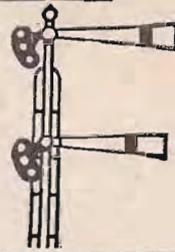
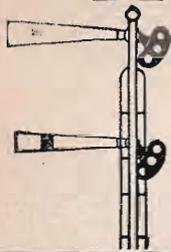


# THE MILWAUKEE MAGAZINE



*The New Union Station, Chicago.*

APRIL, 1925

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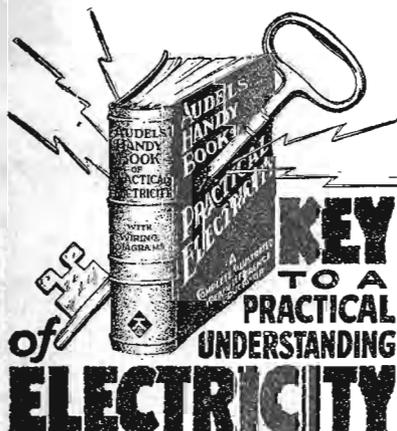
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### GENERAL AGENTS

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# THE MILWAUKEE MAGAZINE

Volume XIII

APRIL, 1925

No. 1



## TO OFFICERS AND EMPLOYEES:

The Receivership of the Milwaukee Railroad which became effective March 18, should be regarded as decidedly helpful in this railroad's endeavor to maintain a high standard of service at continued low cost to the public.

You have spared no effort to co-operate in all measures taken to reduce expenses and increase revenues, but general conditions beyond our control have made it impossible to solve our problem in that manner.

Instead of the steady development—agriculturally and commercially—in the Northwest that was anticipated fifteen or twenty years ago and which did continue until checked by the war, there has been a particularly serious industrial depression in that region in the last few years.

In addition much tonnage has been diverted to the Panama Canal, and automobiles have made great inroads upon passenger business.

While this railroad had to assume a full share in the high costs of materials and increased wages of employes and high taxes, the freight rates established in this territory have been lower than obtained in other sections of the country where conditions were less acute.

As a result the owners of the property have been obliged to forego any return upon their investment for several years, and in some of these years not enough net income was earned to pay interest on bonds.

During this period, therefore, the patrons of this road have actually been shipping their goods at rates lower than the cost of furnishing the transportation facilities.

Of course, such a relationship between earnings and expenses could not continue indefinitely and after full consideration it was deemed best to adjust the outstanding securities to the earning power of the railroad.

In this again the owners of the property and not the public are affected. Our patrons will not have to pay higher rates and they will have the benefit of service as good as or even better than has been afforded their shipments in the past.

It is evident, therefore, that the Milwaukee Railroad is destined to be a stronger factor in the transportation field of the west and northwest.

Relieved of a portion of our financial obligations in the shape of fixed charges we will be able to address ourselves to our important industrial tasks with renewed zeal and courage.

The Milwaukee System is very much alive. It is intensely interested in the territory with which its property is identified and in which it has invested so heavily. It intends to be increasingly useful to the residents of all communities served.

These facts should inspire all officers and employes to renewed activity in the direction of loyal work, the accomplishment of further economies and the obtaining of more business for this great railroad.

H. E. BYRAM,

MARK W. POTTER,

EDW. J. BRUNDAGE.

Receivers.

# "Tell Him Now"

J. T. GILLICK

General Manager, Lines East

In the February Magazine, I read a little verse entitled "Tell Him Now", carrying the suggestion that one give a bit of praise where it is deserved now rather than wait until the flowers were distributed; and it made me want to speak of some of the very creditable things that members of our Milwaukee Family have undertaken and have accomplished during the year 1924; and to tell them now instead of waiting to inscribe it on their tombstones. They will probably appreciate it more. As I write, I have no figures at hand to show all that was done in the way of money saving,—but maybe this is just as well, because money isn't everything, important as that particular item is, and has to be in the conduct of railroad affairs.

For example, and to begin with: in our Safety First a great work was done,—fewer people were injured than in any other year. There is no way to account for what was accomplished in this line except to give credit to the employes' committees and the employes individually for the very earnest effort that was made to avoid the things that cause injuries, by keeping in mind the dangerous practices and the necessity of keeping clear of them. (We must have all done a lot of co-operating with each other to have done so much in the year).

So much was done in the matter of saving coal, and so much money was thereby saved that I am sure if the Pension Association could have that money in their treasury they could begin paying us off right away. The officers on the various divisions got together last year to start a campaign on this very important item of saving; and the men who use the coal unanimously agreed that one of their most important duties was the economical use of coal,—and they gave their hearty co-operation with very gratifying results. I could fill a book telling about the things that have come to my attention where men on various parts of the railroads have made marked coal savings,—one fireman with a stoker-fired engine was found to be using his stoker only about half the time; and during the time the stoker was idle, he used his scoop to keep the holes in the fire filled up, thus explaining why he got over the road with one tank of coal while others had to take coal enroute. That man must surely have had his interest aroused, because he received no more pay for burning one tank of coal than some others do for burning two. There are many more men in similar positions who are trying to get their work done as economically as the gentleman of whom I have spoken; while I am sure that thousands of others have devised other schemes that are proving fully as effectual.

We all hear, all the time, about Loss and Damage payments. A few years ago the company paid out so much money for losses that it looked as if it would take more money to pay claims than it would for the pay-roll; so again

the Milwaukee organization took a hitch in its belt and went after that wasteful expenditure, with the result that 1924 found us with a smaller ratio of loss than any other railroad in the country. Now of course that was not accomplished by any one fellow or any single effort,—it took the support of the whole machine to do it; and I hope everyone gets as much pleasure out of the thought of such achievements as I do. One must feel that this is not a bad outfit to be associated with when such results are obtained.

Another item of expense (and it is a big one) in which great saving was made, was Train and Station Supplies. If one looks over the quantity of supplies furnished for the running of a train or to conduct the business of a station they will be found tremendous, amounting to a good-sized fortune. The division committees who are trying to make reduction in the amount of material wasted, have accomplished much that indicates real personal interest, or the results would not have been so marked. The reports from Shop Foremen, Section Foremen, Bridge Foremen, etc., from all parts of the railroad, are most gratifying. As much use is being made of old material as if the material were their own personal possession and the savings were to be for their own personal gain.

Another of the commendable things being done, and again it takes a lot of people to do it effectually, is the prompt handling of our business. Ward men, train men and all others who go to do with this branch of the service are seeing to it that a car leaving any point east of the Missouri River for say a coast or any distant point on the railroad, is put into the through time freight at the proper point; that it is kept there; that the schedule is maintained and the goods delivered on time. The same practice is in effect everywhere and with all time freight on the railroad so that no matter where a car is destined, someone sees to it that it gets into the right train at the right place. This makes a freight solicitor out of every time freight train that is run, for there is no better way of getting new business on the railroad than to give dependable service. It is expected that during the current year, our service will be the best in the country, and it easily can be, because of the good work of "The Milwaukee Spirit" which we hear so much of, and know so well of.

Also, in preventing accidents, to freight trains, the good results of the past year were marked. I believe train men have been more watchful for defects in cars in their trains than ever before; and their very close inspection at all stops, and looking for trouble while moving, has resulted in making more

miles per accident than in any previous year. We still have altogether too many such accidents but we can take some comfort in the knowledge that the number of accidents—due to carelessness of employes was just about cut in two during 1924. Shippers depending on us to get their freight through on schedule are not going to be entirely satisfied with us until we reduce train accidents to the minimum. We have a long way to go, and the good work begun must be continued.

I am sure that the spirit displayed by a very great majority of the employes in the year just past, in trying to conserve and to do their work well, will be permanent. The time has arrived when railroad employes, scattered as they are over a wide area, acting in many instances on their own judgment, must be better business men than in the past; for when we learn to conserve the income of the railroad the same as is done in business concerns which depend on their employes to carry on the business away from the plant, there will be more money left to procure some of the things that are needed on every division of the railroad, and have enough left over to pay interest, etc.

## Puget Sound Pioneers' Club

The Pioneers' Club are going ahead with plans for the three day boat trip on Puget Sound, with stops at Vancouver and Victoria, leaving Seattle, June 25th; and as it is manifestly impossible for arrangements to be completed until it is definitely known whether or not there will be acceptances enough to make the plan feasible,—i.e. to pay the expense, members are urged to notify the committee at earliest possible date.

The Club has invited the Veterans Association, or as many as plan to be in the Coast Country this coming summer, to join them in the excursion.

There is no doubt about this being an attractive program, because the country all about the Sound is in its most beautiful array at that time of the summer; and the cities of British Columbia are always interesting. A three-day voyage in calm waters, with the entire ship's company friends and neighbors, so to speak, promises a most enjoyable outing, as well as being something new in the way of a program for the 1925 club meeting.

There will be entertainment aboard ship, consisting of cards, dancing, etc. with motor trips around the cities at which stops are made. For particulars, address Mr. J. E. Brady, Chairman, Entertainment Committee, 2908 No. 22nd Street, Tacoma, Wash.

The attention of club members is directed to the fact that 1925 dues are now payable; and don't forget the dates set for the meeting,—June 25th, 26th and 27th.

L. S. Cunningham,  
Secretary-Treasurer.

# Milwaukee City PART II

E. A. LALK

All the world knows of Milwaukee because all the world buys Milwaukee made products. All the United States know Milwaukee because of its political peculiarities. In no city in the United States has Socialism controlled the municipal government as thoroughly as in Milwaukee, and perhaps no other city has indulged in as numerous schemes and projects of municipal government as has Milwaukee. Some of the various schemes have proven wonderfully successful. Others—not so successful—drift to the discard and are not heralded to the country at large, like those which were experiments in the first place and turned out successful and practical.

Milwaukee is a wonderful city. I hold no brief that the city's prosperities and position commercially are chargeable to its political proclivities, but prefer to believe that Milwaukee's wonderful success is attributable to the thrift and industry of its people, its location the most fertile part of this country, as well as its enjoyment of a strategical position for distribution purposes by rail and water transportation. From its earliest conception Milwaukee was an ideal trading post, and on what at that time, diverging from Milwaukee, were Indian trails for trading purposes, today upon those same trails now lay the rails of great railway systems, giving to Milwaukee a perfect distribution medium.

In the early history of the town the support of the municipality to budding industry was marked. To illustrate, the first railroad from Milwaukee was built by stock subscribed in the City of Milwaukee—this railroad being known as the "Milwaukee and Mississippi Railway Co." and Byron Kilbourn, Mayor of Milwaukee, its President. The work of grading and preliminary construction was paid for, not by checks or coin, but by orders for merchandise drawn upon subscribers for stock. By this means \$100,000. was raised, but for lack of capital, work stopped and then the question arose as how to secure the additional \$250,000. which was demanded before the delivery of steel would be made. One hundred Waukesha farmers came forward and agreed to mortgage their farms, \$3,000, each but the mortgages could not be sold. The City of Milwaukee then came forward and issued \$234,000. in bonds which were sold and the line completed to Prairie du Chien. Later additional loans were made by the city until its burden reached \$1,300,000. in bonds. The panic of 1857 seriously embarrassed the city because railroads were unable to meet their obligations and in 1860 it had no money in its treasury and it was years in reestablishing its credit. This was the city's first experience in assisting industry on a large scale to finance, and this railway afterwards became the C. M. & St. P.

As the people of the city of Milwaukee were progressive, blessed with "vision", in that far-away time,—so are they today. This is reflected particularly in the public school system and

its institutions which offer to children who are normal every opportunity, while to the subnormal, handicapped or defective, special attention is given. Milwaukee has \$13,500,000. invested in her school system and particular attention is paid to the very young scholars through the medium of kindergarten direction. Children are taught to play as well as work in Milwaukee and freedom of effort is encouraged and fostered. Schools are provided for tubercularly inclined children where physical examinations are regular and nourishing foods are provided. Teachers are assigned to take care of pupils who lisp or stutter; and those who are subnormal, are trained to the farthest extent of their mental ability. Where children are crippled or critically ill, visiting teachers are sent to their homes to give special instructions. Numerous public play grounds are maintained to add to the health and to child welfare. In addition large public trade schools are maintained.



Milwaukee has a wonderful public park system, the idea being to have one for the enjoyment of every community and in every section of the city. The many public buildings scattered throughout the city add materially to its beauty. The magnificent Auditorium building has been a prime factor in making Milwaukee one of the principal convention cities of the country.

On the lake front Milwaukee has now under construction a gigantic harbor project. A sewage disposal system is nearing completion, while miles of tunnel penetrate the city carrying the refuse to be converted into fertilizer, thereby commercializing waste and keeping the lake free from pollution. This system has become a great object of interest to sanitary engineers throughout the world.

A network of concrete roads spreads everywhere throughout the city and country. A million dollar civic center



is projected. Street widening problems are giving serious concern to the city government brought about by the increasing traffic.

Milwaukee is not a city of flat-dwellers, a large percentage of its population live in the good-old-fashioned way, owning its homes and taking much pride in the beauty of their surroundings.

Charity is not forgotten in Milwaukee. This city has a wonderful system of taking care of its unfortunates. Visiting nurses trudge from home to home bringing solace and relief and broken men and women, society's flotsam, are taken care of in its protecting shelter.

In Milwaukee's large factories labor troubles and strikes are rare. It has always been the policy of the Milwaukee Federated Trade Unions to bring about harmonious co-operation between employers and employees. The common council has been a strong advocate of agreement; the leaders realizing that there are three parties in all agreements, employers, employee and society as a whole.



There is a progressive association of commerce where valuable statistics are available at all times.

Its climate is not severe. The highest temperature ever recorded was 102 degrees above, and the lowest 25 degrees below zero. The average winter temperature based on the weather bureau's report of fifty four years is 26 degrees. The average summer temperature for the same period is 68 degrees above zero. Lake Michigan prevents extreme winters or summers and there is no very extreme change in temperature in any of the seasons.

The city's industry is varied which makes for stability and prosperity. The foremost of these industries however is steel. The city might fittingly be called a city of iron and steel. It is the producing center of the heavy machinery of the world. Wherever waterways are constructed—wherever power plants serve the people, where men dig into the ground for ore, where arid lands are made to bloom, wherever the world moves forward in human progress, the City of Milwaukee has contributed to that progress. The metal industry is first in volume.

Coal receipts average five million tons annually. Comparatively cheap fuel and abundant supply is a great help to industry.

The textile industry shows a rapid development in a few years. Stockings, silk underwear, gloves, men's clothing, caps, hats, woolen sweaters, mufflers, swimming suits, sheepskin clothing manufactured in Milwaukee are worn by people from Greenland to the Ant-

artic. Although Milwaukee is not the largest manufacturer of textiles it does lead in the manufacture of hosiery. More than a million and a quarter high grade, ladies hats are made in Milwaukee annually. The tanneries of the city are the largest in the country—the shoe manufacturers gainging ground daily. There are eighteen shoe concerns now in operation.

The motor industry is well represented in the city's industry. Here are made frames, castings and bodies for any number of the large auto plants of the country, a train load of auto parts leaves Milwaukee daily.

Palmolive Soap is made in Milwaukee and that concern loads many cars a month to all points in the United States. Bucyrus shovels are made here and railroad men are acquainted with the operation of this shovel in opening up new country. The International Harvester Co. have a large plant here where a variety of agricultural machinery is made.

There are two large seed houses in Milwaukee which draw their seeds from and distribute to all points of the compass. The manufacture of paper boxes is a large industry. Wherever sugar is made there you will find Milwaukee pumps and motors. Milwaukee is becoming one of the great candy making centers of the nation.

Miscellaneous steel fabricating concerns include the manufacture of stamped cooking utensils, automobile accessories, eavetroughs, corrugated steel, steel tanks, tank wagons, wagon bodies, steel bridges, bed springs, cranes, ice machinery, saw and flour mill machinery, nails mill machinery, washers, concrete mixers, chain belting, electrical appliances, fire escapes and numerous other items of commerce.

Sash doors, and blinds, interior woodwork, furniture, server doors and other items of wood manufacture are made here. There are also manufactured here rubber tires, electric light bulbs, gas stoves, furnaces, linseed oil, paints, glass, radio supplies, harness, batteries, oil pumps, ice making machinery, wheelbarrows and numerous other articles, which if space permitted I would like to describe.

The grain market of Milwaukee is one of the primary markets of the country. The grain exchange is well established and of long standing.

The packing industry has a capacity of fifteen to twenty thousand hogs a day.

The coke plants and chemical plants are doing a rushing business. The center of the cheese industry is gravitating to Milwaukee.

In closing this article the saying that a "Milwaukee Product is in every home in the country" still holds good. Test it for yourself.

### Where Was Papa Going?

Willie had been naughty and was being sent to bed by his mother without supper. He was naturally aggrieved at the feminine sex in general and tumbled between the sheets without a word.

"Willie," she demanded, "say your prayers."

"I won't."

"Don't you want to go to heaven?"

"Nah. I'm going with papa. Us men got to stick together these days."

—*Illinois Central Magazine.*

## Reminiscences

By Nescio Quis

### DO YOU REMEMBER WHEN.....?

*The reminiscences here set down were written by a one time well known and popular employe of the old General Freight Department when the General Freight Offices were in the old Mitchell Building in Milwaukee. Nescio quis—" has passed on since this was written—Editor.*

How the years do fly when one reaches middle age. And equally how the personnel of the Traffic Departments change. A youngster entering the railroad business, say, around 1881, as an alleged stenographer and who has remained in the traffic service ever since would naturally be able to recall many men who were then in the front ranks, but who are now almost forgotten. In 1881 the typewriter had not made its appearance commercially although the first patents were being taken out perhaps, and we had to write out our letters from our notes, and I recall very distinctly that the first traffic official for whom I worked used to dictate with both a chew of tobacco and a cigar in his mouth, which made it very hard to make out what he said, and no doubt my work must have been very unsatisfactory to him for several months. Yet he was always considerate. He—Andy McCormick—left the service a year or two later to become Traffic Manager of the Plano Mfg. Co. Those were strenuous times. There was absolutely no stability so far as rates were concerned and Tariffs, instead of being the Sacrosanct document which they are today under the unsympathetic supervision of the Commission, were apparently only targets to shoot at and they were shot at. The air was always full of accusations and recriminations and the letters which were passing between the traffic officials of competing roads were admirable examples of how not to do it. And it frequently happened that the intelligent stenographer had to take down letters which made "his hair to stand on end like quills upon the fretful porcupine," and frequently—in the interest of harmony to delay transcribing his notes for a day or two and then, when he thought the chief had cooled down, write the letters and place them on the official's desk and appear not to notice that he quietly crumpled them up and threw them surreptitiously into the waste paper basket. Oh well! those days have passed and apparently one of the things we have learned since is that language may be used as a vehicle to conceal our thoughts rather than to announce them vigorously and without toning down as we were apt to do then. But of course nowadays in the traffic business we have nothing to conceal. Mr. W. G. Swan of the C. M. & St. P. having died about this time the late Mr. Geo. Olds succeeded him, remaining but a short time however and leaving as I recall it to go with the Missouri Pacific and later to the Canadian Pacific. He was succeeded by A. C. Bird. And in the General Freight office during Mr. Bird's time were Ed Keely, Dave Jones, John Boyle, John Kellogg and J. V. Mahoney all since dead—

And thus 'twill be, nor long the day  
Ere we, like them must pass away—"  
And here one may pause to remark that the business men of those days and particularly the railroad men took their

business perhaps too seriously and did not pay sufficient attention to exercise or recreation. Golf was only just making its appearance in the United States and I can easily imagine the scorn with which the Traffic men of those days, would have repudiated the idea, if anyone had sufficient hardihood to advance it, that it might be well in the interest of health preservation to close up the desk occasionally at three in the afternoon and go out for a game of golf. Tennis in those days was considered a ladies' game and even today when it is recognized as a man's game there is prevalent a foolish idea that no one more than 30 years old can play it safely, in spite of all evidence to the contrary. But that is changed now and the Railroad official who does not find time to play golf occasionally or take some other form of exercise—but chiefly golf—is a rarity and is looked on as one to be pitied rather than blamed. And there are plenty of recreations. Why, I can remember about this time—no it must have been a little earlier—that one summer Tom Jarvis and I with another fellow whose name I think was Burke (but I have lost track of him) went up to Bracebridge, Ont., took a boat, a tent, and all the necessary impedimenta and camped out on Lake Muskoka for six weeks, which action on our part was branded by our friends as a wicked waste of time. The lake in those days was full of fish waiting to be caught, the rocky islands were covered with wild strawberries and we did not want to come away even at the end of the six weeks. Yet Tom found the time and means to work his way to the position of Vice-President of the Lehigh Valley Railroad in spite of the alleged waste of time. It was about 1883 that, having fully demonstrated I was not adapted to stenographic work, I was promoted and became a full fledged rate clerk (which, I can tell you, my masters, meant something in those days) and it was then that my chief began taking me to Chicago to attend meeting of the Western Trunk Line and Joint Rate Committees, and when I first came into slight contact with the officials of the Traffic world of those days.

Whenever the time comes to write your reminiscences, you will find how hard it is to marshal them in good chronological order, because as you go along, you remember all kinds of people and happenings which you had forgotten in your progress; so my recollections of those first three years of my distinguished career as stenographer-minus and rate clerk. In those days we had three traveling freight agents working out of the General Office. First there was B. H. O'Meara, familiarly known to many of us as the Colonel? In those days his specialty was grain and live stock in Iowa, on the Iowa & Dakota and Council Bluffs Divisions. The traveling Freight Agent then had many important secrets which it would never have done for his competitors to know, and yet as those secrets were hatched whilst he was out on the road,—some of you will recall what I mean,—he had to carry them about with him. So in order to secure safety, Pen had a heavy steel chain which passed around his satchel and was secured by a heavy padlock. But even this was not always successful, because I can recall his storming into

the office one Saturday morning and declaring that the ..... well that one of his competitors had procured a pair of steel shears with which he had cut the chain and then forced the lock and devoured all his private memoranda as to rates on grain and live stock. Can not quite believe it, can you? And yet those things were occasionally done, even higher up, they say. Did you ever hear the scandal about the celebrated Tripartite Agreement, made about 1882, and of which E. P. Vining was the Commissioner?

Ben remained in C. M. & St. P. employment many years, his last position being, I think that of Division Freight Agent at Cedar Rapids, Iowa, succeeding Dave Jones. Later on he became Traffic Manager for Douglas & Company, Cedar Rapids, and it was in this position that I ran across him some fifteen years ago. His was a sturdy, fine character, and the boys who used to call on him soliciting his business, said that they could always rely on him, that when he promised them tonnage, THEY GOT IT. Peace to his ashes.

