you read this you will feel just about the same way I did then. I thought it couldn't be true, and yet, it might be, and it certainly was worth finding out.

I Find Myself

I found a wonderful thing. I discovered that instead of making only from \$100 to \$300 a month, men who were doing this work were making as high as \$1,200 a month—men like myself who had never had any experience were easily cleaning up from \$100 to \$150 a week.

When I look back to that day and realize how close I came to passing up my opportunity it sends cold chills down my spine. All that I have today, my entire success, is due to the proposition that I learned about that day.

I Have Succeeded Beyond My Dreams

There is no secret to my success. I have succeeded beyond any dreams I may have had a few years ago. And please remember I consider myself only an average man. Here are the facts about my success.

I am the local representative for the Comer Manufacturing Company. This company manufactures Comer All-Weather Raincoats—the finest coats in style, material and workmanship that can be bought anywhere.

Comer Coats are not sold in stores, but through a local representative. The local representative does not have to buy a stock. He doesn't have to invest any money. All he does is take orders from Comer customers,—orders that almost come without asking—and he gets his big profits every day for the orders he takes.

Many of my customers now come to me. I don't know how much bigger my business will get, but I no longer consider it an exceptional day when my earnings exceed \$50 or \$75. There are few business men in this city whose profit is greater than mine, and I can only see unlimited opportunity in the future."

You Are Now Offered the Same Opportunity

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this proposition, then mail the coupon to me at once.

This is my special offer to railway men. I will send you without cost or obligation full details of this proposition which has enabled W. S. Cooper to enjoy an income of \$5,000 a year. I will prove to you that you have the same chance to make the same huge earnings as Mr. Cooper. Mail the coupon at once. This may be the big outstanding opportunity of your life to end your money worries forever. Act quickly.

C. E. COMER, Pres.,
The Comer Mfg. Co.,
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FREE TO YOU

In addition to your big earnings we offer you a Buick Touring Car, without a cent of cost, that you can use

to help you in developing this great business. Mail the coupon for full details of our special proposition.

NOTICE

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment, and will have reason to be proud of his connection with the company.

Mail This NOW

The Comer Mfg. Co.,
Dept. BV-517, Dayton, Ohio

Please send me without expense or obligation your special proposition which has enabled W. S. Cooper to enjoy an income of \$5,000 a year.

Name _____

Address _____

(Print or Write Plainly)