Then there was Tom Nash, good old Tom. His specialty was lumber and he covered all of upper Wisconsin wherever the forests were being removed. He reported to Dwight W. Keyes, and I will have to come back to him later. Tom had a very pleasant home at Port Edwards on the Wisconsin River; also—incidentally—he owned a cranberry bog near there, and I recall that for several years we used to have a plethora of cranberries every Christmas. He was an exceedingly active traveling man, and I remember that much as I liked him, I used to wish he would not write so many letters, as, occasionally, I used to sub for Mr. Keyes' stenographer, Dave Harlow (confound it, there I am again and I shall have to retrace my steps) and Tom's voluminous letters had to be attended to and Tom instructed what—ahem—what steps he should take to secure the business as against our nefarious competitors. Tom was a very active-minded man. He did not play golf, indeed golf was almost an unknown sport in country then and business men did not recognize the necessity for exercise outside of the day's work,—and so, died early. But Tom's mind and body had to be exercised and consequently he had to do some investigating along the Wisconsin River with regard to potential water powers,—and, I think at the instigation of the late Senator Vilas who had some lumber interests in Northern Wisconsin and so had run across him, Tom acquired an option on one or two of these water powers. Well, I must finish the story although it will carry me out of the proper order—a few years later, President Cleveland was elected for the first time,—the first Democratic President since the Civil War. Mr. Vilas was a Democrat and the President made him Post-Master General. Mr. Vilas, with a possible eye to those water powers, or else through pure friendship, called Tom to Washington and made him Assistant Postmaster General, and then those things began to develop which calls for a separate chapter of recollections, later on.

Tom's character was an especially fine one and wherever he went he made friends and never forgot them. Of course we do not know anything as to a

possible future state of existence, although Edison appears to be convinced (and I would rather have his opinion than that of the Archbishop of Canterbury) that there is such a state and if this is true, I want to express myself decidedly to the effect that a white robe, a halo and a harp will not be satisfactory to Tom Nash; and that he will call in no uncertain tones for work of some kind.

The third man was Morris Brosnihan. At the time of which I am writing, Morris was particularly looking after live stock in Wisconsin; but I have lost track of him for some time past. A story is told of him that one day he heard that a live stock shipper would, the next day, drive cattle sufficient to load twenty-five cars from a point midway between a station on the Prairie du Chien Division and another station on the C. & N. W., so he ordered twenty-five stock cars sent at once to the station on the C. M. & St. P., then went himself to the point on the C. & N. W., arriving there about midnight; whence he started to walk slowly towards the midway point and had gotten about two thirds of the way there, when, at daybreak, he met the drover and his men driving the cattle slowly towards the C. & N. W. By what arguments he persuaded the drover to turn around and drive to the C. M. & St. P., I cannot, of course, say; but that is exactly what he did. He helped the drover to load them and came triumphantly into Mr. Keyes' office the next day to announce his success. And no doubt, within a week, the C. & N. W. scored a similar point somewhere else. Certainly in those days, action was swift and the technique of securing business, exceedingly interesting; but probably not so profitable as now.

Lord, what stories they used to tell. Captain Moulton, the agent at LaCrosse in the old days, used to come into Milwaukee every now and then, and it would be almost a holiday until he had unfolded his budget. He was an old river man, with a river man's vocabulary. He was a millionaire and only held his agency from sheer love of fighting the other fellow. And with it all, an old-fashioned gentleman.

#### Milwaukee Hospital Association Service: An Appreciation

By L. H. Cook, Telegraph Dept.

Quite recently it was the writer's fortune to have need of surgical attention, and having been a contributor to the Milwaukee Hospital Association, and not feeling able to go elsewhere for attention, I went to the Association doctor for service. Having heard from certain sources, unfavorable reports of treatment accorded to railway employes in the different localities where hospitals were located, I felt some hesitancy about applying for help; but a short consultation with Dr. Eugene Allen of Seattle, gave me much confidence and I went to Providence Hospital, according to his direction, where a quick and successful operation was performed by this wonderful surgeon; confirming my belief that much of the talk which I had heard about our hospital service was unfounded and untrue. I now am sure that our railroad surgeons are chosen and hold their positions because of their skill, humanity and uniform kindness to those who come under their care. Their

rules and ethics are the highest in any profession and call for as careful and painstaking efforts toward those who maintain with a very small contribution out of their earnings, this excellent department for the Milwaukee Family.

Continuous attention, encouragement and comfort; kindness during convalescence and splendid food cannot easily be forgotten. The surgical care given to participants in our hospital service in return for the small monthly dues, would have consumed a life time savings, leaving the patient's family impoverished; and perhaps their futures mortgaged for years to come.

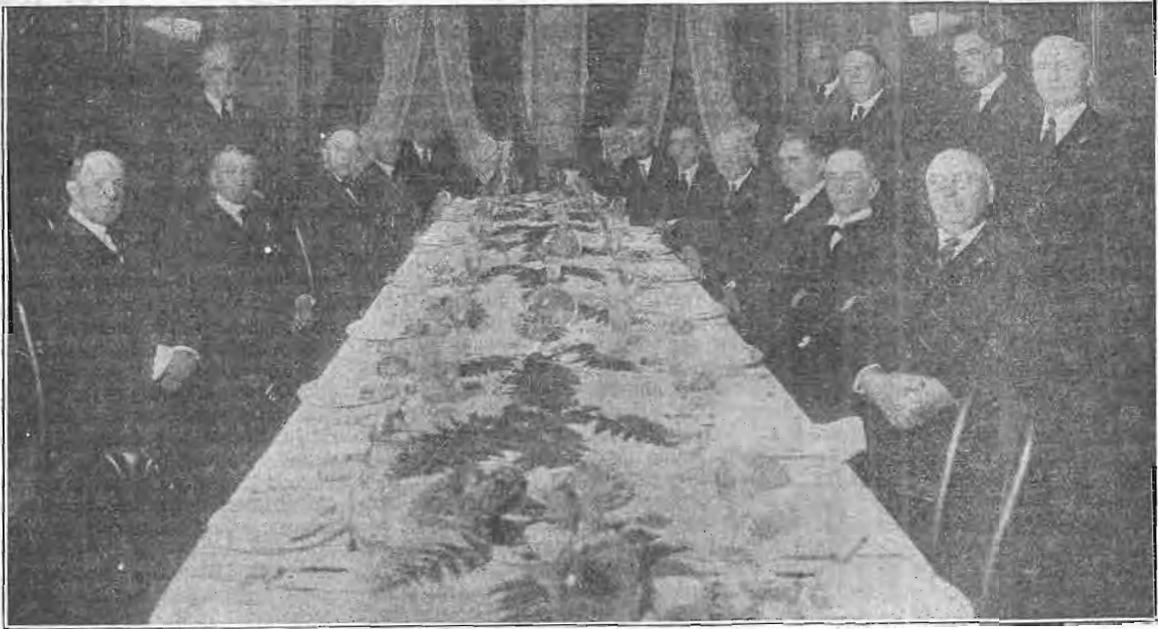
Although in a ward with five others, there was uniform attention and service, and no distinction was made at Providence Hospital between the service rendered us and those in the private rooms, except perhaps in the cases where special nurses were employed. After my experience, I want to pay my tribute and give credit to those who rendered me such invaluable service; and I urge those who are making their monthly contributions to the Milwaukee Hospital Association to visit these institutions and by personal inspection satisfy themselves of the wonderful work that is done there and the great benefits that will accrue to each and everyone who has occasion to require its service. In conclusion, I can think of no better tribute than to quote in part, the last words of the great American Labor Leader, "God Bless these American Institutions,—may they grow better and better".



Lawrence Arthur Hiber, 2 Years Old, Son of Machinist Arthur Higher; and Grandson of Engineer Al Tyler, Savanna, Ill.



A Chip of the old Block. Charles Brautigam, One Year Old, Son of Former Ass't. M. C. B. H. S. Brautigam.



**Executive Vice President of C. R. I. & P. R.R. Gives Dinner To Railroad Friends of Old Days**

The above picture is a story in itself, it tells of a "rail" who has climbed the ladder to success, and though he has reached almost to the top round, he looks back happily to his early days and cherishes the friends with whom he worked in the beginning of his railroad life. Here are pictured Mr. Fred Hammill, Executive Vice President of the Chicago, Rock Island & Pacific Railroad, the host, and his guests, at a dinner given by him at the LaSalle Hotel, March 14th, to his old cronies who started in the railroad game with him on The Milwaukee.

Mr. Hammill spent the first 15 or 20 years of railroad service on the Milwaukee Road, starting in on the R. &

S.W. Division as telegraph operator and brakeman; later becoming a train dispatcher on that division; then a chief dispatcher on the R. & S.W. and Illinois Divisions. From that position, he left us to go to the C. & N. W. Ry. Since that time he has occupied different positions of trust and responsibility on the C. & N.W. and Union Pacific Systems; and left the position of General Manager of the C. & N.W. Ry. to accept his present position with the Rock Island.

He has never, however, forgotten his "first love", The Milwaukee, and his old associates here, and one of his keenest pleasures is to gather them together occasionally and swap yarns of early days, in the good, old railroad way.

Those present were:—Left to right. Seated: Herb Stiles, R. & S.W. Div. Conductor; B. F. VanVliet, Superin-

tendent, D. M. Division; J. M. Oxley of the Rules Examining Board; G. R. Morrison, Supt. Employment Bureau; Jerry Dougherty, Conductor, Illinois Division. Standing: W. J. Walsh of the Galena Signal Oil Co.

On the opposite side of the table:— Standing: General Manager J. T. Gillick, Mr. Hammill, Jim Cross, one of the early day R. & S.W. Div. Conductors, and roadmaster B. Dougherty.

Seated: Herb Correl, for many years with The Milwaukee and now with the Rock Island, Engineer "Bill" Ross of the R. & S. W. Div., A. W. Towsley, formerly a chief dispatcher on C. & M. & Dubuque Divisions, F. J. Byington, Assistant General Superintendent of the C. & N. W. Ry. and conductor Matson and conductor Murphy of the R. & S.W. Division and conductor of the Illinois Division.

**Reclamation**

We have often been asked "What is Reclamation and what should be reported under that head?" We reply that broadly speaking, Reclamation means conservation, or saving.

Reclamation is always "saving" but saving is not always Reclamation.

For instance, if a dozen electric lights are burning in an office or shop, while only six are needed, and you turn off the six, you are saving. If water is running from a faucet and into the sewer and is not being used, you are saving something when you turn it off. In other words you are stopping waste. On the other hand Reclamation is the making of an article of value out of something which has a lesser or only a scrap value.

This may be the actual picking out of the scrap pile, a part which has been discarded, and working it over into something useful, or it may mean a process whereby the life of an article can be lengthened or its use changed, and made into smoke jacks, ash buckets, The purchase price of which would be greater than the cost of the working over. You need a nail puller or a short bar; the blacksmith works over a broken coil spring into what is required. Reclamation

You use scrap lumber from box cars as a substitute for new, in making grain doors and coal boards. Reclamation.

Metal roofing removed from box cars and made into smoke jacks, ash buckets, etc. Reclamation.

Bolts with threads broken off or battered but still of sufficient length to be used for certain purposes, can be sheared and re-threaded. Reclamation.

The list can be lengthened out indefinitely. It must not be forgotten that unless care is taken, the above articles and hundreds of others will get into scrap cars and sold at one-half cent a pound.

It should be the duty of employees who have the interest of the company at heart, and more especially of the various supervisors to see that no material is wasted. Anything that can be worked over at a profit should be so handled.

It is difficult to understand the workings of the mind of a foreman who will deliberately allow good material or material which can at small cost be made as good as new, to be thrown in the scrap pile. At the same time he may be grumbling at the store department for not furnishing him with exactly the kind of material he deliberately allows to be wasted.

The cost of making our Reclamation reports is not a burden and it does not mean an increase in clerical force as is sometimes claimed. When a foreman or other official opposes the work, or the making out of reports, it is very evident that he is out of sympathy with this important economical feature of railroad work. At some of the shops from which valuable reports are received, the work is so systematised that the small amount of time consumed in making the reports is not noticeable. The higher officials of the company are interested in the work and the only way to bring it, in its true aspect, to their attention, is to show it up in monthly reports.

T. R. Morris,  
of Reclamation Com.

**She Was the Proprietor**

"You can't see Mr. White," said the sharp-faced woman to the political canvasser.

"But I want to find out what party he belongs to," said the canvasser.

"I can tell you that," said the woman. "Take a good look at me. I'm the party he belongs to."

—Illinois Central Magazine.

## LUBRICATION AND ITS EFFECT ON LOCOMOTIVE SERVICE

A Report Presented at the Annual Convention of the Traveling Engineers' Association

Reprinted From *Railway and Locomotive Engineering*

The evolution of the locomotive has carried with it the progress from the earlier method of delivering the lubricant through the medium of a plug cup, located on top of the steam chest, to the more convenient location in the cab. The automatic displacement cup located on top of the steam chest, has been superseded by the hydrostatic or mechanically operated lubricators, but it seems that because in the infancy of the locomotive from the top of the steam chest was the logical place to admit the lubricant, precedent rules that the old custom shall prevail.

Is there any good reason for a continuance of this practice, other than convenience, custom or precedent?

This line of argument does not apply to engines using superheated steam so much as the heat at high temperature superheated steam is usually sufficient to separate the oil into particles small enough to be carried by the steam without the presence of water.

In connection with the thought just advanced it is proper to bear in mind that with the use of the hydrostatic lubricator, the oil is not forced into the steam chest, but is entirely dependent upon the force of gravity to carry it there. This depends upon gravity for perfect operation and the fact that the gravitative force only acts upon the oil when the steam pressure is uniform throughout the entire length of the lubricator pipes, is probably the greatest imperfection of the hydrostatic lubricator; but its reliability in other respects and its ease of maintenance so preponderates this fault that it is commended as the most acceptable device for the purpose. As practically every handbook published for the benefit of the locomotive engineer describes in detail the various types of hydrostatic lubricators and the proper method of applying and operating them, it is not necessary to devote space to features that have been fully covered by more able writers.

The engineer of experience has learned that it is necessary when working his engine under certain conditions with full throttle to occasionally ease up on the throttle to permit the steam pressure in the lubricator pipe to equalize, otherwise the pressure becomes greatest at the steam chest end of the pipes, and the material in the pipes ceases to flow downward, thus interfering with proper lubrication. When the engineer is unacquainted with the existence of this condition, he often wrongly assumes that the lubricator is not feeding enough oil when his engine begins to indicate improper lubrication.

With the more general application of high temperature superheaters to locomotives many were concerned to know how the valves and cylinders of the locomotive using high temperature superheated steam were to be lubricated, and whether the oil would stand the high temperature and still retain its lubricating properties. Because of the use of improper material in the cylinders and packing, and the lack of experience in handling the superheat locomotives,

much trouble was at first experienced in the operation and maintenance of some of these locomotives, and it was very promptly assumed by some that the fault lay in the lubricant. The manufacturers of the lubricant, after careful investigation, determined that the lubricant was able to meet this new tax upon it without being appreciably affected as to its value, and were very shortly able to convince the doubtful of the correctness of their conclusions.

Since the substitution of materials more able to resist wear and tear at high temperature, and a better knowledge resulting from experience in the proper handling of superheat locomotives, the troubles of maintenance and operation have practically disappeared and it has been found that this type of locomotive can be just as effectively and economically lubricated as the non-superheat locomotive.

The important thing to remember in the operation of the locomotive using superheated steam is that the lubricant does not flash or burn in an atmosphere of steam, even though it be 1,000 degrees Fahr.; therefore if care be exercised to maintain an atmosphere of steam in the steam chests and cylinders there will be no carbonization of a proper lubricant. Those railway officers having had the longest and most extensive experience in operating the superheat locomotives require these engines to be equipped with some form of auxiliary or drifting throttle to be opened when the main throttle is closed while the engine is drifting.

Experience has taught the unprejudiced that the direct cylinder feed is not only unnecessary, but that better results are actually obtained without it. Much of the accumulation in the cylinders and deposit on the cylinder walls of these engines is undoubtedly due to too much oil, and this has been found to be the case mostly with engines equipped with the lubricator pipes connected direct to the cylinders.

If the theory of effective valve and cylinder lubrication by saturating the live steam with the lubricants be true, then it is true that the lubricator pipes leading directly to the cylinders are not necessary, because ample lubrication is secured from the particles of oil contained in the steam, which must come in contact with the cylinder walls after leaving the steam chest. The hydrostatic lubricator must inevitably maintain a more continuous and uniform feed of oil to the cylinders on locomotives using superheated steam than on those using saturated steam: for the reason that the steam is being forced through the contorted passages of the superheater suffers a loss in pressure before reaching the steam chest, consequently the steam pressure in the lubricated pipes, at the steam chest end of the pipe, never exceeds or even equals the pressure of the lubricator end.

It should be borne in mind that the only force behind the steam flowing through the superheater to the steam chest is the boiler pressure, and that notwithstanding the superheating the steam in overcoming the friction in the superheater pipes must lose in pressure before reaching the steam chest.

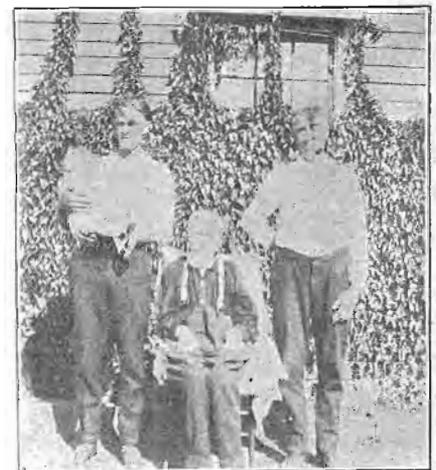
The advancement in the lubrication of the external parts of the locomotive has probably not been so great as with valves and cylinders, yet a marked improve-

ment has been effected, both in the interest of efficiency and economy, by the substitution of mineral for vegetable and animal oils for this purpose.

The introduction of mineral oil for locomotive lubrication can best be told by quoting from the 1909 report of the Master Mechanics Committee on Locomotive Lubrication. On page 269 of 1909 proceedings, American Railway Master Mechanics' Association, we find the following:

"The mineral oils or petroleum were placed on the market in the years soon following, and on account of their cheapness and superiority as a lubricant their use became general. The natural West Virginia oil, with its notable characteristics . . . immediately found favor and was considered superior to sperm. The production of West Virginia oil was limited, and as the demands rapidly increased the supply was soon exhausted. Mineral oils of varying qualities—good, indifferent and bad—competed for the lubricating business, and as uniformity was desirable the old adage of 'necessity being the mother of invention' was exemplified by a manufacturing concern in 1869 introducing for railroad service an oil for external lubrication, combining the excellent qualities of nature's best lubricating product with other ingredients, producing an article which met all the requirements of the day; . . . a gravity permitting of ready flow, and the sustaining power for support of the ever-increasing loads upon the bearing surfaces. The lubricant has stood the test of service from the date of its introduction, and is now used on the majority of the railroads of this country, as well as on many of the English and Continental lines of Europe."

(Concluded next month)



Four Generations. Section Foreman Wm. Gremmert, Delmont, S. D. His Father, Chris. Gremmert, 89 Years Old. His Son, Albert Gremmert, and Grandson, Calvin Gremmert.

### Why Indeed?

The cave man sat in his cave, gnawing at a bone when the cave woman rushed in in a state of great alarm. "Quick, get your club and hurry," she screamed.

"What's the matter?" the cave man interrogated.

"A saber tooth tiger is chasing my mother," said the cave woman.

The cave man assumed an air of annoyance. "And why the deuce should I care what happens to a saber toothed tiger?" he cried.— *The Wasp*.

# THE MILWAUKEE MAGAZINE

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Chicago

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CARPENTER KENDALL, Editor  
Libertyville, Illinois

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## The Milwaukee Spirit

The Milwaukee Spirit has been summoned to the front,—not that it needed any summons, especially, because when its manifestation is required it has always been found right on the firing line equipped and ready for whatever battles are to be fought.

On March 18th the Chicago, Milwaukee & St. Paul Railway passed into the hands of a Receiver, with Mr. Byram one of the Receivers. On that day, he, with the concurrence of his co-receivers, issued a statement to Officers and Employes, that there was to be no change in policy or method of conducting the business of the railroad; with either employes or the public. And he asks us all not to be discouraged, says that everything possible was done to avert the calamity; and he asks us to stand-by with our aid and best effort and to vigorously address ourselves to the restoration to its pre-eminence of this splendid railroad. He says "The Milwaukee Spirit can overcome all difficulties" and it is our proud duty to buckle in and make that a "true word". We shall not disappoint our Chief. What this railroad needs is "the business" and so let everyone, man and woman of the Milwaukee Family become a business solicitor, in any and every way that suggests itself. General Manager Gillick in this issue strikes a note of business getting by giving the best and promptest of service,—so that makes all the forces of shops, trains, yards, stations, offices,—everywhere in short active, solicitors of business—because when power and cars are in good order; trains move without delay; yard service promptly rendered, shippers and passengers will be "satisfied patrons" which means continued patronage and through our good report, gets more patronage. "Wheels within wheels" all working out to the common good.

There are, too, many good words which employes may get in the habit of saying for the service, which will turn the thought of a prospective shipper or traveler our way. There is a tremendous force behind unified thought as well as united action, so let us bring both to bear on the matter of helping to put The Milwaukee on a firm foundation so that it will be known in all business circles as the very best railroad in the world,—just as we employes in our own family circle know and have always known it to be.

On page 3 of this issue The Receivers tell you of the several contributing facts which forced the road into Receivership and they pay just tribute to

the splendid co-operation of the entire personnel in the great struggle to avert the catastrophe; and now with that same co-operation continued, they see the way through toward The Milwaukee becoming a stronger factor than ever in the transportation field of the west and northwest.

It's a ringing call to the colors. "Old Guard never surrenders", our duty is to carry on and we shall not be found wanting.

## Talking Points

### MOTOR BUSES GETTING IN BAD Accused of Doing Great Damage to Highways and "Hogging" Roads—Hit Car Near Hawarden.

Hudson (S.D.) Hudsonite:—Constant complaints come in regarding the way in which the motor busses tear up the graveled roads with their big wheels making tracks that it is almost impossible for the autos to run in, and the traveling public is unanimous in saying that something ought to be done about it. This county, as well as other counties in the state, built expensive graveled roads and the busses are tearing them up, since a little softer weather has come, until they are unfit for travel, and it looks as though daily travel by the big busses during the spring thaw would just about ruin these roads. Another thing that galls autoists is the fact that the bus drivers seem to think they own the roads and unless a car meeting a bus gets out of the ruts in which cars are compelled to run, long before the bus meets it, there is liable to be an accident, for the bus holds the road and makes every one else get out or take the consequences, and as the busses are much wider than a common car the result is that autoists are often sent into the ditch and left there for all the bus driver cares, for they never stop for anything. The license fee which the state gets out of the busses will not pay for the damage they do the roads by far, and they are a mighty poorly paying proposition as far as the taxpayer is concerned. We expected the legislature to do something about it but so far nothing has been done as far as we have been able to learn.

Hawarden Independent:—A car driven by Roy Patrick, of Chatsworth, was struck by one of the big busses operated by the Sioux Falls Traction Co. about 8 o'clock Saturday evening, near the Geo. E. Ward farm, five miles south of Hawarden. Mr. Patrick, accompanied by his housekeeper, Mrs. Ernest Hendricks, and two boys, was on his way to Hawarden when the accident occurred. They were traveling east and the bus going west. Upon noticing the approach of the big bus Mr. Hendricks drove as close to the right hand edge of the graded road as he could without going into the ditch, but it is alleged that the driver of the bus failed to turn out of the beaten track. The front end of the bus did not strike Mr. Patrick's car, but the rear end swung over and caught the rear fender of his car, stripping this off and otherwise damaging his car. The car was not tipped over and fortunately none of the occupants were injured. Mr. Patrick estimates the damage to his car at about \$25 and he expects to ask the traction company to pay the bill.

Mr. Patrick states that after the collision the bus slowed up momentarily, but the driver did not stop to investigate the damage that had been done nor proffer any assistance. Complaints are constantly being made regarding the recklessness on the part of the drivers of these busses. It is alleged that they invariably try to "hog" the road and the rights of ordinary motorists appear to mean little to them. It is not enough that they carry indemnity insurance as a matter of personal protection. They should be required to observe the laws of the road with a decent consideration for the rights of the public.

### Railroad Growth Striking

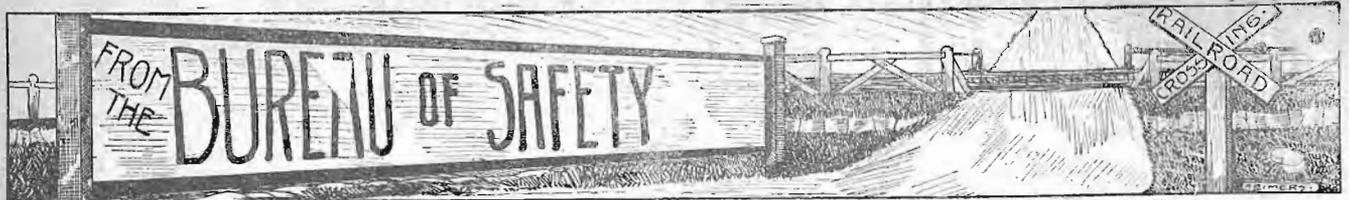
In the history of modern industry, the strides made by the American railroads, while not as sudden and as spectacular as some other branches like radio or automobiles, will always occupy a most interesting place, due to the immense financing that was required and the physical hardships that had to be overcome. In less than 100 years the number of miles of track have increased from 23 in 1820 to more than 263,000 miles in 1924. There are enough miles of railroad in the United States alone to wind ten times around the earth at the equator and shoot off to the north or south pole with a spur.—Sioux City Live Stock Record.

### MAY BUILD RAIL LINES TAX-FREE Senate Passes Measure To Encourage Extension of Tracks in South Dakota.

Pierre, Feb. 18.—What is considered one of the most forward steps in the development of South Dakota was taken by the senate when it passed a bill, presented by the committee on assessment and taxation, which provides that all new railroad lines built after the passage of the act shall be exempt for 10 years from taxation.

That there is a more friendly attitude toward the railroads in the present administration and the present legislature than has existed for many years is shown by the talks given in the senate for the bill and the fact that there were but a few votes against it. The indications are the same attitude exists in the lower house where, while there are many more farmers, the majority of them apparently believes that this will not take any tax money from the state while it is expected to bring about an influx of new settlers through the opening up of new lands.

Senator L. W. March, in speaking of the bill, pointed out that South Dakota has twenty per cent less railroad mileage than North Dakota which was largely brought about by the feeling among railroad managements that former administrations were against the railroads. There have been a number of lines contemplated by railroads which were abandoned, it is believed, largely through the apparent attitude of former administrations.



**Little Lessons in Safety First!**  
 A lesson to a child means  
 Something to learn at school  
 But a lesson to grown-up folks, it seems  
 Is but part of the "Golden Rule".

Take for instance, the first lesson  
 That of "Thinking" Safety First—  
 By working out a problem—not guessin'  
 We're sure to get action—or burst.

The second lesson "by example" I find  
 Gives a wide field for action, that's  
 true  
 For it leaves much lee-way to the  
 "thinking" mind  
 To do things to save both "me and  
 you".

But, the lesson of "give and take" you'll  
 agree  
 Can go a long long way in the safety  
 field  
 And, by taking suggestions offered by  
 you or me  
 Good results, the Safety First Move-  
 ment, must yield!  
 Safety & Fire Prevention Bureau.  
 By Virginia Mattes,

**Safety First Movements**  
 Mr. Chairman and Gentlemen:

In my last paper, you remember, I  
 endeavored to set forth in my own  
 blundering way the status of your great  
 Safety First movement. I remember  
 with pleasure the generosity of this  
 committee for it accepted as gospel,  
 at least, the gist of my paper. But I  
 would come to you somewhat differently  
 tonight: not with any new suggestion  
 perhaps, but rather to plead for that  
 which is the status of your safety first  
 movement is well grounded, your repu-  
 tation well established.

Let me refer, to an editorial from one  
 of our daily's, "Cross Crossings Cau-  
 tiously." It goes on to describe an  
 alarming condition of things; deaths by  
 accident have reached such proportions  
 as to well nigh approximate our casual-  
 ties during the war. The Government  
 has become anxious. Public spirited  
 citizens are looking for a remedy. Who  
 will teach the public the principle of  
 Safety First?

Mr. Chairman, the Public is looking  
 to these gentlemen right here. I'll read  
 the last paragraph verbatim:—"The  
 railroads need and should have the help  
 of press, pulpit, schools and civic or-  
 ganizations in instructing the public.  
 In their own organization instruction  
 in Safety First practices has helped to  
 reduce death of employees on duty  
 from 4,357 in 1907 to 1,446 in 1921. The  
 public is teachable and will learn."

4,357 in 1907, 1,446 in 1921, striking a  
 mean average that's 3000 lives a year  
 over a period of 17 years it's 51,000 lives.  
 51,000 with their possibilities, it becomes  
 at once so far reaching as to challenge  
 the imagination. And so, gentlemen,  
 you are being called upon to teach the  
 public the highest orders, that of saving  
 lives.

What is the first lesson? Is it not  
 "thinking Safety First"? Everything  
 has to be thought out before it is work-  
 ed out. Old Aristotle, who covered  
 the whole field of thought, has told us  
 that ideas tend to produce action and  
 the fellow who thinks "Safety First" is  
 quite likely to do some acting along that  
 line. I'll not dwell on it, however, as  
 time will not permit.

What is the next lesson? I think it  
 should be the lesson of example. Are  
 not all social and economic problems  
 largely worked out by example? I'll  
 give you a case in point, right on your  
 own ground, if you'll bear with me.  
 The hour is 8 o'clock P.M. about the  
 middle of December, 1924; an E. J. &  
 E. train is passing over Washington  
 Street, a city street and a dozen auto-  
 mobiles have collected at the Washing-  
 ton Street Crossing. As the caboose  
 passes over the crossing, the street car  
 and the whole posse of machines bear  
 down toward the Michigan crossing. All  
 is dark, not one of them can see the  
 C. M. & G. crew. An engine passing  
 a cut of cars ahead is just emerging out  
 of the darkness. The brakeman gets a  
 signal to the engineer and stops in good  
 time. He walks out on the crossing and  
 does a splendid job of flagging; stop-  
 ping every vehicle before proceeding. I  
 put that as a fine example to put before  
 the public.

Now, I am going to mention the les-  
 son of "give and take". Mr. Lollis gave  
 this committee a talk on "The Fellow  
 who is more willing to give "Safety  
 First" suggestions than to take them."

He would not give much for the big  
 fellow who wouldn't take a suggestion  
 from a subordinate, just because he hap-  
 pened to be further down the ladder.  
 That fellow would do well to remember  
 the story of how the geese saved Rome.  
 They were only a flock of unromantic  
 geese, carelessly left at the citadel by a  
 drunken militiaman. But, they heard  
 the enemy approaching and their loud  
 cries awakened the sleeping guard. An  
 Empire saved by a flock of geese.

Mr. Chairman, mark you these gen-  
 tlemen of this committee, they are  
 among the pioneers of this great move-  
 ment which has an army 51,000 lives  
 saved to mark its great achievement.  
 These gentlemen have carried the prin-  
 ciples of Safety First into the ranks and  
 have made them effective and, today,  
 they find themselves in a position unique  
 and significant. They are called upon  
 to carry these principles to the general  
 public and they will not take counsel  
 with their faint-heartedness. For they  
 say, by their very presence here this  
 evening that the achievement of 17  
 years cannot blot out their obligations.  
 Gentlemen, I have but one more lesson  
 you can think of, mainly, it is a lesson  
 in persistence. You have learned it  
 well. The public has it yet to learn,  
 perhaps. It is the ability to come back  
 stronger than ever after getting a good  
 wallop; at least that's part of it. The  
 other part is well illustrated in the lines

of a fine humanitarian poem, by the late  
 Ella Wheeler Wilcox:

"Let me today do something that  
 will take  
 A little sadness from the world's vast  
 store  
 And may I be so favored as to make  
 Of joys too scanty some, a little more.

Let me not hurt by careless word or  
 thoughtless deed  
 The life of foe or friend  
 Nor pass unseeing worthy need  
 Nor sin by silence when I should de-  
 fend."

"Nor sin by silence when I should  
 defend." That last line, gentlemen, does-  
 n't leave any neutral ground upon which  
 a Safety First man can stand. "He  
 who is not for me, is against me." This  
 spoke the world's greatest philosopher.  
 The public must learn this lesson as  
 you gentlemen have learned it. They  
 must listen to the unpleasant come-  
 backs from the chronic kicker. Who  
 told you a few years ago "You'll never  
 win"? Someone has said that, "You'll  
 never win" told to a good cause is a  
 "lie" on the face of it. That a good cause  
 is bound to win since the day of resur-  
 rection. And we know that "Safety  
 First" is a good cause and to contrib-  
 ute to its success. Let us invite them—  
 yes—every one.

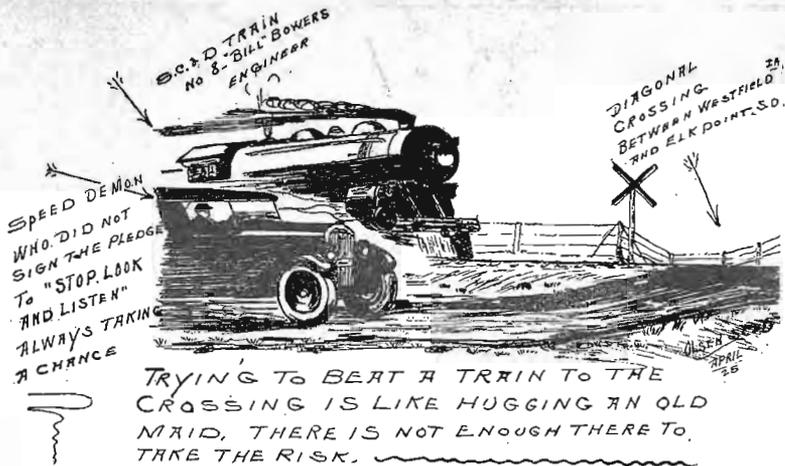
By Jaul Russell,  
 Car Foreman,  
 C. M. & G. Div.

Bulletin No. 24  
 Office of the Superintendent

Montevideo, Minn.  
 March 3, 1925  
 Bulletin No. 24  
 Conductors and Engineers:

- Boards—  
 Aberdeen Yard  
 Aberdeen Roundhouse  
 Aberdeen Dispatcher's Office  
 Andover  
 Milbank Yard  
 Milbank Roundhouse  
 Milbank Roundhouse Foreman  
 Ortonville Yard  
 Ortonville Roundhouse  
 Fargo Yard  
 Fargo Roundhouse  
 Montevideo Yard  
 Montevideo Roundhouse  
 Montevideo Dispatcher's Office  
 Glencoe  
 Cologne  
 Farmington Roundhouse  
 Farmington Yard  
 So. Mpls. Roundhouse Shops  
 So. Mpls. Yard  
 Mpls. Station—J. L. Cook.

Every employee must be cautioned  
 against liability of injury during this  
 icy and sleety weather. See that no  
 chances are taken by any one. Pas-  
 sengers, conductors and brakemen must  
 caution passengers and be sure that  
 steps and platforms are kept free from  
 ice. Also see that ladies and old people  
 are carefully assisted onto and off train;  
 in fact, all passengers must have special  
 attention during this weather.  
 Freight conductors will caution all



TRYING TO BEAT A TRAIN TO THE CROSSING IS LIKE HUGGING AN OLD MAID, THERE IS NOT ENOUGH THERE TO TAKE THE RISK.

men working or riding on their trains, and will see that steps and platforms of cabooses are kept free from ice. We do not want any one injured on the H.&D. Division, and want everyone cautioned.

E. W. Lollis,  
Superintendent.

Paper Prepared by Lieut. of Police C. F. Carlson, To Be Read at Safety Meeting

Mr. Chairman and Gentlemen:—

The Safety First movement on the railroads throughout the country today, is one of the greatest achievements ever attained and serves as a safeguard to humanity.

"Safety First" should be the watchword of each and every employe, and with the thought of his safety and that of his fellow employes in mind, it will tend to bring about greater determination to eliminate accidents.

It has come to the attention of the writer that one of the great problems of today is the relationship existing between employer and employee. It would seem that upon this relationship depends to a great degree, the ability to render the best of service to the public and operate the railroad at a profit. It is very often the case of employees feeling that their supervisory officers have no interest in them and in this event employees do not enter into their work with heart and soul in an endeavor to bring about the best results, working only in a matter of fact way and daily routine. We can readily appreciate the effect of such a feeling upon soldiers in time of war, and we know that the effect upon the great body of railroad employees is no less serious. Through the Safety First movement, employer and employee are brought together, come to know each other, and the existing depression becomes dispelled. In this contact they come to know each other in a way that would not otherwise be possible. Employees then resume their duties with a light heart, constantly endeavoring to bring about closer co-operation in the Safety First movement. Surely a supervisory officer will come to have a high regard for a man whom he finds thoroughly engrossed in endeavoring to correct conditions and practices so that injury to a fellow employe or damage to the property may be avoided. In like manner, an employe who has been laboring under some misapprehension will assume a new aspect

and be ever mindful of his safety and that of his fellow employees.

It is a known fact that we are living in what might be termed the reckless age and were it not for this great movement, the number of accidents and casualties, no doubt, would be a great deal higher than they really are. Statistical records show that through the Safety First movement accidents have been greatly minimized.

We have passed the time in our railroad history when it was considered that to be safe meant to be slow, and when both supervisory officers and men were inclined to incur unnecessary hazards and risks in order to save seconds. While temporarily speeding up the work, the gain was not permanent for the continuation of dangerous practices sooner or later exacted a toll of injury or death. Many valuable and experienced railroad men would probably be in our ranks today if they had observed the principles of Safety First. Therefore, "Safety First" should be the slogan of each and every employe and should be foremost in their minds so as to protect themselves as well as their fellow workers.

Lieut. of Police.  
C. F. Carlson,

### The Big Idea of Safety First

By Harry V. Munroe

Have read many interesting and helpful articles published in the Safety First Department of the Milwaukee Magazine, which has resulted to the success of the Big Idea of Safety First.

As we read and study the suggestions offered from time to time and our efforts to put them into effect, we often wonder if sufficient attention is given to a practical application of the underlying principles that should govern the actions of the Safety First Committee man.

We are strongly of the opinion that the success or failure of work of the Safety First Committee depends to a large extent on the personnel of the men who are appointed to serve in that capacity. In their acceptance of service on the committee, do they do it with a full realization of the responsibilities imposed upon them, both by the employer and the employees who choose him to protect their interests in the procuring of safe working conditions? If he does, then he will seek in every way possible to fit himself to perform his duties

in such a manner as will result in reduction of accidents, which is the chief aim of the real or proficient Safety First Committee man.

As he strives for the success of this movement, he should be guided by, at least, these three cardinal principles, loyalty, sincerity and a spirit of co-operation.

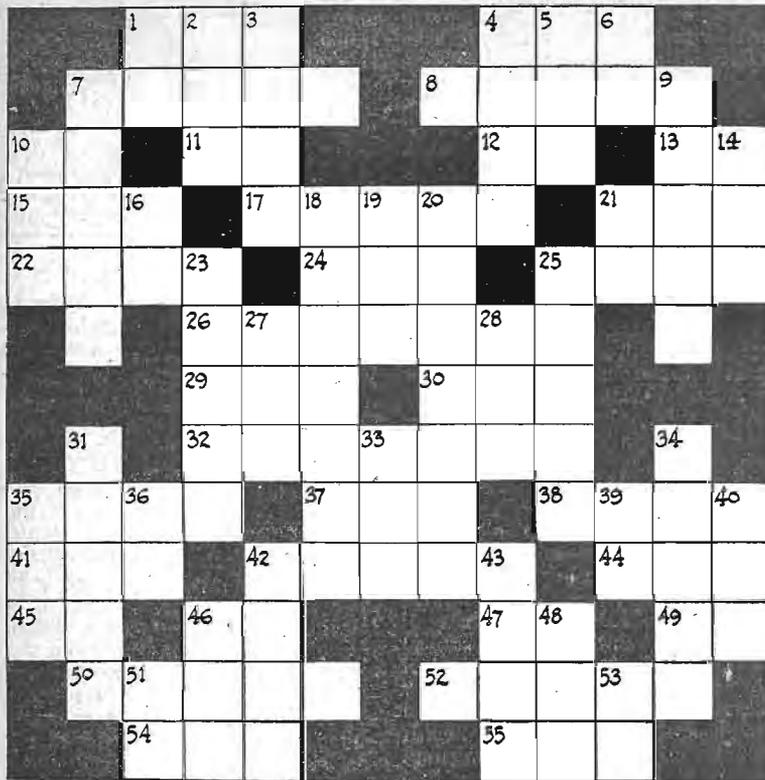
Loyalty to his employers who are depending upon him to keep his eyes open at all times, that he may see and report infractions of the Safety First rules or unsafe working conditions. Loyal to his fellow workman who repose confidence in him to exert his every effort for their protection.

Sincerity should govern his every endeavor in the promotion of the idea of Safety First in the minds of the workers. Unless he feels the necessity for the spreading of the gospel of Safety First, he cannot hope to get the results that should come, he should also be sincere in his dealings with the officials of the company with whom he is brought in contact in his efforts towards the adjustment of matters pertaining to the up-keep of safe and sanitary working conditions in the shops.

Co-operation is also a necessary factor that contributes to the success of the committee work. This part of his work refers mostly to the attitude of the supervisory forces, and their willingness to lend their assistance to putting into effect the suggestions offered, having to do with the installation of, or maintenance of Safety First appliances. When a committee-man learns that his suggestions do not receive the attention he feels they should have, he then becomes discouraged and is not as alert as might be in making further suggestions.

A good live Safety First Committee should study ways and means of keeping the thought of Safety First in the minds of the workers at all times. To accomplish this there are many suggestions that could be offered, a few of which are the posting of display Safety First posters in conspicuous places in the shop; the posting of monthly bulletins from the office of the higher local official, showing number of accidents occurring during the month; also stressing the necessity of the reduction of accidents. Efforts should also be made to promote harmony and good fellowship among the workers by arranging for the holding of affairs of a social nature, where each man could meet his fellow worker after the whistle blows and get to know him better. With this thought in mind the Safety First Committee in Tacoma are now concluding arrangements for the holding of a big get-together dance and entertainment in the Scottish Rite Cathedral on the 17th of April, to which an invitation will be extended to several of the high officials of the railroad and also men high in the ranks of the Safety First Department.

The fact of this affair being gotten up by the Safety First Committee and given under their auspices, will react to their benefit lending importance to the work they are engaged in, namely, the maintaining of safe and sanitary working conditions in our shops.



**Cross-Word Puzzle**

Contributed by Mrs. Joseph Caldwell,  
Forest Glen, Ill.

Solution will be published next month.

**Horizontal**

- 1. Contest between nations
- 4. Also
- 7. Goddess of Harvests
- 8. To divide
- 10. An exclamation
- 11. Parent
- 12. A pronoun
- 13. A personal pronoun
- 15. Everyone
- 17. A gown
- 21. A personal pronoun
- 22. To shine with intense heat
- 24. To devour
- 25. To rend (past tense)
- 26. To commend
- 29. Eggs of fish
- 30. Moved swiftly
- 32. A flag
- 35. Perceives
- 37. To follow closely after
- 38. An ulcer
- 41. A tablet of many sheets of paper
- 42. A species of poplar
- 44. In the place of
- 45. By
- 46. Indefinite Article
- 47. Marking an alternative
- 49. Name of state (Abb.)
- 50. Somewhat salt
- 52. Instrument for examining a wound
- 54. Tiny
- 55. A unit.

**Vertical**

- 1. Personal pronoun
- 2. A limb
- 3. To peruse
- 4. Denoting person or thing near
- 5. Seed of grain
- 6. An alternative
- 7. A lily
- 9. Pitchers
- 10. A repulsive old woman
- 14. Before

- 16. Behold
- 18. Regret for past evil
- 19. Organ of hearing
- 20. Space for storing
- 21. An exclamation
- 23. Twists out of shape
- 25. Portable shelters
- 27. American author
- 28. Large covered wagon
- 31. Edible portion of nuts
- 33. A short sleep
- 34. To feel with the hands
- 35. Location of mineral spring
- 36. A man's nickname
- 39. A preposition
- 40. A period of time
- 42. Term used in poker game
- 43. A girl's name
- 46. A drink
- 48. An Enormous bird
- 51. Exclamation (coll)
- 53. To exist.

Solution of Cross-word puzzle by Mrs. F. E. Devlin. Printed in March Magazine.

**Horizontal**

- 1—Imp.
- 4—Ram.
- 7—Roan.
- 9—Rare.
- 10—As.
- 12—Present.
- 14—B.S.
- 16—Cop.
- 17—Tryst.
- 18—Coo.
- 19—Edam.
- 21—Ont.
- 22—Chow.
- 23—Aria.
- 25—Ahab.
- 26—Alligator.
- 27—Able.
- 28—Eris.

**Vertical**

- 1—Ir.(abbr.)
- 2—Mop.
- 3—Part.
- 4—Rant.
- 5—Art.
- 6—Mc.
- 8—Nero.
- 9—Rest.
- 10—Ace.
- 13—Synagogue.
- 14—Boob.
- 15—Sow.
- 16—Parable
- 18—Charity
- 20—Mills.
- 22—Chore
- 24—Ale.
- 25—Ate.

- 30—Awls.
- 31—Age.
- 33—Etui.
- 35—Tee.
- 36—Brute.
- 38—Yes.
- 39—Ed.(abbr.)
- 40—Patents
- 42—To.
- 43—Lens.
- 44—Ache.
- 46—Oak.
- 47—Her.
- 27—Awed.
- 29—Suct.
- 30—Ate.
- 31—Arts.
- 32—Etna.
- 34—Isc.
- 36—Bank.
- 37—Etch.
- 40—Pea.
- 41—She.
- 43—Lo.
- 45—Er.

**Drippings From the Ice Bunkers**

By Spud Bar

Inspector Fairhurst, Union Street, Chicago, they say is a fast man. Do you ever call him on the phone? He sure can handle the receiver.

The office was visited recently by a squad of plasterers and painters. They took us so much by surprise that there was naught left to do but politely retreat, so Mr. Buchanan sounded the signal at 2:30 P.M. and would you believe it, all our girls left the office with tears in their eyes—did not notice, however, any tear gas bombs exploding about. Some of the force apparently made good use of the afternoon off and from all reports enjoyed themselves immensely. Misses Caro, Huber, Rosenthal and Mrs. Wilhelm vamped Bill Hagedorn and Anthony Garner into a treat to the Chicago Theatre. The girls desire to use these columns to express the kind appreciation. Bill says that the show was so funny Hattie fell off her seat in a roar of laughter, but after calling Tony and the ushers, succeeded in getting the little lady reseated.

If you want to start a fight, just open a window in the office.

In addition to being an expert at figures, Mr. King is taking up a course in plastering. They have advertised for red-headed plasterers so as to make decorative scenery on a step ladder. Miss Rosenthal has promised to hold the ladder for Dick.

Mr. E. E. Webb payed a night visit to the Ice House night of February 4th, 1925. Evidently Webb came out to interview (Student Foreman) Wild Bill Broker to see that he was performing his duties in a military manner.

Mr. Dobrowsky has returned from a visit to his native land where he spent a few months on his uncle's pig farm.

Mr. George Schramm who formerly was night Perishable Freight Inspector at Bensenville, payed the boys a visit the other night. George reports great progress on his young chicken farm on the outskirts of Mason City.

P. F. I. McCoy seemed greatly excited the other day, somebody reported a car of cheese coming to Bensenville Ice House on the coaches, this proved to be a false report, however, Mac is still looking for the cheese.

Jockey McCoy spends part of the day exercising Webb's horse Spark Plug. It has been rumored that Webb intends to enter Sparky in the Kentucky Derby. We wonder if Webb will ship Sparky under ice.

We were wondering why Bill Hagedorn was pacing around the office with his hands behind him. We found out later he was wearing his trousers too thin.

Miss Powers of Mr. Wicke's office comes in occasionally to run off a stencil on our mimeograph machine. In time she will be able to grind a wicked organ.

Wanted by Miss Huber: A three letter word meaning "Deep hole". Try "Pit" Mildred.

E. J. Doyle and D. S. Westover were in the office recently and promised to send in contributions for the "Spud Bar". Come on fellows you can find a little spare time between stations. The invitation is extended to all Perishable Freight Inspectors. "That's a good one", send it in to Mr. W. L. Ennis marked to the attention of R. W. Weber.



# SPORTS



## Chicago League Notes

Sometime ago we mentioned the fact that Eyres had been presented with a miniature bowling alley for a Xmas gift. Here are the results of conscientious practice 24 games with an average of 176.

Here's this month's steam roller for three games. Blumberg 72-138-70. The middle game spoiled the alley record.

They say you cannot keep a good team down, the Auditor of Station Accounts tipped 'em over for a nice three game total of 2821 with a high single game of 972. This series places them in third position for the three high game team event. Cusnski and Earle did the heavy work with 620 and 658.

Here are last month's double century marks.

Burke .....	600
Cusnski .....	620
Earle .....	658
Krumrei .....	604
Gumz .....	606
Carey .....	620
O'Shea .....	608

The boys are all rounding in to tip top shape for the employees tournament at Janesville. Do not be surprised you

## Chicago Bowling

TEAMS	Won	Lost	High	Average
Car Accountants No. 1 .....	52	23	1011	900
Aud. Sta. Accts. ....	45	33	972	876
Ticket Auditor .....	42	36	962	853
Freight Auditor .....	39	39	1048	853
Car Accountants No. 2 .....	35	43	922	813
Comptroller .....	34	44	948	828
A. F. E. Bureau .....	33	45	918	810
Asst. Comptroller .....	32	46	922	805

league. If any of you fans have news for this column you had better get busy and send it to the Sport Editor.

## League Standing

	Individual Average		
	Games	High	Average
Faus .....	72	284	191-42
Treskett .....	75	233	187-56
Krizek .....	57	256	186-30
Gavin .....	78	256	185-61
Snyder .....	57	227	182-54
Dale .....	54	244	182-47
Krumrei .....	63	222	182-28
Gutfahr .....	78	232	180-24
O'Shea .....	78	243	179-17
Specht .....	78	226	179-1
Hettinger .....	72	242	177-68
Gantz .....	78	227	177-42
Heyn .....	78	247	177-39
Burke .....	54	231	177-29
Knoll .....	75	237	176-53
Ciensi .....	75	233	176-14
Lippert .....	51	230	175-20
Gumz .....	75	236	174-54
Earle .....	60	244	174-20
Carey .....	75	233	172

## High Team Average—Three Games

Car Accountant No. 1 .....	2982	Freight Auditor .....	1048
Freight Auditor .....	2855	Car Accountant No. 1 .....	1011
Auditor Station Accounts .....	2821	Ticket Auditor .....	902

## High Single Game

## High Individual Average—Three Games

Knoll .....	225-2	Faus .....	284
Faus .....	224	Krizek .....	256
		Gavin .....	256

## High Single Game

A special match game was played February 20th, between O. P. Barry, teamed with Bill Gutfahr, against E. J. Knoll, teamed with John Dewar. The former team was the victor piling up

1025 pins against 894 a difference of 131 pins. These same teams will meet again as the "K" and "D" teams are after revenge.

## Chicago, Milwaukee & St. Paul Railway Bowling League Green Bay, Wis.

### Notes

Watch out for the above boys at Janesville, they say they are going to get some of that prize money. Under-

stand Howard Hart says it's time that a Green Bay bowler is champion among the tournament bowlers, so he has his hat in the ring and is going to bring

home the gold cup again.

Well, well, well, we nearly forgot Lee Hynes among our first ten bowlers. He should be number 6 in our list with a total number of 10,025 pins for 57 games an average of 176. We will try and not leave you out next time. Lee does bowl once in awhile.

The Car Department has been finding the going pretty rough this last quarter. At least they have got into the habit of losing some games. It only the season was a little longer.

We think Superintendent's 2 are practicing for booby prize at the tournament, they rolled a 704 game with a handicap of 125 pins. We understand some of the boys were out the night before. Of course Monday night is a bad night for the single fellows. Ask Harry Washburn or probably conductor Frank O'Malley could give us more definite information, as to the happenings of the night before.

## A Little Bowling Story Entitled "Does Dry Water Burn" by our Fair Steno. Brownie.

It's a long short story. It all happened the morning after. Ray and Jim on a Tuesday morning, the morning after a Monday night of bowling, found some fire-proof liquid in the roadmaster's office and while experimenting with same on cotton batting, on which they intend to get a patent to use same on the alleys to keep them from burning up on account of some four speed artists wearing regular grooves in same. Anyway back to our story. Brownie had her eyes glued on the boys when the cotton batting refused to burn. It didn't take long for our inquisitive steno. to come over and try it out herself. Of course you know the sex, why, how, when, where, what. Finally our bright Brownie of Wooden Shoe fame remarked, "what did you do, dip it in water and let it dry." Ouch, some solid ivory still left in our crowd. We thought we had it all weeded out.

## Minneapolis League Standings

March 15, 1925

	Won	Lost
Enginemens .....	46	26
O'Brien Tigers .....	43	29
Machine Shop .....	41	31
Accountants .....	36	42
Superintendents .....	28	44
Store Dept. ....	28	44

## Individuals

Name	Games	Ave.
Behr .....	60	183
Ekman .....	66	179
Nelson .....	72	174
Siegler .....	57	172
Jones .....	54	172
O'Connell .....	72	170
Heinz .....	60	170
Lindberg .....	71	169
Johnson .....	54	169
Spencer .....	36	169
Neuwirth .....	63	168
C. Langley .....	69	168

Standing of teams, March 9th, 1925  
**High 3 Games**

Engine	2797	
<b>High 1 Game</b>		
Enginemmen	1004	
Name	Games	Ave.
Hancer	57	168
Collins	69	168
Parley	69	167
Hagen	69	167
Murek	72	193
Walsh	57	163

High 3 Games  
 H. Lindberg 660

High 1 Game  
 H. Lindberg 265

**Minneapolis Pin Chatter**

Fred Wanberg and "Limp" O'Connell are vying for high game honors this month, putting in games of 256 and 254 respectively.

The Enginemmen came to life, long enough to trim the Shop in 2 battles.

Ernie Graves tried hard to beat his team mate O. Murck for low score record. Otto's 91 is still safe, Ernie had 93.

Carl Johnson is seeking honors as gutter champion, having 2 perfect hits of the gutter in one game, which is a record to date.

	Won	Lost	Pct.
Car Department	55	17	.764
Superintendents 1	48	24	.667
Dispatchers	44	28	.611
Store Department	39	33	.542
Machinists	39	33	.542
Superintendents 2	32	40	.444
Yard Office	32	40	.444
Warehouse 1	28	44	.389
Warehouse 2	23	49	.319
Freight Office	20	52	.278

**Individual Average**

Player	Pins	Games	Average
1. Ray Margraf	11944	66	181
2. Fred Krug	11808	66	179
3. H. Peterson	11301	63	179
4. Howard Hart	4837	27	179
5. Ray Zimmerman	10725	60	179
6. Peter Larscheid	11463	66	174
7. Peter Maierle	10934	63	174
8. M. Welles	7193	42	171
9. Ed. Leininger	10407	63	168
10. Clifford Lande	10448	63	166

**C. M. & St. P. Ry. Women's Club**

The Kansas City Chapter of the Chicago, Milwaukee & St. Paul Ry. Women's Club came into being February 21, 1925. On that date about 70 members of the Milwaukee family met and organized our chapter. We were very fortunate in having Mrs. B. F. Hoehn of Ottumwa with us to assist in the organization and to give us the benefit of their experiences in organizing at Ottumwa. Mrs. E. G. Woodward, wife of the General Agent Passenger Dept. was chosen as President, Mrs. E. C. Van Buskirk, First Vice President; Mrs. L. P. Gibson, Second Vice President; Mrs. W. H. Fesler, Treasurer; Mrs. C. H. Burns, Recording Secretary and Mrs. Flossie Lipp, Corresponding Secretary. On March 1st our membership was over one hundred and growing daily.

It was decided to hold the monthly business meetings at night and as that meant the men would have to bring their wives, a mens' auxiliary was formed, the husband, father or brothers of a member being eligible to membership. The annual dues for the auxiliary are 50 cents per year. The auxiliary now has a membership of about twenty.

**Chapter No. 3, Bensenville, Ill.**

On February 28th, Chapter No. 3, Bensenville, held a bunco party at Rutherford Field house, Mont Clare. About two hundred and fifty were present, among those being Mr. and Mrs. W. F. Ingraham; Mr. and Mrs. C. L. Whitling and Mr. and Mrs. Jos. Bodenberger.

Sixteen games of bunco were played, after which a delicious luncheon was served by the refreshment committee. Then the prizes were awarded and the floor was cleared for dancing. The evening was greatly enjoyed by all, and everyone is looking forward with pleasure to the future entertainments of the chapter.

On Wednesday, March 3rd, the regular monthly meeting of the chapter was held in the Village Hall, with forty-two members and all of the officers present. Mrs. Milton Lange, our Welfare Chairman, reported having extended aid to a needy family in the district.

From the hour of adjournment until 5 o'clock, the time was spent enrolling new members, this being our member-

ship drive. The committee worked very hard sending out cards and urging those who were not members to come in and join; and the results proved their efforts had not been in vain.

The refreshment committee served cake and coffee.

**WATCH US GROW.**

**Twin City Chapter**

The regular meeting of the Twin Chapter was held Monday evening, March 2nd in the Colonial Room of the West Hotel. The large attendance at the Club Meetings has made it necessary to secure a room having a much larger seating capacity than our regular club room.

The first part of the evening was occupied with reports of officers and committee chairmen. The reports surpassed our highest hopes and created a great deal of enthusiasm. A splendid program followed. Miss Anna Miller gave three readings. Little Miss Lucille Mahoney and Miss Gladys Spencer, the Cinderella Dance; and a group of songs by Miss Alice Braun with Miss Schultz at the piano.

Twenty-five names were added to our membership list.

Our chapter has been very active, socially, ever since the time of its organization. The members of the board have been giving a series of card parties, to which the women of each department of the service have been invited. These parties are held every two weeks, the object being to acquaint the women with the purpose and plans of our association; and invite them to join the chapter. Over fourteen hundred invitations have been issued since the series were started. On March 20th, the women members of Car Department families were guests.

The young women of the station are giving a party for Miss Marie Quinn, our Corresponding Secretary, who is to be married in the near future. Miss Quin has the club's best wishes, and we are glad to learn that she will still be with us and continue to serve as our very capable secretary.

A Get Together Party is to be given by the Library Committee. The book shelves are very nearly filled owing to the good work of this committee.

Our Twin City Chapter is now three months old, and it boasts a membership of 250, every department of the service being well represented.

We have seven thoroughly organized open committees on which one hundred and fifty women are serving. Our splendidly furnished club room and kitchenette are a real joy and satisfaction.

The Sunshine Committee is most active and has already reached out the helping hand in several instances; but now with the organization perfected and funds available, this will soon prove to be our busiest group of women.

The next regular meeting will be held at the West Hotel, April 6th, and we extend a cordial invitation to members of other chapters to attend.

**Green Bay Chapter**

The Superior Division Chapter at Green Bay, Wis., held its first regular Business Meeting on Thursday, March 5th, 1925, in the American Legion Hall at 7:30 P.M. The meeting was a very successful one, there being about 150 members present. We also took in about 35 new members at this meeting.

Mrs. Frank C. Dow, our President, gave a very interesting account of the conference which she attended at Chicago on February 14th. She told all about the splendid work that was being carried on by the other clubs in the district, and many other items of interest.

Mrs. Tean Cramer, Chairman of the Ways and Means Committee, is to hold a cake and food sale on Saturday, March 14th at the American Hardware Store.

Plans were made by the Social Committee, Mrs. A. A. Melville, Chairman, to hold a card party after our next regular business meeting. The business meeting will be called a little earlier and after a short session the card party will be held.

Plans are also under way to have a ball the last part of April at which time we hope to have a nice crowd and a nice time.

At the close of the meeting a splendid program was presented under the auspices of the Program Committee, Mrs. John F. Dunn, Chairman.

Following the program refreshments

were served by the Social Committee and a social hour enjoyed by all those present.

Our next regular meeting will be held on Thursday, April 2nd, 1925 at the Legion Hall.

#### Mason City Chapter

The month of February proved to be a very prosperous one for our Mason City Chapter. We are surely going ahead.

Our regular monthly meeting was held the evening of February 26th at the Garfield School, as our club rooms were not quite ready. A very enjoyable program was given and a social hour followed. Several of the gentlemen were present, which pleased us all very much, for it showed their interest in the club. Mr. E. T. Sullivan, Traveling Inspector of our division gave a brief talk, and here I may mention that Mr. Sullivan is planning to help us by soliciting among the men to help raise funds for furnishing our club room; and in return for their interest, we intend to let the men have the use of the rooms for their Safety First Meetings, which have heretofore been held in the depot or in one of the coaches.

On February 26th we gave a card party, which was a most successful affair, there being 160 present. More than \$50.00 was added to our house fund. The hall was attractively decorated with the Milwaukee colors. The chapter now has 149 members, and in the spring, we hope to have that number going to Chicago to the general meeting. If the enthusiasm keeps up, we surely will.

#### Dubuque Chapter

On Feb. 20th, the monthly meeting of the Dubuque Chapter was held with an attendance of about seventy.

Reports of the various committees were read. The dance held January 29th, proved to be a success both financially and socially. The Sunshine Committee have been kept busy sending out "Sunshine" cards, as there has been quite a lot of sickness, among the employees.

A Bake Sale has been planned for the 14th of March, and from all reports, any one desiring anything in this line will be well supplied.

The entertainment for the evening was under the supervision of the machinists' wives, Mrs. C. H. Dell acting as chairman. Five hundred was played and prizes were awarded to Mrs. A. J. Bensch and Mrs. Aug Quade. Those who did not play five hundred were entered in a contest to see who could name the most parts of a locomotive. Mrs. Francis Dreazy and Mrs. R. H. Kearney were the winners. Consolation prize was given to Miss Marie Clifford.

The clerks have charge of the next meeting.

#### Seattle Chapter Women's Club

The second meeting of the Seattle Chapter was held February 14th at 332 Henry Building. Because of Mrs. Calkins' injury, she was unable to act as Temporary Chairman, and Mrs. F. N. Hicks was elected to act in her place. Mrs. Paul Wilson, Chairman of the nominating committee appointed at the

last meeting, submitted the following names for the officers of Seattle Chapter:

President, Mrs. H. B. Earling.  
1st Vice Pres., Mrs. R. F. Weeks.  
2nd Vice Pres., Mrs. C. O. Bradshaw.  
Recording Secretary, Mrs. Ella Franklin.

Corresponding Secretary, Miss Marie E. Cleary.

Treasurer, Miss Grace Cummings.  
On motion the club accepted the names as read, and the vote for election was unanimous.

Mrs. Earling then took the chair and in a short talk expressed her appreciation of her selection to be the first one to preside over Seattle Chapter, and said that she knew her task of directing the formation of this chapter would be materially lightened by the help of each and every member. Mrs. Bradshaw then said that she thought it would be very nice for each one to personally pledge their help and assistance to Mrs. Earling in whatever way they were best gifted or equipped to help her—to which suggestion, almost the entire membership responded offering their services in many ways.

Mrs. Earling appointed the following as chairmen of the standing committees:

Mrs. R. Beeuwkes, Chairman House and Purchasing.

Miss Maud Snow, Program.

Miss Ruth Walla, Membership.

Mrs. F. J. Calkins, Mutual Benefit.

Mrs. O. O. Mercer, Social.

And each chairman is to select her own assistants.

Mrs. Beeuwkes, Chairman of the House and Purchasing Committee is working with Mrs. Mercer, and has secured the social hall of the Mount Baker Park Presbyterian Church for the luncheon. This luncheon is being given by the two committees, who are taking care of all of the expense, and there is to be no charge made for those who attend. All reports so far indicate that most everyone will be there, and there is a great deal of enthusiasm among members and potential members.

Miss Walla, Chairman of the Membership Committee, reported a campaign in progress to make every eligible woman a member and have a 100 percent membership for Seattle Chapter.

Miss Snow, Chairman of the Program Committee, said that from data gathered, it was found that there is talent enough in the club and in the families of members of the club so that it will not be necessary to call on any outside talent for a year or more—which sounds as though Seattle Chapter is a gifted one indeed.

The program consisted of two readings by Miss Kathryn Kennedy, daughter of Mr. E. D. Kennedy, Chief Clerk to Mr. Bradshaw, and a group of songs by Mrs. Floyd H. Williams, wife of the Assistant to the Tax Commissioner. Miss Kennedy shows marked ability and an individual style, and her portrayal of an extremely nervous, talkative woman at the matinee was most realistic of a character with whom we are all familiar. Her second reading, although much shorter, was equally as well given. Mrs. Williams possesses a very lovely mezzo-soprano voice and her songs were very much enjoyed by all. She is studying voice and is spending a great deal of time on her music and has

very kindly agreed to favor us again. Miss Watson very ably accompanied Mrs. Williams at the piano.

First on the program for the afternoon was Mr. Paul Wilson, our popular Local Freight Agent, who gave a group of songs in a very pleasing baritone voice that showed a great deal of training, and he very drily assured everyone that his "Road to Mandalay" was not electrified. Those who were fortunate enough to hear him are looking forward to his appearance on future programs. Mr. Wilson was accompanied by Mrs. Floyd H. Williams at the piano.

Little Miss Barbara Barkley, small daughter of Mr. A. H. Barkley, Office Assistant to Vice President Earling—gave a delightful group of piano numbers that were very well received. She played such difficult things for a little tot that it seemed almost incredible that her tiny fingers could reach all of the keys. She is a very gifted little miss and we should some day hear great things of her. She too, we hope, will again favor us at some future date.

The next meeting was set for February 28th—the early date being so that the organization work of the club would not drag out over too long a period, which meeting was held at 332 Henry Building.

Mrs. R. F. Weeks, 1st Vice President, presided in the absence of Mrs. H. B. Earling, President, who was unable to attend. Mrs. Mercer, Chairman of the Social Committee, announced a luncheon for the 21st of March at 1:30—at which it was decided to hold the regular monthly business meeting. This luncheon is to be in the nature of a get-together and get-acquainted meeting. There will be a short program and a social hour to enable each one to become acquainted with every one else and make it far easier to give the larger parties that have been planned. It sounded like a splendid idea and met with instant approval. When a standing vote was taken to see how many would be able to attend—all in the room except two stood.

#### Marion Chapter

Marion Chapter of the Milwaukee Women's Club met March 14th in the Memorial Hall with 73 members present. The meeting was presided over by the President, Mrs. M. J. Flanigan. Much routine business was taken care of during the meeting. The minutes of the last meeting were read by the Secretary, Mrs. L. G. Hewitt, which were approved. The chairman of the membership committee, Miss Idelle Fullerton, reported that a drive for members from Cedar Rapids is being made, 8 new members from Cedar Rapids being present at this meeting. Plans for a St. Patrick's evening card party were perfected, 300 tickets have been sold up to this time for the party. The Easter Ball is to occur at the Odd Fellows Hall, Monday, April 13th. Tickets for this affair were also distributed among the members. The fund for flowers, given in case of death only, is to be supported by a penny march. A program consisting of music by the Marion Melody Makers, piano solos by Miss Geraldine Gordon and vocal solos and trombone solos by Master Lawrence Gordon were enjoyed by all. After adjournment a

social hour was enjoyed and refreshments were served.

Thursday, February 5th, Marion Chapter, held a Benefit Valentine card party in the Memorial Hall. 60 women were present. The Valentine motive was carried out in the decorations and refreshments. 500 and bridge were played at the various tables. Two prizes were given to the high scores of both games, a prize also given in the Kensington work.

Mrs. Charles A. Leroy, Vice-President of the Women's Club, entertained the officers of the club at a five course bridge-dinner on February 9th, 1925, 14 women were present. After the dinner hour bridge was played, high scores going to Mrs. M. J. Flanigan, Mrs. H. F. Gibson and Mrs. L. G. Hewitt.

#### Portage Chapter

The Portage Chapter met in the Superintendent's office at the depot Saturday, March 7th at 2:30 P.M. Seventy-five members were present.

The minutes of the previous meeting were read and approved. The Secretary reported 85 members, and all but five had paid their dues.

Mrs. F. P. Miller was elected 2nd Vice President. The Constitution and by-laws were read and adopted.

Mrs. Killian, Chairman of the House and Purchasing Committee read a letter from Supt. Frick in regard to obtaining rooms for the club.

Mrs. Flanders, Chairman of the Sunshine Committee suggested having a Sunshine Box where members could contribute when they wished, the money to be used by the committee in their work.

Mrs. Cole, Chairman of the Membership Committee has arrangements made for a membership drive.

Mrs. Washburn, Chairman of the Ways and Means Committee reported on her interview with Mr. Judson in regard to receiving part of the proceeds of a movie show.

The first Saturday afternoon of each month was named as regular meeting day.

Mrs. Frick asked the ladies to vote by ballot on whether they wished to have light refreshments served at meetings; and what sort of entertainment they cared to have at the meetings.

A two act play "Psycho-Analysis" was then given by Mrs. Frank Calvin, Mrs. Jess Taylor and Miss Dorothy Miller, after which light refreshments were served.

#### Ottumwa Chapter

The first of a series of parties to be given by the Ottumwa Chapter of the Milwaukee Women's Club was held in Moose Hall, Monday evening, February 23rd.

Twenty tables were placed for 500 and about 100 employes and friends enjoyed the evening. Prizes were awarded to Mrs. E. B. Sutton, Miss Nell Jennings and Messrs. Klahn and Wilford, after which refreshments were served.

Much credit is due Mrs. A. L. Love and her committee for the success of this party and everyone is looking forward to the next one.

#### Chicago Chapter Notes

The regular monthly meeting of the Chicago Chapter was held on Saturday,

March 14th, in the Club Rooms at 2423 Southport Ave.

Luncheon was served at 1:00 P.M., and the meeting called to order at 1:30 P.M. by Mrs. C. S. Jefferson, Second Vice President, our President, Mrs. Grant Williams being in Florida. A very interesting report was made by the Welfare Chairman of the work she and her committee have been doing.

Mrs. A. E. Edmonds presented the chapter with a gavel, very appropriately decorated with red, white and blue ribbons, for which the chapter is very grateful.

The Ariston Trio, composed of Messrs. Murphy, Vallee and O'Connor, entertained with several selections, which were thoroughly enjoyed by all, and it is hoped the club will again have the pleasure of hearing them.

The advertising department sent up Mr. Semmlow with his moving picture outfit, and we all enjoyed a trip over the Lines West.

On March 17th a St. Patrick's party was given by some of the girls from the Computing Bureau, and on the evening of the 19th several girls from the Ticket Auditor's office entertained. The rooms are becoming very popular for evening parties and every one says they are an ideal place for such affairs, as we have a complete kitchen outfit, and our club room is very cosy.

The meetings are held on the second Saturday of the month, and it is hoped that more of the Milwaukee Women will attend the meeting and join the club.

The membership is now well over 300.

On the evening of Feb. 12th, fourteen of the girls from the Car Accountant's office enjoyed an evening in the club rooms. Dinner was served, followed by bunco and a short program. The party was a great success and as a result several names were added to the membership list.

On Tuesday evening, February 17th, the girls of the Freight Claim Department gave a shower party in the club rooms. This party was given in honor of Mrs. Olga Eckdahl formerly Miss Hoth, a dictaphone operator in that department. There were 32 girls present out of the 35 employed there. After dinner was served Mrs. Eckdahl was presented with a hammered silver creamer and sugar bowl. Everybody had such a good time that they are anticipating having another party in the future, but the question is, on which girl can they have the next shower.

On February 26th the girls of the Auditor of Expenditure's office of the Fullerton Ave. Building gave a George Washington Birthday Party in the club rooms. Dinner was served at 5:30 o'clock. The tables were beautifully decorated in red, white and blue with red candles. Covers were laid for forty-two. After the dinner, cards and bunco were enjoyed, favors going to Misses Lillian Proehl, Pearl Kinney, Loretta Casey, Rose Koerner, Susan Seberger, Elfreda Schulz and Mrs. Evelyn Kozeluh.

In remembrance of the occasion, two of Michael Arlen's books were donated to the library.

The girls are all looking forward to another party real soon.

The following were on the committee.—

Miss Harriet Kennedy.  
Miss Emily Dougherty.  
Miss Ethel Proehl.  
Miss Anna Herter.  
Miss E. Nora Miller.  
Mrs. Alice Douglas.

On the evening of March 3rd, fourteen young ladies in the Central Computing Bureau, who formerly made up the Computing Bureau of the Car Accountant's office, prepared and partook of a dinner in the clubrooms. After everything was cleared away they had a generally good time, singing, dancing, etc., and all left feeling that they wanted another party in the near future.

Ten girls from the "K" Bureau of the Car Accountant's office spent a very pleasant evening in the club rooms on March 5th. They commenced their evening with dinner in the club rooms and followed this with a generally social time. As a result of the party three new members were brought into the club.

On Monday, March 9, 1925, fourteen of the girls from the Central Typing Bureau gave a farewell party in the club rooms in honor of Miss Dorothy Robartz of the statistical bureau who is leaving the service March 14th. With the assistance of the club room kitchen a delicious dinner was served about 5:30 P.M. Bunco was the game of the evening—and a very enjoyable time was reported by all, and from all appearances the next meeting will have a number of new members.

#### Wausau Chapter

There was a large attendance at the March meeting of the C. M. & St. P. Women's Club at the business and professional Women's Club on March 10th. It was decided to hold meeting the third Tuesday of each month at the Business Women's Club and to launch a membership drive. The president, Mrs. P. H. Nee announced the following standing committees:

Membership Committee:—

Mrs. H. M. Gilham, Wausau.  
Mrs. Grace Munger, Wausau.  
Mrs. A. M. Lemay, Wausau.  
Mrs. James H. O'Brien, Wausau.  
Mrs. J. L. Truax, Merrill.  
Mrs. Miles Christensen, Merrill.  
Mrs. Eric Gehrke, Wausau.  
Mrs. A. L. Hildebrandt, Tomahawk.  
Mrs. Bernard Enkhausen, Minocqua.  
Mrs. Clara Rege, Wausau.  
Mrs. M. E. Donovan, Wausau.  
Mrs. T. H. McCarthy, Wausau.  
Mrs. J. P. Horn, Wausau.  
Miss Edna Larson, Wausau.

Constitution and By-Laws:—

Mrs. M. M. Harrington.  
Mrs. Fred Lehrbas.  
Mrs. A. W. Warner.

Sick Committee:—

Mrs. Oscar Larson.  
Mrs. Charles Lattimer.  
Mrs. Frank Bunker.

Program Committee:—

Mrs. D. M. O'Brien.  
Mrs. H. L. Vachreau.  
Mrs. A. I. Lathrop.

Social Committee:—

Mrs. J. W. Held.  
Mrs. W. C. Milne.  
Mrs. Dan Wells.  
Mrs. John Schultz.

In the 500 play which followed the business meeting favors were won by Mrs. Philip Lennert, Mrs. H. Redlich and Mrs. B. Nelson. A cafeteria lunch was served in the dining room from a long table decorated with green tapers in crystal candlesticks. Out of town guests were Mrs. J. L. Truax, Mrs. M. Christensen and Mrs. Ralph Minton of Minocqua. Pleasing vocal solos were given by Marie Zielsdorf, accompanied by Miss Edna Meilahn, and by Miss Ruth Kleinheinz, accompanied by Miss Dorothy Dexter.

#### Biblical Note

A bashful curate found the young ladies in the parish too helpful. At last it became so embarrassing that he left.

Not long afterward he met the curate who had succeeded him. "Well," he asked, "how do you get along with the ladies?"

"Oh, very well, indeed," said the other. "Their is safety in numbers, you know."

Ah!" was the instant reply. "I only found it in Exodus."

—Daily News.

#### Endurance—of Another Kind

As the dancer took his fair partner down to supper, she seemed to hypnotize the waiter told to serve them, for he seemed incapable of taking his eyes off her.

At last the dancer could stand it no longer.

"I say, my man," he observed, "what makes you stare so rudely at this lady?"

"It ain't rudeness, sir, believe me, it ain't," returned the waiter. "It's genuine admiration. This is the fifth time she's been down to supper tonight."

—Union Pacific Magazine.



#### "Give the Freight to the Railroads"

"One of the very important questions confronting the shippers of this country and especially wholesale grocers is transportation. The building of good roads has brought the truck to us, and its use is growing every day. The roads that have been built and those under construction will not last many years under the strain upon them of the heavy trucks. It was never intended that heavy trucks use them. But they do use them.

"First—Let us take up the question of security of your goods when they are handled five to fifty miles over the roads by the average truck concern. You have no security. You are at the mercy of the one who drives the truck. If he reaches the destination with no loss to your goods, all well, if not, what can you do? You are going to stand the loss 9 times out of 10. Then is it good business to patronize the truck concerns?

"Second—Is it best for your business and the community as a whole to take away from the railroads the freight business and give it to the truck concern? Not a matter of sentiment; it is a cold business proposition. The owners of railroads cannot keep them going unless they make money. To make money, they must haul freight as well as passengers. If you give a part of your freight to the truck concern, and the 4,000 other wholesale grocers do likewise, and other shippers follow you, where will it place the railroads? We ask for quick service by the railroads. How can they give it if they do not get the freight business? Is it fair to ask for that service, then give the freight, or a big part, to the truck concerns? And whether it is fair or not, is it good business? You would like to see lower rates; but how can they be secured if the railroads are running their trains half loaded because you give the truck concerns the business?

"The railroads helped to build the good roads so that the farmers could get to the market, so that the pleasure cars could operate better and faster; but they should not be penalized by the loss of their freight business. We must support the railroads if they are to continue to function. Your business would be worthless if they should cease. So give to the railroads that which should be given them—freight."

Arkansas Wholesale Grocers' Association.

#### Economical Operation the Real Problems

That the so-called railroad problem has not been one of railroad consolidations or valuations, but has been first, adequate service for the needs of the country, and secondly, efficient and economical operation, was the point made by Mr. R. H. Aishton, President of the American Railway Association, in an address before the Rhode Island Bankers Association on February 25th in Providence.

The questions involved in these problems according to Mr. Aishton, are not theoretical but intensely practical. Taking them up he said:

"First—as to adequate service—what has happened in the last two years? In 1923 the railroads of these United States were called on to move a greater volume of business in twelve months than ever had been moved by the transportation companies in any period of similar length. What was done? The traffic was moved; it was moved without con-

gestion, without a car shortage, and, so far as I know, to the entire satisfaction of every branch of the shipping public. If a farmer had a car of grain to ship, the car was there ready for him. He did not have to wait. He did not have to lose his market.

#### Constant Improvement

"What happened in 1923 happened throughout 1924, and is happening right up to the present moment.

"So much for adequate service. I do not believe there is a question today in the minds of anybody but that the railroads have handled, can and will handle, any load that may be placed on their shoulders, adequately, and to the complete satisfaction of the American people.

"Now as to economy and efficiency—I want to give you just two sets of figures to think about. One is the decreases in operating expenses in 1923 as against 1920, amounting to \$932,500,000. What became of this money? That's what you are particularly interested in knowing about.

"In this same year in which there was a decrease of \$932,500,000 in operating expense, the public received a direct benefit of \$657,000,000 of this amount, through reductions in freight charges on traffic carried below the rates paid in 1921.

"Through economies and improved methods that have been put into effect since 1921, in other words a period of three years, 1922, 1923 and 1924, there has been a saving to the public, in reduced freight charges."

#### The Real Issue in the Pullman Surcharge Case

The House Interstate Commerce Committee, by a vote of 18 of its 21 members, has reported adversely the bill substituting Congress for the Interstate Commerce Commission as the regulator of railway fares.

If Congress yields on the Pullman surcharge, the door will be opened for like demands by every other interest dissatisfied with the regulation of rates by the Interstate Commerce Commission. Already there is a list of such bills.

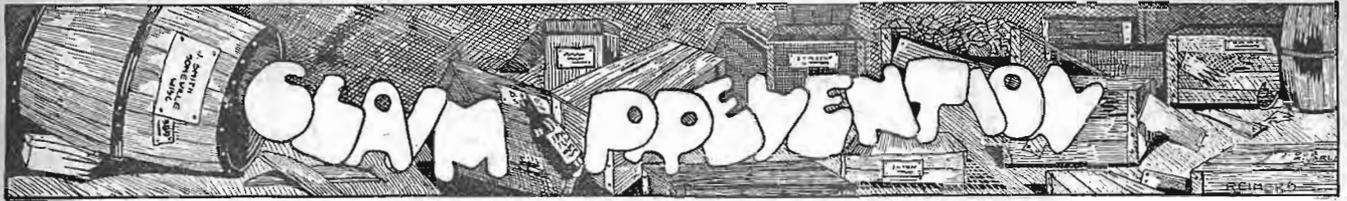
The Pullman fare is of minor importance compared with the assault on the whole policy of rate regulation by a commission.

It was alleged that the Pullman surcharge benefitted the strong railways which did not need the money. But the House committee says that half of the \$37,000,000 went to railways earning less than 5 per cent on their investment, and that the loss of this surcharge would put many other railways in that class. Only \$8,627,000 of the surcharge goes to railways earning 6 per cent or more.

The committee shows that those paying the surcharge number only four out of a hundred railway passengers. If rates are to be reduced because passengers vote, the political argument would be stronger if the fares paid by the common people in the coaches were reduced by act of Congress. There is no deception about the need of the railways.

Dr. Lorenz, the economist of the Interstate Commerce Commission, has found that the railways retain for themselves nothing of what they gain by higher rates and increased business. The cost of living for the railway—that is, the price of their materials and labor—absorbs what other industrials add to their prices and profits.

—From the New York Times.



## Observations on Automobile Damages in Transit and on Their Causes

By Mr. Thiele, General Foreman, Tacoma, Wash.

The automobile is continually becoming more of a factor in the social life of America and the business of transporting new automobiles to the points of distribution is in the same proportion becoming an ever increasing part of the work of the railroads. Unfortunately the sums paid out by the railroads for damages in transit on this class of freight are also increasing in the same ratio, and it may be well to consider some of the more outstanding causes of such damage in order that means may be devised for lessening and preventing them as far as possible.

There is probably no other class of carload freight which is so susceptible to damage as are automobiles, one of the most highly finished products shipped without the protection of crating or boxing, nor are the consignees of most commodities nearly so exacting in noting and claiming; compensation for apparently very minor damages, because every little spot or blemish on the highly enameled surface of an automobile involves depreciation. In view of this susceptible nature of the automobile it seems surprising that most shipments come through as well as they do, but there is nevertheless a great deal of damage which could easily be prevented if its causes were brought to the attention of the automobile factories, and the object of this paper is to call attention to some of these causes, as they have been observed by the writer in the course of a good many inspections of automobile shipments.

As those present are no doubt aware, in most cases cars of automobiles are doubledecker, at least in part, one or two automobiles being entirely supported on wooden or steel stilts, or at least one end being so supported, the other end resting on the floor. The writer has found from observation of many cars loaded in this fashion that upon the whole the automobiles supported in this manner run less risk of being damaged in transit than those on the car floor, doubtless due to the greater strength and rigidity of the stilts, even when supporting an automobile, as compared with automobiles blocked on the floor. Nevertheless certain classes of damage are connected with this method of supporting automobiles. A very frequent damage is that caused by the hub-cap being chafed more or less badly by the supporting stilts. This occurs when the wheels are left on the upper automobile and the weight of the automobile is supported in the stilts by the outer ends of the hubcaps. The damage is usually not very serious, as the hubcaps can be painted, but it is annoying and can be avoided. Some automobile makers, like the Maxwell and Chrysler plants, protect the hubs by iron hub caps which are quite effective. Others

remove the wheels entirely and let the automobile rest in the stilts on the bare axles. This last method, while causing some delay in loading and unloading, is never the less the best, as the bare axles are too hard to be affected by friction. This method should be recommended for general adoption.

In many cases, especially when closed automobiles are loaded in the upper tier, one end being supported on stilts, and especially when the railroad car is low-roofed, the supported automobiles can be gotten in only by compressing the springs and holding them down by hold-down irons. Not infrequently these come loose and permit the expanded springs to press the top of the automobile against the car roof; it can easily be imagined what effects this has on the auto top, if it travels like this for a thousand miles or more. Doubtless the automobile shippers have determined on a certain thickness of iron as strong enough for these hold-downs, but the facts remains that they are not infrequently straightened out by the pressure of the springs and it would be wise to adopt a heavier iron. The hold-down irons are also occasionally not wired to the springs firmly enough, permitting them to slip enough to release the springs entirely or in part. Inspectors at loading points should be cautioned to watch this carefully.

The Buick people use steel supports for the upper tier. These occasionally chafe the tires of the wheels supported by them, which can easily be avoided by a little care in fastening the automobile on the supports, so that the tire may not touch the support.

Quite frequently the automobiles in the upper tier cause damage to the automobiles below them in various ways. The most frequent one is caused by oil dropping from the upper automobile on the seats and back of the one below, often damaging the upholstery very seriously. Automobile shippers usually fasten paper aprons under the pans of the upper auto to catch such drippings, but these occasionally come loose or tear, letting the oil escape. Is there any reason why automobiles loaded above could not be drained of oil more carefully so as to prevent such damage?

Occasionally the top of the lower auto is damaged, though detached and laid flat on the auto, by coming in contact with the rim of a wheel on the upper auto, the tire being removed from this in loading to make more room. This of course is mere carelessness and could easily be avoided in loading. In the same way a top is occasionally found torn or chafed by a bolt in the tie rod of the upper auto or a radiator cap is broken off by coming in contact with the steel decking of the upper auto. Both of these could easily be avoided by a little care exercised in keeping the lower auto at the proper distance from the upper one when loading; inspectors should watch this closely. Some inches

of distance, which may seem sufficiently at the time of loading, will nevertheless prove insufficient to prevent contact, such as named above, when the automobiles receive bad jars in transit causing the bodies to vibrate without actually coming loose.

Wheels belonging to automobiles mounted on stilts—and sometimes also to automobiles set on car floor—are often detached in order to provide more room or for other reasons. These are usually fastened to the blocking. When fastened to the floor they are usually safe enough but when fastened to the side of the car in an upright position they sometimes come loose and then chafe badly against the fenders and run-board of the automobile placed next to them. This can be easily remedied by more care in fastening the blocking. One nail is not enough as a wheel has considerable weight and corresponding force on sudden impacts.

Felloes and spokes of automobile wheels are sometimes found chafed by wire tie straps used to fasten an automobile to the car floor. Not many shippers use wire for this purpose and it should not be used at all as sheet iron or rope tie straps over the automobile axle hold much better and do no damage by chafing.

A frequent cause of complaint is the chafing of automobile tires by the shaped wooden blocks used for blocking automobile wheels on the car floor, and by the wooden strips used by many shippers for connecting these blocks. The blocks are often very rough on the concave side and with even a slight amount of play are bound to injure the tire, usually on the side more than on the tread; the connecting boards are often too tightly against the tires and are sure to chafe with the slightest movement of the automobile, which cannot be entirely avoided, no matter how firmly blocked. One would think much of this could easily be avoided by seeing that the concave openings of the wheel blocks are at least reasonably smooth and do not show rough and splintered cuts. Some pieces of the cotton batting used by automobile manufacturers for various purposes could easily be used between wheel blocks and wheels, and between the boards connecting wheel blocks and tires enclosed between these boards; this would virtually eliminate most of the tire chafage.

Automobile tops are frequently detached and fastened against the side of the railway car in folded condition; in such cases the edges, and often the folds, are frequently chafed, sometimes quite badly. This is usually caused by the wood blocks on which the tops are supported and on which the top is almost certain to rub to some extent; not infrequently it is also caused by rough or splintered boards in the lining of the car. One would think that ordinary common sense would prompt the loading employes not to fasten an automobile

jured material like an auto top directly against a rough board, but such is apparently not always the case. As to the blocks supporting the tops it would be very easy indeed to avoid chafing on them by the use of a little cotton batting.

The edges of the cowl, usually the rear edge, are often found badly scratched by the hood rubbing on the cowl. Some careless employe at the time of loading took a last fond look at the beautiful engine and its attachments and when doing so forgot to fasten down the hood securely; it worked loose—or perhaps was not hooked down at all—and as a result works up on the cowl and scratches it badly. Inspectors at loading points should watch this closely to prevent this damage.

Sometimes, to save room when double decking in low cars, the steering wheel is detached and packed in the automobile to which it belongs. In such cases it should not be placed under the seat, as is sometimes done, as it is almost sure to be badly chafed against the steel framework under the seat.

We recently found a radiator very badly damaged by a peculiar cause. The shipment was loaded in an end door car and the radiator in question was very close to the end door in its normal position. This end door was supposed to be fastened in place by a bolt and socket, but had apparently not been fastened in this manner as it should have been, nor blocked on the inside. While the door could not swing outwardly on account of the heavy crosspiece it could and did swing inwardly for an inch or two, enough to let a bolt in it rub against the radiator all the way out, damaging it very considerably. While it would be better not to load automobiles too closely to the end of a car, it may not always be possible to avoid this in using a small car, but it is most certainly possible to make sure before letting a car go out that the end doors are securely fastened in place and have no play in either direction; inspectors at loading points should be cautioned as to this.

It is not an infrequent occurrence to find batteries placed in automobiles dead on arrival of the shipment. They were so placed and connected up at the point of shipment, possibly in testing the car, and the switch was then carelessly left turned on, thus exhausting the battery in short order in the course of rail transportation. This may not be chargeable to the railway carriers, as it is not caused by any defect in transportation, but the loss, such as it is, should nevertheless be obviated by requiring inspectors at shipping points to make a note of this point and to make sure that batteries are not left burned on.

Many automobile shippers use sheet iron straps for holding down the automobiles to the car floor; these are fastened to the car floor by small metal plates with six or eight nails. When such shipments are being unloaded the unloading crew usually cuts off the sheet iron straps with a bold cutter or tin shears, leaving pieces from a half inch to an inch in length sticking up. As a rule these are hammered down before moving the automobiles out of the car car so as not to injure the tires, and at our Dock 2 at least we remove these from the car floor entirely after the au-

tomobiles are unloaded. However, other unloading points are evidently not so careful and apparently some shipping firms are also careless about removing these prior to loading, to judge from the looks of some cars. Recently we had a case of an automobile, one end of which was raised on stilts while the other end rested in triangular wood blocking on the car floor, the wheels being attached to the automobile and the blocking supporting the axles so that the wheels cleared the car floor by two or three inches. In this case the blocking was not very securely fastened for it gave way sideways, letting the automobile settle down on the car floor where one tire landed directly on one of these old tieplates with the sharp end sticking up; the result of the tire riding on this for a thousand miles, or whatever it was, can easily be imagined. It seems inexcusable not to remove such a thing from the car floor before loading automobiles into the car. Whether it is incumbent on the shipper or on the carrier to clean a car of such obstructions, it should certainly be done by some one and inspectors at shipping points should make sure that all such dangerous objects are removed before automobiles are run into the car.

The above enumerates the chief causes to automobile damage in transit which have come under our observation and which are due to defective or insufficient storage and fastening and to carelessness in loading. There are of course other damages which are due to defective equipment, such as leaky car roofs and car doors which permit rain or snow and cinders to get in and cause rust spots and scratches on automobiles; and it is really surprising what rattle-trap cars are sometimes used for loading high grade and easily damaged freight like automobiles. This is of course chargeable to the carriers who in their anxiety to secure a shipment no doubt quite often furnish poor cars and trust to luck to get the shipment through undamaged. Then there are other damages which are due to that bugbear of the freight claim departments: rough handling by engineers in trains and at terminals—a cause against which even the best stowage and fastening often avails but little. These, however, are outside of the scope of this paper and we can only express our pious wish that the engineers responsible for them may eventually be run to earth and separated from the pie counter; for the good of the service. But there remains, as we have seen, a large variety of causes for damage which could easily be eliminated by a little more care and common ordinary horse sense and we hope that the freight claim departments concerned may succeed in bringing some of these to the notice of the inspectors at automobile shipping points and thus in stopping a vexatious and troublesome class of claims, at least in part.

### Psychology

By Station Agent

Just as sure as any organization of employers adopt methods and measures of injustice toward their employes, as, for instance, by enforced over work and under pay, or both, it will work ill to itself. So also will any organization of working men, seeking to better its condition by disregarding the rights and

interests of others, come to naught.

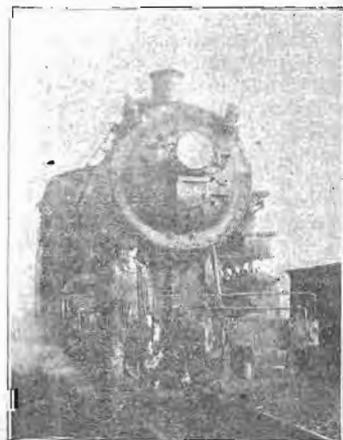
What we want is co-operation—no violent dividing line between capital and labor, but a blending, an overlapping of the two. Working men with capital more or less, and capitalists who work. Let each one try to see things from the standpoint of his neighbor. Yes, neighbor, for the capitalist for whom I labor and whose money furnishes the industry from which my wages are provided, is my neighbor.

Too many members of labor unions have, if one is to judge from the utterances in labor journals, taken the position that the capitalist, the employer, is not a neighbor but an enemy and they have it "in for him", as they say. That is a bad state of affairs for the one harboring such thoughts. There is always envy connected with it and narrow, evil judgment of the motives of another. These thoughts and feelings will impoverish the one who indulges them because it is a law of our being. We cannot escape. In order to prosper as employes, we must have good will toward our employers and a real interest in their business. That is, in order to do justice to ourselves, we must do justice to them. Shakespeare says, "To thine ownself be true. It follows then as night the day. Thou canst not then be false to any man."

I advocate, therefore, that each employe should save some money from his earnings right along and become a capitalist—at least, in a small way, just as soon as possible. It will increase his interest in the work he is doing—and his self respect. It is also a discovered law that if I do not respect myself, no one will respect me very much.

C. M. & St. P. men are a fine organization. In their pension association they have gone into partnership with each other in a very real and important sense, and have capitalized their valuable connection with a great industry in a manner to bind them together in co-operation and brotherhood; also to secure to each head of a family a valuable estate; for the pension is better than quite an amount of property, which might be lost in barter or litigation.

It is a good thing for my job that I can work with good will; because, knowing what I do of the laws of mental attitude, I would not dare to continue in service if I harbored ill will toward my employer.



# AT HOME



HAZEL M. MERRILL, Editor



Three piece suit. Dress of tan and rose colored crepe de chine. Coat of brown ottoman silk with band of rose around the bottom.



Broadcloth coat with tan fox around the bottom. Peter Pan hat.



Orange flannel two-piece with tie of polka dot silk.



Knitted silk with bands of bright colors around the bottom. Scarf with ends like skirt bottom.

## Some New Fancies in Dress Designs

Drawings By Helen Byram

We have here some altogether new ideas in spring apparel for the girls.

The first shows an ensemble suit,—the dress is developed in a pretty shade of tan and rose crepe de chine; while the coat is done in brown ottoman silk with a band of the rose around the bottom. The coat is of course lined with material matching the dress. The hat is brown. Tan hose to match the dress.

The second is a coat of light green broadcloth, with a band of tan around the bottom. This may be fur if preferred. The Peter Pan hat and the hose match in color the tan band of the coat.

The third shows a smart orange colored flannel two-piece dress with a tie of rust-covered polka-dotted silk. Tan-colored hose.

The fourth is a bright little knitted silk frock in blue, with bright colored bands around the bottom. With this may be worn a scarf with ends like the bottom of the skirt. The back of this dress is just like the front.

The beauty of all of these designs is that they may be easily worked out by the home dress-maker, and yet all are extremely modish and smart-looking.

## Early Spring Fashion Notes

The most popular garment for early spring wear is perhaps the new jumper frock. There are models with smart, straight blouses which form the top part of the dresses, generally beltless, made with regular shirt-front closing and long sleeves. The skirts are made with inverted pleats directly at the center front below knee-line; some have circular flounce set on from the knees. These popular jumper dresses are made of all sorts of fabric, tub silks, flannels, kasha cloth, etc. They are even made up for evening in satin and brocaded metal cloth with V neck. When to be

worn for evening, the long tie is brought around to the back, tied in a bow and allowed to hang far down the back. In the frocks for daytime, the tie is worn in front. One pretty model was of soft botany flannel in a new receda green; neck and arm-holes piped with white; white pearl buttons down the front; inverted pleat right in center front; narrow belt extending from under arm seam, crossing in back, fastened with small white pearl buckle. This jumper to be worn with pretty white, long-sleeved blouses.

For dress, and even for general wear, the ensemble costume is the very latest and most up-to-the-minute garment. This past season the ensemble costumes were more for street wear, while this season the street costumes will be quite mannish and there will be ensembles for strictly afternoon wear and for sports clothes, and nothing is being spared to make these frocks different from anything we have ever seen before. This ensemble idea is carried out in matching of accessories as well. There are hats and scarf sets to match; hats and handbags; hats and belts; in fact, to link up one accessory with another or with the frock is quite smart.

Short skirts are here to stay through the spring and summer, at least, the severe straight lines being softened somewhat in some models by the inverted plaits, side pleating, or tiered skirts. Materials are of ribbed weaves, surahs, twills, ottomans, kasha, flannels, and tweeds. Colors are greens, soft grays, browns, navy blue, plaid, and for evening, the lighter ice-cream shades. Hats for spring are small and high.

## Household Suggestions

When scrambling eggs use a pancake turner instead of spoon. The secret in scrambling eggs is to keep them smooth like custard. A spoon chops them up too much.

In making home-made candies, use fruit drops for coloring. Place the different varieties in a jelly glass, add enough water to dissolve, and cover. This makes a thick syrup just right for moistening fondant.

Old stockings cut into strips and placed in a mop stick, moistened with kerosene and allowed to dry make a good dust mop.

Adhesive tape placed on the under side of corners, where oil cloth usually breaks, will prevent breaking.

If you will form the habit of filling sugar bowl, salt and pepper shakers, etc., right after a meal instead of just before, it will avoid often forgetting entirely or having to scurry around the last minute when meal is almost ready.

To have a very delicate top crust on bread, cover with damp cloth while rising in pans, then spread dry one over damp one.

If you will take a small roll of absorbent cotton when traveling with small children and use small bits of it to wipe off finger tips, it will avoid necessity of and unpleasantness of damp washcloth, which is so hard to take care of.

To have success with sweet peas and insure flowers all during the summer, they must be planted early, and like the pansies, they love cool weather. The trench system is perhaps the most successful and sweet peas will not thrive in loose soil, so that the soil should be firmly tamped after seeds are planted. The vines should be supported from the start to prevent tangling.

In growing tiny seeds for transplanting, they may be sown on top of the soil, smoothed carefully. Cover with piece of tissue paper cut to fit the pot. The paper helps to mulch the soil and keeps seeds from being washed out of place when watering the soil. Pot should also be covered with newspaper, until seed germinates.

**Good Things To Eat**

**White Loaf.** Over one tablespoon lard, one tablespoon butter and two teaspoons salt, pour one and three-quarters cups boiling water and one quarter cup condensed milk. When lukewarm, add one yeast cake dissolved in one quarter cup warm water, and five cups flour. Mix thoroughly, add another cup of flour, turn onto a slightly floured board and knead until smooth. Place in a bowl slightly warmed, cover and let rise until double its bulk. Cut down, turn onto board again and cut in two loaves and put in buttered pans. Cover, let rise again and bake fifty-five minutes. When shaping into loaves, dried currants or raisins may be kneaded in, if liked.

**French Coffee Cakes.** Scald one cup of milk, when lukewarm, add two yeast cakes. When dissolved, add yolks of four eggs and three whole eggs; two thirds cup butter; one half cup sugar; one half teaspoon lemon extract and four and two-thirds cups flour. Beat thoroughly, let rise six hours. Keep in ice box over night. In morning, turn on floured board, roll in long piece quarter of an inch thick. Spread with softened butter, fold from sides toward center, making three layers. Cut off pieces about an inch wide, cover and let rise. Then take each piece separately and twist from opposite ends; coil and bring ends together at top of cake. Let rise in pans and bake twenty minutes in a moderate oven. Cool and brush over with confectioners' sugar moistened with boiling water and flavored with cinnamon.

**Health Food Muffins.** One cup of warm wheat mush; one quarter cup brown sugar; one half teaspoon salt and one tablespoon butter. Mix together, add one quarter yeast cake dissolved in one quarter cup warm water, then stir in two and one quarter cups flour. Knead, let rise over night. In morning, cut down, fill buttered gem pans two thirds full, let rise again and bake in moderate oven. Also makes a delicious loaf bread.

**Cream Scones.** Mix and sift two cups flour, four teaspoons baking powder, two teaspoons sugar and one half teaspoon salt. Work in four tablespoons of butter and add two well beaten eggs, (reserving a small amount of unbeaten white) and one third cup cream. Turn on a floured board, roll to three fourths inch thickness. Cut in squares, brush with the reserved white of egg, sprinkle with sugar and bake in hot oven fifteen minutes.

**Planked Rump Steak.** Pan-broil a rump steak two inches thick, for ten minutes, seasoning with salt after first five minutes of broiling. Place a border of mashed potatoes around a slightly buttered plank; put steak in center and place in oven to finish cooking and to brown the potatoes. Spread with butter and garnish with onions, buttered carrot slices or sauteed mushroom caps. Lay plank on platter and garnish with parsley.

**Pear Salad.** Six Bartlett pears peeled and sliced very thin. Arrange in original shapes on lettuce leaves. Serve with French dressing.

**Fashion Book Notice**

Address Miss Hazel M. Merrill, 802 Union Station Building, Chicago, Ill.

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1925 BOOK OF FASHIONS.

**5075. Ladies' Dress.** Cut in 6 sizes: 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size made as illustrated in the large view, will require 3 3/4 yards of 40 inch figured material and 2 1/2 yards of plain. With long sleeves 3 1/2 yards of plain material is required. The width at the foot is 56 inches. Price 10c.

**5036. Ladies' Dress for Mature Figures and Narrow Hips.** Cut in 9 sizes: 40, 42, 44, 46, 48, 50, 52 and 56 inches bust measure. A 42 inch size requires 5 1/2 yards of one material 40 inches wide. The width of the dress at the foot is 1 1/4 yard. Price 10c.

**4910. Girls' Dress.** Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 yards of one material 32 inches wide. Price 10 cents.

**5037. Ladies' Dress.** Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size made as illustrated requires 3 3/4 yards of checked material and 1 1/2 yard of plain 40 inches wide. The width of the dress at the foot is 1 1/2 yard. Price 10c.

**5081. Misses' Dress.** Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 1 1/2 yard of plain material 40 inches wide, and 1 1/4 yard of plaid, checked or figured material, if made as illustrated. The width at lower edge of the dress with plaits extended is 2 1/2 yards. Price 10c.

**5065. Child's "Apron Frock."** Cut in 5 sizes: 1, 2, 3, 4 and 5 years. To make the Frock as illustrated for a 4 year size will require 1 1/4 yard of 27 inch figured material and 3/4 yard of plain. Price 10c.

**5039. Ladies' Apron.** Cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires 2 1/2 yards of 32 inch material. Price 10c.

**5049. Child's Dress.** Cut in 4 sizes: 2,

4, 6 and 8 years. A 6 year size requires 2 1/2 yards of 36 inch material. Price 10c.

**5057. Girls' Dress.** Cut in 4 sizes: 6, 8, 10 and 12 years. To make the Dress for a 10 year size in 36 inch material will require 2 yards. The Gimpie requires 1 3/4 yard if made with long sleeves. With short sleeves 1 1/2 yard is required. Price 10c.

**5034. Ladies' House Dress.** Cut in 9 sizes: 40, 42, 44, 46, 48, 50, 52, 54 and 56 inches bust measure, with corresponding waist measure, 33, 35, 37, 39, 41, 43, 45, 47 and 49 inches. To make dress as illustrated for a 44 inch bust requires 4 1/2 yards of 36 inch striped material, and 7/8 yard of plain for facings. The width at the foot is 1 1/4 yard. Price 10c.

**5052. Girls' Under Garment.** Cut in 5 sizes: 4, 6, 8, 10 and 12 years. To make the garment as illustrated for an 8 year size in the large view will require 2 3/4 yards of 36 inch material. If petticoat is omitted 1 1/2 yard will be required. Price 10c.

**5051. Men's Shirt.** Cut in 7 sizes: 15, 15 1/2, 16, 16 1/2, 17, 17 1/2 and 18 inches neck size. A 15 inch size requires 3 1/4 yards 36 inches wide. Price 10c.





### Special Commendation

The following named have been specially commended for meritorious acts performed while in the conduct of their regular duties.

R. & S.W. Div. Engineer. Jas. M. Kober discovered and promptly reported a broken rail at Riton, Ill., February 11th.

R. & S.W. Div. Engineer H. U. McCormic, while on engine No. 21, Feb. 10th, discovered and reported a broken rail, three quarters of a mile west of Allens Grove.

Gran. Hipsley, Gateman, Northbrook, Ill., discovered a broken rail, Jan. 29th and promptly reported same, which was taken care of before an accident resulted.

Signal Maintainer T. M. Engh, Ranney, Wisc., found a broken rail in track near Ranney, February 11th, reporting it promptly so that it was taken care of without causing a derailment.

Coast Division Brakeman D. D. McVickers, while off duty, discovered a rock slide on tracks in Tacoma and flagged an approaching passenger train and assisted in removing the obstruction, which undoubtedly averted a serious accident.

LaCrosse Division Conductor O. J. Carey and brakeman Louis Wieland discovered brake beam down due to wrong application of material, on car in train January 15th, reporting same promptly, so that the defect was remedied before a serious derailment had resulted.

Operator Wm. S. Wright, Oconomowoc, Wis., January 27th, discovered signal 31-1 green after No. 39 had passed and reported same to dispatcher, who called the signal maintainer and a broken rail was found. Such careful attention to duty is very commendable.

R. & S.W. Div. Conductor Martin Roth, on January 25th, extra 8327, about two and one half miles east of Freeport, discovered about 8 inches of rail broken out, and stopped at Dakotah to notify the section foreman.

LaCrosse Division Brakeman A. H. Leak discovered brake beam down on car in train Extra 8665, East, on the night of January 21st, so that the damage was repaired before a derailment had resulted.

LaCrosse Div. Conductor Bery Hauer, discovered a broken truck on car in Extra West, January 18th at Sparta, reporting same and car was set out before further damage occurred.

O. Kanhenrich, Agent at Cedarburg, Wisc., detected defective brake rigging on car in train No. 74, January 10th, while train was passing his station. He signalled the crew, train was stopped and the defect repaired without other damage.

Dubuque Division Conductor V. K. Clark on Extra 2639, east, January 23rd, noticed unusual track conditions three quarters of a mile east of Spechts Ferry, stopped the train and found 14 inches of rail broken out at joint.

Charles Reickhoff, Section Foreman, Oakwood, Wisc., discovered a broken truck under car in Extra West 8355 while this train was passing Oakwood and succeeded in stopping the train before an accident happened.

Roundhouse Foreman C. R. Hannaford, discovered bolts missing from arch bar on car in train No. 66 while train was passing the roundhouse on January 19th. He promptly signalled the conductor, train was stopped and repairs made.

Night Watchman Charles Dombroski, Union

Street, Chicago, discovered fire between tracks in Morgan Street, Feb. 21st, and promptly extinguished same with no damage resulting.

C. & M. Div. Brakeman George Clarey on No. 40, March 1st, had a broken truck on combination car and immediately pulled the air and stopped the train so that repairs were made without further damage.

Section Foreman Genoa, Feb. 14th, discovered broken truck in No. 64 as they passed him. He got word to crew and train was stopped. Put car into clear without damage to track—truck broke in two on PLE car 41854, lumber. Averted serious accident.

Ill. Div. No. 64, Conductor W. E. Dee, discovered broken arch bar on SORX6221 and set car out at Ebner. Averted possible serious accident.

While working  $2\frac{1}{2}$  miles east of Forreston, Jan. 22nd, train 63 passed 3:10 P.M. and section foreman Geo. Abbas discovered brake beam down on refrigerator car in center of train. Gave crew stop signal, and care taken before any damage done. Averted possible serious accident.

Ill. Div. Conductor E. T. Ray on No. 67, Feb. 16th, discovered broken arch bar on SE car 11648 and set car out at Ebner. Good work.

C. & M. Div. Conductor Milo Bolton on March 1st, found a broken rail one mile west of Sturtevant, and leaving a flagman to protect the rail, himself went to see that the section men were promptly called out.

Conductor C. R. Langan, on No. 15 into Minneapolis, Feb. 25th, found a passenger for Spokane in train, ticketed to St. Paul only. He wired General Agent Morken and so was able to get the party to use our line through. Such co-operation is greatly appreciated.

C. & M. Div. Brakeman Irving Rohde, train No. 63, at Sturtevant, Feb. 19th, discovered a broken truck in time to prevent a derailment.

Terre Haute Div. Conductor Zack Elliott, Feb. 15th, discovered a broken arch bar on S.E. 11382 and set it out at Webster, Ill., preventing a serious derailment.

Operator E. M. O'Byrne, Brookfield, Wisc., on January 27th, when train No. 18 was passing through Brookfield, noticed the brakes set on a sleeper and wheels red. As he was not sure the train crew had observed his stop signal, he advised the dispatcher to stop them at Elm Grove. But the signal had been seen and brakes released before arrival of train at Elm Grove.

Mr. Herman Strachre, living at Ixonia, Wisc., on February 19th, found a broken rail in west bound main at Ixonia, and at once got word to our agent at that station. Such excellent service is gratefully acknowledged.

Northern Montana Division Brakeman Herman Baumgartner, train No. 96, February 16th, while inspecting train at Pownal, Montana, found eight inches of flange gone from the lead pair of wheels under car in train. Had this not been discovered a serious wreck might have resulted.

### The "Milwaukee Spirit" Strong in The Veterans

Veteran E. W. Dutcher, formerly agent at Minneapolis and Lake City, Minn., who for several years has been confined to a wheel chair and a hospital bed as the result of a

broken hip still finds the "Milwaukee Spirit" unquenchable, even though he lives far out of sight and sound of the yellow cars. Mr. Dutcher lives at St. Elizabeth's Hospital, Lafayette, Indiana, in order to be near his son, who is director of Athletics at Purdue University.

Recently the Basket Ball Team at Purdue went to Minneapolis, and through the efforts of Mr. Dutcher, made the round trip via C. M. & St. P. Following is copy of a letter written to Mr. Dutcher by General Passenger Agent G. B. Haynes:

Mr. E. W. Dutcher, St. Elizabeth's Hospital, Lafayette, Ind.  
My Dear Mr. Dutcher.

I am advised that you recently secured for us the Basket Ball Team of Purdue University, and it is a pleasure to note that notwithstanding your advanced age and physical disability, you still retain your loyal habits of a life time and are able to secure business for the Milwaukee. Please accept my best thanks.

Yours very truly,

(signed) Geo. B. Haynes, G.P.A.

Mr. Dutcher reports that the team, thirteen in number made the round trip via Milwaukee Ry. and report good time and excellent service.

### H. & D. Brakeman Secures Business

Passenger Brakeman A. C. Howell, H. & D. Division, recently secured some revenue passengers for our line, due, quite as much to the courteous attentions of brakeman Howell, while on duty as to other considerations; and in acknowledgment, Superintendent Lollis wrote Mr. Howell a commendatory letter. Mr. Lollis send in Mr. Howell's reply, as being worthy a place in The Magazine.

Minneapolis, 2-6-25.

Mr. E. W. Lollis,

Superintendent,

Montevideo, Minn.

Dear Sir:

Your note of commendation for securing business for this company was received and fully appreciated by me.

I wish to say in connection with this subject that through my experience on the railroad (and especially while in passenger service for several years), I have learned and fully realize the value to the company of sincere and active co-operation of its employees in securing business.

There is perhaps no other class of railroad employees who are as near in touch with the traveling public as is the passenger trainman, and the influence of his courtesy or discourtesy goes far in moulding public opinion with regard to the company he serves.

The influence of an act of courtesy or of discourtesy is like the waves caused by a pebble being cast into the water—the waves go on and on after the pebble has disappeared from sight.

The public is quick to notice the difference in the disturbance caused by a discourtesy—it is then as though a huge boulder had caused the splash—it is the unexpected, and the memory of it will last longest.

Yours very respectfully,

Geo. B. Haynes, G.P.A.

*Announcing*

**BUNN**

**THE STANDARD FOR**



21 Jewels  
16 Size  
Adjusted to  
6 Positions  
Heat, Cold and  
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Now Ready for Delivery

**T**HE BUNN SPECIAL movement is an extremely high-grade 21 jewel, 16 size railroad watch that is absolutely dependable and will pass the time inspection on every railroad. The excellent reputation of and constantly increasing demand for these movements throughout the railroad world for years, is the most convincing evidence of their accuracy and worth.

This high-grade timepiece is now offered as a complete watch in cases especially designed to appeal to the railroader—being sturdy, compact, neat in appearance, and of unusual design.

*If you are contemplating the purchase of a railroad watch, it will pay you to read our descriptive booklet, fully describing these new, complete watches—a copy of which will be cheerfully furnished upon request.*



**T**HE cases, designed by Wadsworth, are the result of their years of experience in the making of fine watch cases. All movements are fitted, timed and RE-RATED in their cases at the factory.

The following are but a few of the many features found in these cases:

These gold filled cases are of unusually stiff alloy—the thickness of metal being from  $\frac{1}{4}$  to  $\frac{1}{2}$  heavier than is used in regular 16 size cases.

Deep reflector—prevents crowding of

hands even if flat glass is used for replacement.

Style of decoration used affords positive grip in removing screw back or bezel.

Wide, smooth flats on back and bezel affording tight joints which effectively exclude dirt.

The construction of the pendant, bow and crown is very unusual, and is fully described on the opposite page.

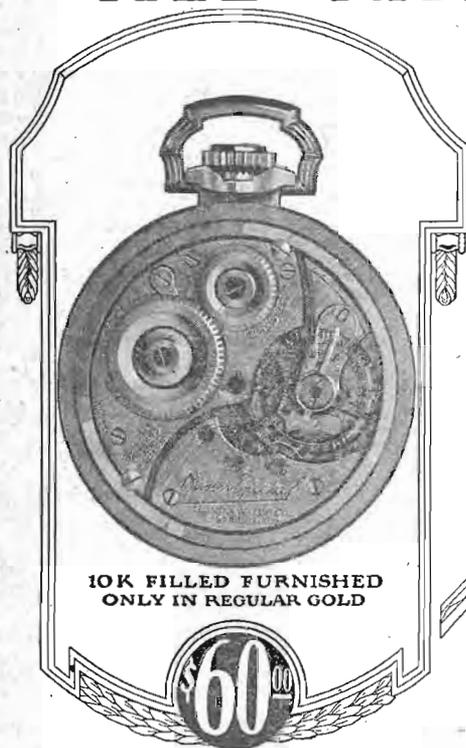
Choice of heavy Railroad Arabic or Montgomery numerical, double-sunk enamel dials or silver dial with Butler finished center and heavy Railroad Arabic figures.

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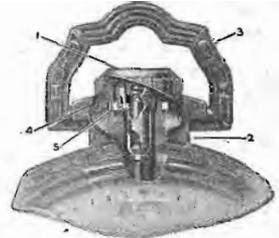


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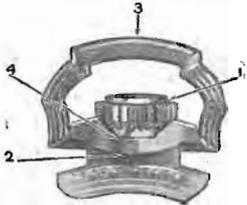
White  
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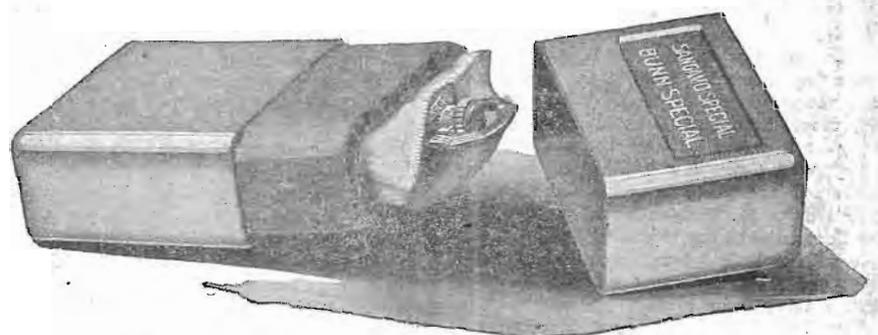
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**BUNN SPECIAL**  
 movements in cases of  
 your own selection.

**T**HE extra heavy pendant (2) is built with extended lugs (4) that act as housings for the bow (3). The bows on these cases are sufficiently wide to allow for either large swivel or strap, and are so designed, in connection with the pendant, that they are absolutely non-pull-out. The bow is sufficiently strong to sustain more than 200 pounds from the case center without damage to either the bow or pendant.

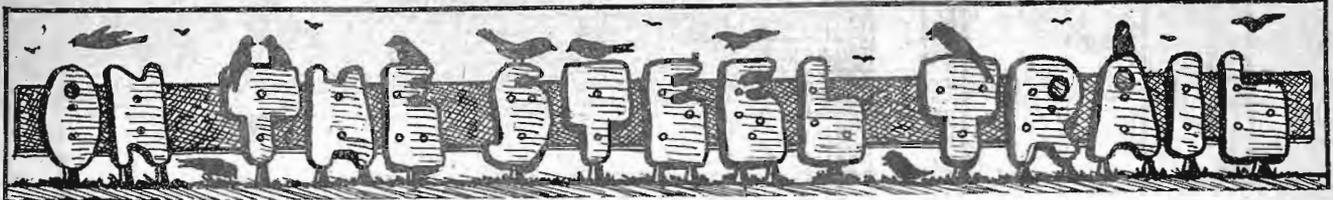
The crown (1) contains an entirely new dust-proof feature in the form of a dust-proof ring (5), which functions the same as a piston ring in a motor, absolutely eliminating the possibility of dust or dirt working through the pendant (2) into the movement. No leather or felt washers are used in the pendant.



These complete **BUNN SPECIALS** are packed and shipped in attractive aluminum boxes, as illustrated, which may be used for carrying cigarettes.



**SIX POSITION S**



## Rail Rumbings From St. Paul

By Allen

The following gentlemen called on us recently, Mr. Craig formerly traveling auditor of this district, Mr. Stevens of the transit department of Mr. Vinson's office of Chicago and Mr. Tamm formerly operator at this station and now agent at Butte, Montana.

Harold Johnson of the freight house was held up the other night near his home and relieved of about five dollars. That's a case when a man is not fortunate in having five dollars to carry around but unfortunate to say the least.

Roy Kimball is back in yard office again after spending his annual two weeks at Palm Beach, Florida. I believe that's where he went.

Mr. Arthur Peterson will captain a team to represent St. Paul at the annual bowling tournament of the C. M. & St. P. Ry. employes at Janesville, Wisconsin this month.

Sixteen years ago the twenty third of this March, Mr. Craven became Agent of St. Paul station prior to that time he was agent at Winona.

Francis Garvey received a letter from some little berg in Pennsylvania the other day and the back of the envelope was all covered over with crosses. We all came to the conclusion that it was some new form of cross word puzzle.

Some girls score about one hundred per cent as artists but when it comes to answering mother's after dinner speech entitled "Who will help with the dishes?" they score zero minus.

Mat Marxan now has one of those things with four wheels no brakes and two license plates. I cannot 'savey' how Mr. Marxan expects to switch cars around the yard with that.

The famous polar explorers such as Amundson, Steffenson, Shakelton and Peary tell us that no matter how awkward and foolish some of the things the Eskimos do appear to be to the tenderfoot, they have a very good reason for every one. Moral, from this we learn "Know what you are doing", long live the Eskimo. And reading of their hardships of life causes us in this God's country, to realize that we have a pretty easy time regardless of what work we may be at.

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

Nora B. Decco

The very first thing I do is right now to correct a statement I made in the March number, the death of conductor Jack O'Hanlon, this should have read Jack Dwire. I am very sorry as it was a mistake that was my fault only and I regret that it happened as it did. I learned one thing however, that folks do read the R. M. Division news, as I know at least one hundred people who 'called me' on this one mistake besides letters from near by divisions and I will try my very best to never let such a thing occur again.

Mrs. Dick Griffith who has been a patient in the Three Forks hospital where she was operated on in February is up and out again and her health is very much improved.

Mrs. George McGregor and small son who have been in California during the winter have arrived home again.

Brakeman Greer is very ill at the Deer Lodge

hospital, his many friends hope for his quick recovery.

Ted Burrows took a lay off and got right out of town and went all the way back to Iowa to visit with all his folks and then came back again, understand he got lonesome for his new car.

Well of all things, here I take a few days off the job and when I get back again there is a new side table operator at Deer Lodge with a line I never in my life heard before and a bran new train dispatcher in George Baker's place. I go right in and call him George and he answers right up an' his name is George all right but it's George H. Lane. Where he came from I don't know and I am scared to ask him but when he sees this maybe he will tell me and I will have something to write about next time.

Our popular Julian Bell relieved me and now there are a dozen phone calls a day in feminine voices asking if the trains are late and 'time please' anyway the legislative session closed, after I arrived in the capital city and from all I saw, well they said the senate was waiting on the house, but neglected to say what the house was waiting on.

Mrs. Homar Jenkins who was called to California account of illness of her mother has returned home and leaves her mother in much better health.

Engineer Flynn has just returned from a short visit in Milwaukee and Chicago and he likes it almost as well there as he does out here, in fact he was afraid if he stayed much longer he would never come back again.

Well my land, if the depot didn't catch fire again, this is the third trip now for the city fire department, in fact if it wasn't for the Union Station roof, there wouldn't be anything for them to do. Ralph Kemberling and car foreman Murphy made heroes of themselves and put the fire out with a tin cup full of river water by the time the hose company arrived. I'll say that was quick work.

Conductor Boyer and wife who have been visiting for about three months in Texas have returned. They also visited New Orleans while in the south and report a most enjoyable trip.

Mrs. Earl Wilson has returned from Kansas from a visit with home folks and she says it is as hot there now as it is here in July. Well, it may be I have seen it hotter there than it ever was any place in July.

We regret to announce the death while on duty of train dispatcher Bell in Deer Lodge, Feb. 20th. Mr. Bell was a new man here and had been working only a short time. He leaves a wife and daughter and Mr. Hagerty accompanied the remains east. The Rocky Mountain offers its deepest sympathy to those left behind.

The sudden death of Mrs. Shauger and Jake Boardman at Jefferson Island, Feb. 18th, will be sad news to all who hear it. Mrs. Shauger was the mother of fireman Shauger of the Northern Montana Division and Mr. Boardman a half brother. The accident happened near the town and while riding in an automobile which it is believed either turned over on the bridge across a small stream near there or was struck by another car and over turned into the water where they were found about 11:00 P.M. by relatives who becoming alarmed went out to look for them. Another lady riding with them was also killed and it will probably never be known how this terrible accident occurred. We offer Mr. Shauger our very deepest sym-

pathy in his great loss.

Engineer Douglass has taken a few months off and is looking the country over in South Carolina or some other place away from here, looking for new cross word puzzles probably to get me to work for him when he knows I can't.

We end with the pleasant news of the wedding of Miss Hazel Smith and Mr. Arthur Deckleman in Butte, March 7th. Miss Smith is sister to fireman George and brakeman Eddie of this division and Mr. Deckleman was formerly a resident of Three Forks where he was employed by the Labor National Bank here. He lives in Spokane at this time and is an employee of the brotherhood bank there where they will make their home. The best wishes for a long and happy life go to them from every one on the Rocky Mountain.

## In Memoriam

James Scanlon, Locomotive Engineer

My friend of old has gone to rest  
And his life's journey's o'er.  
He heard the call, the summons came,  
And now his boat's ashore.

He met his fate as he had lived  
Without a tear or sigh.  
He stood up there, so brave and fair  
As if prepared to die.

In dreams I fought his fire-box  
For twenty years or more.  
The diamonds black, I carried back  
And made the red flames roar.

I've been with him on forward end  
Where cinders clash with coal.  
He never wailed, and never failed  
But always reached the goal.

The boys upon the iron rail  
Were all good friends of Jim.  
He was so fair and always square  
They thought the world of him.

Now there was Smith and old Fred Brown  
And my friend Daly too.  
They knew him well, and tales could tell  
As they passed crew on crew.

They knew that Jim was always there  
His eye upon the track.  
He rode the rail, and plowed the trail  
With never looking back.

He lived his life, with joy and strife  
And now the end has come.  
The Eagle-eye prepared to die  
With summons of the drum.

Oh! why has worth so short a date  
Might well be said of him.  
He played it square, and played it fair  
Farewell to my friend Jim.

J. W. Wallace,  
27 East Amelia Ave.

Orlando, Fla.

## Fullerton Avenue Building

J. T. Griffin

Mr. J. Oswald, Auditor Expenditure's Office, is making arrangement to spend his vacation in New Orleans at the Mardi Gras.

After an extended trip through the various

European Countries. Dorothy Schoyer has returned to work in the Auditor of Expenditure's Office.

Geo. Ehmer, Auditor of Expenditure's Office, has resolved to eat "Jack Sprat Bread" in order to reduce and save the furniture.

Mr. Phillip Pollock a popular employe of the Auditor of Expenditure's Office, has left the service to enter another field. We wish Phil. all the good luck and hope that he will not forget his old friends.

Joe Grace is in a dreaming state of mind lately. We think we know the girl, Joe. Spring is coming and you know "A Young Man's Fancy Turns", etc., etc.

Erna Hoganson, Auditor Expenditure's Office, is the best idea of a "Sylph" which every plump one in the office patterns after. For instance, our Emily is getting there, slow but sure.

On Monday, March 9, 1925, fourteen of the girls of the Central Typing Bureau, Ticket Auditor's Office, (formerly of the Auditor of Expenditure's Office), gave a farewell party in the Club Rooms in honor of Miss Robartz of the Statistical Bureau, who left the service March 14th. A wonderful dinner was served (even if we are amateurs). Some of the girls tried to sing, and Bunco was the game of the evening. Sabina Cohen winning the first prize and Catherine Beres winning the booby, a pair of suspenders—Heaven only knows what she will do with them. The girls presented Dorothy with a (Princess Pat), guess what it is. The American Beauty Shop donated a 2 lb. box of candy, which was certainly appreciated. The Club Rooms are lovely and from all indications there will be a lot of new members. The party disbanded about 10:00 o'clock and a wonderful time was had by all.

It is no doubt merely a strange coincidence that brought Mr. C. A. Meyer, Miss O'Neill and Miss Hartley, Car Accountant's Office together the evening of March 12th near the Terminal Theatre at Lawrence and Kimball Ave. Is this correct Carl?

Slide Meier Slide—So Carl Meier, Car Accountant's Office slid across the sidewalk very gracefully in the mud one day recently, he did it so well that everyone was talking about the wonderful feat. So that he too may appear in the limelight. Carl Denz tried the same stunt the following day. These acts are costly, cleaning clothes is expensive.

Rumor has it that George Reck, Auditor Overcharge Claim's Office, has already taken the fatal step. How about it, George?

We would like to know how Alice Danfelser, Helen Rohde, E. P. Barrett, A. E. Peterson, John Coughlin of the Freight Auditor's Office enjoyed their comic valentines.

Harry Krumri, Ticket Auditor's Office, should be warned against calling all telephone numbers when the name of Barker is given as the party awaiting the call.

L. A. Edwards, Ticket Auditor's Office, stepped into the bonds of matrimony Saturday, March 7, 1925. Congratulations, Louis.

Will some one kindly explain the far away look in Hank Koretkes' (Ticket Auditor's Office) eyes.

A new traveling auditor appeared at the home of J. F. Hogan, Auditor Station Accounts Office recently. Congratulations—Look out John, some one to check up on you, so watch your step.

Will some one with experience, please tell Juniata Buxton, Central Time Keeping Bureau, if smoked fish is to be boiled or fried.

A new cross word puzzle appeared in the Statistical Bureau, Freight Auditor's Office, Marjorie Larson and her cross word puzzle dress. Very latest they say.

From the conversations heard in the Statistical Bureau, Freight Auditor's Office, it sounds like



## The Standard 12

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WHEREVER the New Remington Standard 12 is placed in an office, the operators are invariably enthusiastic in its praise—so outstanding are its many superiorities. And who are better able to judge typewriters than the women and men that make typewriting a profession?

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THE MOST SUCCESSFUL NEW MODEL IN ALL TYPEWRITER HISTORY

Page Twenty-Seven

wedding bells for Hazel Chalmers and Rose Muto. How about it girls, "fess up."

Georgiana Balcom, Freight Auditor's Office, is looking rather serious of late. Why not say yes and be done with it.

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

Rosetta Taylor, Car Accountant's Office.  
Arnold Frantz, Auditor Expenditure's Office.  
A. A. LaRue, Freight Auditor's Office.  
John Zigahan, Freight Auditor's Office.  
Louis Rottman, Freight Auditor's Office.  
Sarah Cooper, Ticket Auditor's Office.  
E. C. Lehman, Ticket Auditor's Office.  
Clara Zagers, Ticket Auditor's Office.  
Mary Cascino, Ticket Auditor's Office.  
Grace Anson, Ticket Auditor's Office.

The officers and employes extend sympathy to:

Helen Yahntz, death of mother.  
Mabel Pearson, death of father.  
Loretta and Florence Casey, death of father.  
Edward Haidys, death of father.  
Charlotte Forst, death of mother.  
Mary Schank, death of father.

### Iowa Division

Ruby Eckman

Guy Abell, Roundhouse Foreman at Green Bay, Wisconsin, came out to Perry, Feb. 21st, for an over Sunday visit with friends.

Engineer Milo Dillon, was down in Missouri for several weeks right after the first of the year and surprised his friends upon his return by bringing home a wife. He was married on January 8th to Mrs. S. F. West at Liberty, Mo. They spent their honeymoon at Excelsior Springs and Milo returned to resume work about the first of March. The congratulations, while a little late, were sincere nevertheless.

Marlow Stotts, Yard Clerk at Perry Yard, was called to Danville, Ill. the forepart of March by the death of his father who was an old veteran and who had made his home at Danville for a number of years.

Clark Lewis who has been first trick operator at Herndon for some time bid in the agency at Bouton which was made vacant when H. P. Buswell was given a trick as train dispatcher in the Savanna office.

J. A. Cherwinker of Monticello, Iowa, has been transferred to the West Iowa Division as Road Master. The change was effective on March 16th. Mr. Cherwinker took the place of John Garrity who has been on a leave of absence and who will be assigned to other territory when he resumes work. B. J. Deneen of Austin, Minn., has been acting road master on the West Iowa Division for several months. He will take a sixty day leave of absence before returning to his regular work.

Switchman George Franks took his wife to Rochester, Minn. the fore part of March for an operation at the Mayo hospital.

Mrs. Andrew Maxwell, mother of engineer John Kenyon's wife passed away at the Kenyon home in Council Bluffs, March 9th. Burial was made at Perry.

Mrs. E. A. Rumley, wife of conductor Rumley of the western division, died at her home in Perry, March 7th, following an illness of several weeks. She had been at the hospital at Iowa City for treatment for several weeks prior to her death.

Mrs. G.A. Hastings, known to many of the old time railroad folks of the Iowa division passed away at the home of her daughter in Silvis, Ill., March 8th. Mrs. Hastings lived in Perry for many years, her husband having been a blacksmith for the company at Perry for over forty years. Burial was made at Perry.

The last of the buildings on the old round house site at Perry are being torn down now, a contracting firm from Des Moines having received the contract to tear down the buildings.

The old machine shops which were erected when the round house was first built at Perry over forty years ago, is the last of the buildings to be wrecked.

Engineer Charles Sinclair while on his way to work about midnight Feb. 27th, met up with a couple holdup men. Charles met their requests to hold up his hands, with a blow with the satchel he was carrying and when the men saw he meant business they left him.

Mrs. John Leaf, widow of engineer John Leaf who died at Perry a couple years ago, passed away at the home of her sister in Pocatello, Idaho, Feb. 16th. Burial was made at Perry, Iowa. Her son engineer Wm. Leaf of Marmarth, North Dakota, was with her when she died and brought the remains to the old home at Perry.

Engineer Seymour Brown has been at Washington Boulevard Hospital for several weeks taking treatment for an injured leg.

Conductor C. A. Dobbins was at Washington Boulevard Hospital in March for an operation.

Mrs. George Lutze, mother of traveling engineer J. P. Lutze left her purse on the fender of her car one night. When she took John to the hound house during the night, it was lost at the side of the road and laid their till round house foreman A. J. Kressen passed the next morning when he discovered it and returned it to the owner. The purse contained money, a watch and other valuables and Mrs. Lutze felt gratified to learn that it had been found by one who would return it.

Miss Erma Wightman, daughter of yard master Carl Wightman was presented in a piano recital by her teacher the professor of music of Drake University a couple weeks ago and rendered a program which brought forth many compliments from her hearers. Erma is doing exceptionally well with her piano and pipe organ work.

J. M. Losey who was acting Train Master at Marion, while H. F. Gibson was off duty on account of a broken leg, resumed work as chief dispatcher at Perry, March 1st.

Mrs. James Ross, wife of the blacksmith at Perry round house was in a Des Moines hospital several weeks for treatment for stomach trouble. She was greatly benefitted.

Superintendent Newman Fuller and wife were in Perry some time during the latter part of February on account of the death of Mrs. Fuller's mother, Mrs. Ainley, who passed away after a long illness. Mrs. Ainley was also the mother of baggageman E. C. Ainley and Thornton Ainley of the Perry round house force.

The consolidation of trains 11 and 7, and 8 and 6 the 8th of March, made a lot of changes in assignments of train and engine men on the Iowa division.

Miss Ruth Carhill, daughter of engine foreman Cott Carhill, was married the fore part of March to Phillip Reed a prosperous young farmer near Perry. They will live on a farm near Perry.

Russell Meldrum, the infant son of engineer and Mrs. R. R. Meldrum, passed away Feb. 22nd, at the family home. The baby was only about three weeks old.

### Splinters From the Wooden Shoe

By Brownie

Our sympathy is extended to Mr. Wm. Hedler, Agent at Mass, Mich., account of the recent death of his wife.

We also wish to extend our sympathy to Mr. and Mrs. Mike Marshall, Section Foreman at De Pere, in their recent bereavement, the death of their daughter Martha.

Brakeman Ray Herlache was up in the office the other day passing around cigars. Yes he has gone through the great ceremony of mar-

riage. Congratulations, Ray.

We were all greatly surprised to also read an account of another marriage and that was of Clement Dwyer. Clem slipped something over a lot us. Congratulations.

Mr. H. G. Fowler, Asst. Supt. of Transportation and Mr. W. J. Thiele, General Superintendent, were on the Division this week and had a meeting with all the Agents at the larger stations and Division Officers, at which time the great question of per diem was discussed and all present were impressed with the importance of keeping the per diem account down to the lowest minimum.

Clara and Thelma from the Shops have now proven their ability as cooks and are now ready to enter the trials of marriage. One week Thelma brought down a nice angel food cake and Clara followed suit by bringing one the next week. I can not say much about this as I did not have a taste but reports are very favorable. Better look the girls over boys they will make good housewives.

Our Sheik, Henry Kohls of the Car Department, has a new girl again. We are getting tired of keeping track of them but this seems to be the girl. We understand she is a school teacher, so you see Henry she will understand children.



Wilbur Gelsthorpe, our worthy Bill Clerk, tried to slip something over on the shop office force. However, such things leak out usually, and his "big jump" was no exception. He was married in Bloomington, Illinois, on February 21st to the sweetest little girl that ever lived. She's an ex-school ma'am.

But, did we surprise him? I'll say we did. When Mr. newly-wed walked into the office on Thursday noon, February 26th, the gang was waiting with whistles and cheers for "The Hero of the Day." His desk was "dressed up" as per the above picture.

We all extend our congratulations and best wishes to Mr. and Mrs. Gelsthorpe.

Ed. Broderick, Special Apprentice at the shops, has purchased a new car. Some class to these youngsters.

We also understand that Ed Soboda, Lead Boilermaker, is contemplating the purchase of a new "Chev."

### River Division News

M.M.

Today is a good day to stop grumbling. It does not pay, can not help and is as contagious as small pox.

Within the past month two of the employees on the River Division have received special commendation in various newspapers for their alertness and heroism. Agent W. G. Hanson at Lake City discovered fire in the Episcopal church at that place and by his discovery prevented a spread of the fire into residences. Then Walt Smith at Winona aided the county officials in beginning their search for a missing bank president in this community by identifying the man as one who purchased a ticket from Winona for Chicago. Conductor Langdon on

train No. 4 offered further evidence that this was the man whom the officials were looking for. Suggest that Mr. Smith would be very valuable in the detective work.

Mr. Loomis, Conductor on the C. V. Division, is enjoying a few days' vacation. Didn't find out whether Mr. Loomis is spending the time playing bridge but perhaps he will have full report when he returns to work.

Several of our radio fans had the opportunity of hearing President Coolidge's inaugural address. Chief carpenter John Ostrum, agent F. C. Beck listened with keen interest. Machinist Shepherd and roundhouse foreman John Fleming were also eager listeners.

All the employees regretted very much when they learned of the illness of trainmaster J. W. Blossingham which was of short duration. Mr. Blossingham was taken to the hospital at Wabasha where he remained a few days and returned to his home at Mpls. but only for a short time for J. W. B. is back performing his regular duties in his usual good-humored way and everyone is glad to see him back, too.

During the past week the section foremen of the C. V. and Wabasha Divisions had a meeting and Supt. L. T. Johnson addressed the men along the lines of economy. The meeting was held at Wabasha and roadmasters Carlson and McClellan were present.

Engineer Fritz Marine and wife spent the forepart of the week at Milwaukee, where Mr. Marine was a delegate for the Maccabees at their convention held in that city.

Mr. E. W. Young of Dubuque was at Wabasha the past month and spent some time on the C. V. Division. He was accompanied by roundhouse foreman John Fleming and from all indications between Mr. Young and Mr. Fleming everything has been straightened out on the C. V. Division.

Supt. of Motive Power R. W. Anderson of Milwaukee, Air Brake Supervisor, J. A. Elder and District Master, Mechanic John Turney were at Wabasha and on the River Division the past week.

Traveling engineer F. Hemsey has been very busy the past month on the division and getting acquainted with the new territory. Mr. Hemsey is very active and his service among the enginemen is in demand.

There has been some experimenting going on which I have almost forgotten to mention. W. W. Dinnels is the proprietor of a chicken farm and it seems as though one of the chickens was suffering from an unknown cause. F. L. Cater took it upon himself to diagnose the case and of course as most famous surgeons are strong advocates of surgery Mr. Cater assumed that an operation would solve the mystery. So the operation was performed successfully but the chicken died. Understand that Dinny now has problems of this kind solved by University experts.

Business at Eau Claire and Wabasha has increased to such an extent that larger power is being furnished for switching service at these points.

#### Notes From the Traffic Department, Local Office and Docks, Tacoma R.R.T.

We regret very much having to record the death on March 1st of Mr. Fenner E. Bement, father of Mr. Ralph Bement, Assistant Agent at the Local Office, and himself for a long time employed at the Docks. Mr. Bement was born at Oregon, Dane County, Wisconsin; had he lived until May 5th of this year he would have been seventy-one years of age. He had lived on the Pacific Coast and particularly at Portland, Oregon, for years and came to Tacoma nine years ago, since which time he has made his home here. He is survived by three sons.

Our sincere sympathy is extended to Mr. Ralph Bement.

We are glad to see our genial agent Mr. F. J. Alleman, again walking around with his usual youthful sprightliness and elasticity, having quite recovered from the painful strained ligament in his back which laid him up some time ago.

The record at the Local Office is rather a melancholy one this time, dull business having caused a number of changes. His Excellency the Duke of Yokohama, otherwise known as Ray Powels, Assistant Accountant, experienced the painful sensation of having his position abolished from under him and passed the sensation on further by bumping Chester Mac Lennon on the claim desk. Mac in turn looked around for a soft spot on which to light and decided to displace Bob Shipley, the refund Chief Yard Clerk on the first trick, so that Mac is now doing the weighing. Bob decided to bump Andy Norwood as Second Chief Yard Clerk on the afternoon shift and now can sleep longer in the morning, but gets home pretty late. Andy Norwood in turn displaced Joe Baughn on the car desk, getting a little more daylight that way, and Joe has gone on the Swing Job at the Yard Office, so that now we can see him at most any old time, according to the day of the week. Raymond Fink, being thus bumped out of the swing, took the Industry Checker's job and is now in training to beat Paavo Nurmi as a fast pedestrian. W. J. Stubbs, who formerly covered the industries, went on a Yard Clerk and this left Cedric Moyer bucking the extra board until business picks up a little and the position which started the whole trouble is re-established.

However, there is a little ray of sunshine to break the gloom. The switch desk has been restored and its goodlooking and popular former incumbent, Miss Sophie Hanson, has again been placed in charge of it, so that the switching will now be handled right without any question. Likewise another position is being put on, checking the Port of Tacoma Docks; so that those interested are perking up again considerably.

The Milwaukee Grain Company has surrendered its lease on our Dock No. Three (the Elevator Dock) and the dock is again under this company's direct supervision. Accordingly a night watchman has been put on there and Mr. George Farrow; for a long time past watchman on the night shift at Docks One and Two, has taken this new position, which will entail a little less walking. There is a manlift at the elevator, operated by handpower and running clear up to the top, for the convenience of the elevator men and watchmen. The other day Mr. Alleman, took a notion to try the working of this contraption and took a successful trip to the first landing and back. He felt so proud over the achievement that he stepped off the lift without locking it first, and he was a very much surprised man when the lift suddenly shot upward with startling velocity, while the heavy counterweight came down like the proverbial thousand of brick. One of the B. & B. men had to climb up to bring the lift down again; their opinion of the new elevator man would not do for publication. Mr. Henry Heck, who for some time past has been extra watchman at Docks One and Two, relieves Mr. Farrow on the night job; we are glad to see our always cheerful friend Heck land a steady position. Mrs. Heck and their little son recently returned from a visit to Detroit and Bay City, Michigan.

Mr. William P. (Scotty) Kear, Assistant Foreman on Export at Dock Two, is the proud possessor of a spick and span new Overland Coupe, having disposed of his old Baby Grand Chevrolet at a better figure than he ever expected to get. We trust that the new car will

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INDEX BRISTOLS

620 S. Wabash Avenue

Wabash 3342

not cause him to pass up his old friends without speaking; we can gratefully certify that the old Baby Grand and its genial owner were always ready to give a lift when needed.

Mr. Valentine, City Passenger Agent, is away on a two weeks' vacation, going to Los Angeles to meet Mrs. Valentine, who has been in Southern California for some time. Together they will go to San Diego and of course, like most good Americans, they will naturally also cross the border to Tia Juana, merely for curiosity, possibly to take a peep at that famous hundred and sixty foot bar.

Mr. Campbell, the popular chief Clerk at the City office, has been appointed agent and yardmaster at Raymond, effective February 13th. While we offer him our congratulations on this well deserved promotion, we shall miss his friendly greeting here. Although he entered on his new duties on Friday, the 13th, we feel sure that he will make good at Raymond and will do much to make friends for our line.

Mr. Campbell's place as Chief Clerk has been taken by Mr. Fred W. Rasmussen, heretofore Car Distributor at the Superintendent's office of the Coast Division. Mr. Rasmussen has won a wide circle of friends by courtesy and efficiency and will no doubt be very successful in his new position, though, to be sure, he also has to overcome the serious handicap of having entered on his new duties on Friday the 13th. However, we are not superstitious and wish him all good luck.

### S. M. P. Office

#### Hazel

Now that the base ball players are leaving for the spring training camps, we notice that Otto (Sandwich Man) Moeller is beginning to train for the hot dog record. Since Bunny Brief expressed the wish to break his 1924 record, Otto is desirous of breaking the record of a certain chief clerk in the office who ate 19 warm puppies at one game last year. Odds are 5 to 1 on Otto.

Pattern Storage Department has added another new man to their force. Lawson Wilson, formerly of the Car Department.

Larry Dornuf wants to know where diamond rings can be purchased real cheap. From all he's told us about Carol, you'd think the best in the world wasn't good enough for her. Loosen up, Larry.

Mr. Horace Griggs, the Milwaukee Shops Correspondent, has been very ill for the past several weeks but at the present writing we hear his condition is improving.

Master mechanics C. I. Emerson, H. J. Culbertson, G. Lamberg, W. Joost, J. W. Phillips and J. A. Anderson attended a meeting held in Milwaukee, March 12th.

Just a word of warning to clerks in this office. Never ask chief clerk Gribble for a letter of recommendation. His intentions may have been good, if so, his grammar wasn't. A certain party who recently left this office asked for a letter of recommendation and this is what he received. "To whom it may concern—Mr. Blank was in my employ for the past three years and when he left I was perfectly satisfied."

A shower was given for Miss Elinor Zuehl of this office on March 12th, whose marriage will take place in the near future. Misses Katherine Ryan, Manita Voelkel, Ada Kufahl, Frances Tryon and Mary Hartford attended. Elinor was the recipient of many beautiful gifts and all reported having a delightful time.

Genius sure thrives unbeknown in our midst. We've just been informed that the elongated red head in the roundhouse is quite an artist in coaxing melodies from a "Squeeze Box."

Messrs J. E. Bjorkholm and C. H. Bilty were at Madison on March 11th and 12th.

A meeting was held March 14th on the Dis-

tribution of Water Charges at Milwaukee Shops. The committee was composed of Messrs F. S. Brand, J. A. McCormick, H. Eggert and G. Steuer.

The first Automatic Train Shop test was held on the River Division, February 26th. Those present were Messrs R. W. Anderson, W. M. Weidenhamer, L. T. Johnston, J. W. Blossingham, F. Hemsey, C. H. Bilty, J. E. Bjorkholm, J. Turney and Earl B. McMinn. The test proved successful in every respect.

Miss Katherine Ryan took Freddie Marston, our illustrious office boy, to Madison for Washington's birthday, or vice versa. Anyway, they both visited Madison on the same day, same train—those "little incidents" will happen.

If you ever see a Nash Sedan being piloted down the street by a tall, thin, distinguished looking gentleman, climb the nearest tree. It's secretary Zimmerman learning to drive.

The clerk in the boiler shop, formerly Evelyn Bazer, is now Mrs. Roy Wendt. She was married at Waukegan, Illinois on February 16th.

### Dubuque Division

#### J. J. Rellihan

Even though the robins have shown up, spring isn't here yet. We are enjoying a real blizzard today, March 13th.

Frank Duffy, Chief Bill Clerk at Dubuque, is the proud father of a baby girl, born Feb. 24th. Frank says he is doing all he can to help build up the Women's Club. Mother and baby are doing fine.

Engineer Wm. Hilton of the Waukon branch has returned from a two month's tour of Florida and Georgia.

Among the names of former Dubuque citizens who attended the "Iowa" picnic at Los Angeles on Feb. 27th, we notice the name of our old friend and former Supt., Mr. J. W. Stapleton.

John Kenney, Dubuque Freight House Foreman is still off duty on account of illness. John has a large number of friends who wish him a speedy recovery.

Did you every try to pull a "stag" party when your wife was away—don't try it.

Agent Fred Intlekofer of Waukon was off duty for several days on account of the death of his brother-in-law at Fairmont, Minn. Harold Gerding was in charge of affairs at Waukon during F. M. J's absence.

On Monday, March 16th, the Waukon branch goes back to summer schedule, three round trips being made between Waukon and Marquette.

Myron Newman, Chief Clerk at Dubuque freight office, turns a great many colors when the boys ask him about the young lady he has been driving around of late. We don't think Myron is serious though.

Telegrapher Frank Dwork of the Marquette Passenger Station, has been off duty for the last three weeks or so on account of illness.

Truly, trouble don't come singly. A son of agent and Mrs. Wyse of Waukon Jct., was injured during the holidays and was just getting around, when their daughter Helen had to be taken to a hospital at LaCrosse for an operation for appendicitis on Feb. 18th. At this writing the young lady has fully recovered which is pleasing news to the many friends of the family.

On Feb. 20th a regular monthly meeting of The Dubuque Chapter, Women's Club, was held in that city, about seventy ladies being in attendance. The entertainment of the evening was under the supervision of the machinists wives, Mrs. C. H. Dell acting as chairman. Those who cared to play "Five Hundred" were entertained in that way, the prize winners being Mrs. A. J. Bensch and Mrs. Aug. Quade, and those who did not play the game entered into a contest to see who could name the most parts of a locomotive. Mrs. Francis Dreasy and Mrs. R. H. Kearney were the winners, the

consolation prize going to Miss Marie Clifford. A bake sale is planned for March 14th, and from reports, any one desiring good things to eat will be well supplied.

"Peg" Powers the baggageman at Dubuque passenger station has been setting up the cigars since the arrival of a baby boy at the Powers' home last month.

Miss Mabel Cantlon, Stenographer in the D. F. & P. A's office, was laid up a week on account of illness, but we are glad to note has fully recovered and is back on the job again as noted by the circulars issued from Mr. McEwen's office.

Conductor Geo. Belknap has returned from the Mayo Hospital at Rochester, where he had been for treatment for about a month. Mr. Belknap has not recovered sufficiently to resume work yet, but we all hope that it will be but a short time until he is again on duty.

Harold Martin, the popular collector for the Martin & Streleau Co., is surely well thought of by the clerks in the Dubuque freight office. They even let him take care of their best girls when they cannot keep their dates. Ed says he's the shiek of the populace.

### La Crosse Division

#### C. W. Velsler

It is our sad duty to have to mention the death of our esteemed friend John Sheean, better known to his many friends as "Buck". John has been employed as caller at Portage where his father Frank has been round house foreman for many years. Our sympathy is extended to the bereaved family.

The reason that we recently saw so many of the freight brakemen smiling was because 16 of them were called for examination for conductorship. It is reported that they not only passed the required test but gave the examiner many outstanding illustrations of the ability they were endowed with along the line of railroading.

It is reported that our two young friends Jim Taylor and Foster Phillips, both east end brakemen have changed their addresses in Milwaukee to the Hotel Medford. What name did you register under Jim. Why not let Roscoe Ayres and some of your other friends in on this.

We understand that Herman Ambrose has invented a new musical instrument with which he entertains the boys. Herman wants some one to suggest a name. Suggestions may be sent to Art Levens who has an interest in the proposed company which is being organized to manufacture the new devise.

Brakeman Andrew Jacobs who has been giving serious thought to a desire of a certain movie actress to have him join her in a new picture has left for Holly Wood to make further investigations into the movie business and expects to be in California for the next few months. And he is the popular brakeman on No's 5 and 12 with conductor Hatch.

Our friend Carp Kessler is now all settled down on his new farm on French Island and extends to his many friends in the La Crosse Terminals an invitation to spend a day or two with him. Carp is the popular big switchman working on the lead engine at Camp 20 in the La Crosse yard.

Our sympathy is extended to general yard master Weber of La Crosse in the death of his father who passed away March 12 at his home in La Crosse.

### Aberdeen Division

#### R.G.H.

On February 24th, Mr. and Mrs. Hills were called to Dysart, Ia., due to the death of his uncle. While attending the funeral of his uncle, Mr. Hills' mother was taken ill with pneumonia and passed away a few days later. Sympathies of the entire division are extended,

On March 5th there was born to Mr. and Mrs. Guss Rueland, a baby girl. Hurray for Gussie!

We are glad to report that machinist helper Tom Kehoe has left the hospital and is now recuperating from a very serious operation of appendicitis.

Well, Vi made another trip to Minneapolis last week. This time she went down to see Harry Snodgrass tickle the ivories. Something seems to tell us that Harry isn't the only one she saw.

They tell us that Leo Burke will soon be a honest to goodness machinist. It is just a matter of a short time and he will finish his apprenticeship.

This month marks the first anniversary of the "Milwaukee Travel Bureau" opened in the Division Freight and Passenger Agent's office.

It is just a little over a year ago that the "Bureau" was instituted thus extending "Milwaukee Service" for the travelers to the foreign lands, those visiting their kin, touring, etc., which formerly was sought through the distant steamship and tour agencies of the cities.

The "Bureau" is equipped with every information and facility to book South Dakotans to anywhere in the universe as well as tours and cruises, being representative for all steamship and tourist agencies in our land.

In the closing of the first year it is marked with a great degree of success, not only in the successful booking of a near 80 people to all the nations of the world, except the Philippines, Asia and South America, but profoundly and widely known to all in North and South Dakota as the "Milwaukee Travel Bureau" rendering the best of service for all travelers.

"Lee" of M.C.B. Gossip apparently does not know that Spanish-American War is over. He refers, in his March items, to the "wilderness of Aberdeen, S. Dak." For the benefit of Lee, will say that the Indians were driven out of the vicinity of Aberdeen some years ago and they are now located west of the Mo. River. We really feel quite safe in going about and do not fear the hissing of a stray arrow or the butt of a tomahawk. Judging from some of the sleepy remarks from M.C.B. we would say that the prize for late birds should go to the people of Milwaukee. Out here in Dakota "B.S." stands for Beautiful Sunshine which has made South Dakota famous. We get up early in the morning and accomplish things, if in doubt, please refer to the Efficiency Book for the past three months and you will find the Aberdeen Division at the head of the list. For February, we were 99% efficient. Come out Lee and look us over, we assure you perfect safety from all Indians and Cowpunchers.

On Saturday, March 7th, conductor Eph Brown met with an accident at Warner, which resulted in his death the following Monday. We extend our heart felt sympathies to the bereaved ones.

Our regular Safety First Meeting was held at Aberdeen at 4:00 P.M., March 13th, with 72 employes in attendance. There was a large representation of section foremen present and many good suggestions were offered all of which will receive prompt attention.

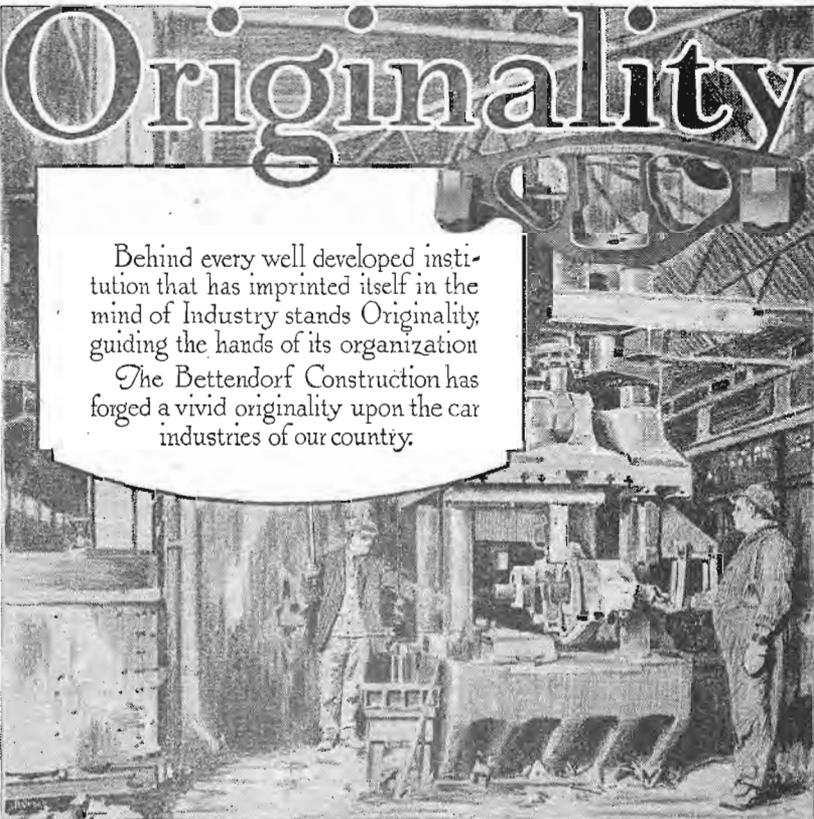
Supt. Hills called the meeting to order and, due to the fact that several of those present, haven't had the opportunity to attend such meetings in the past, he explained in detail just what the safety movement meant and requested each and every man to report every unsafe condition and practice that they observed. Mr. Esch also gave a twenty minute talk in which he told of several cases of personal injuries explaining just how they occurred and how they could have been avoided. The meeting was adjourned at 5:30 P.M.



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For Signal Service, Car Wiring, Lighting and Power Service

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## Iowa (East) Division and Calmar Line E.E.E.

Bruce Devoe has been appointed agent at Wyoming for three months.

R. E. Ogg has returned to work on third trick at Oxford Jct., after an extended leave of absence. Mr. Ogg was in business at Sigourney, Iowa, he has disposed of his business there and has decided to follow the railroad game awhile longer.

J. F. Lindmeier has gone over on Second trick at Oxford Jct., in Huffman's place while Huffman is relieving Mr. Ramsey on agents job.

W. T. Bright, Agent at Elwood, was off for three days, T. J. Allen of Miles relieved him.

Mr. and Mrs. R. L. Taylor of Marion, were in Marshalltown, first part of March attending a funeral of a friend at that place.

J. T. Gallivan, Chief Operator, Marion, was off duty for a couple days last part of February, account of illness.

Train dispatcher L. S. Dove and wife spent a couple days in Chicago shopping and taking in the sights in the big city.

M. E. Burns, Agent at Green Island, was off one day attending the funeral of a relative.

Engineer L. C. Low has returned from California and reports a very enjoyable vacation.

J. A. Cherwinkler who has been Roadmaster on branch lines with headquarters at Monticello, has been transferred to West Division with headquarters at Perry. Frank Kowlaska has been appointed Roadmaster at Monticello.

Conductor Wm. Lally has been off duty for some time account of illness. Conductor F. S. Craig is on his run on 7 and 8 between Chicago and Marion.

Passenger brakeman L. E. Mathes is off duty account of an injury received at Neola on train No. 20.

Brakeman D. L. Pulley is off duty account sickness, W. R. Johnson is in his place on the Maquoketa-Davenport passenger.

J. P. Cronmiller, Veteran Train Baggage-man, has taken a braking job on trains 7 and 8 between Chicago and Marion and has given up the baggage car for the present.

Passenger conductor E. Millard has been off duty for some time account of illness.

Train baggageman B. C. Sears is off duty account of badly injuring his hand in the wringer of an electric washer.

Conductor J. F. Briggie, train baggageman J. W. Johnson and brakeman A. F. Hutchins have been assigned to trains 35 and 36 between Manilla and Omaha.

Passenger brakeman G. E. Fenlon is off duty account sickness in his family.

Brakeman W. T. Hummell has gone to Burlington to visit relatives.

Reports from J. T. Raymond who is spending the winter in California indicate he is having a very good time and is meeting many of his old friends and acquaintances out there.

Mr. and Mrs. Ray Perrin and Mr. and Mrs. E. E. Edwards spent March 5th and 6th in Chicago taking in the sights.

L. J. Miller, Agent at Springville, is spending a couple weeks in Chicago on business for the O. R. T.

Agent and Mrs. N. J. Edwards of Toronto, were called to Leavenworth, Kan., Feb. 14th, account of the death of a relative.

Fireman W. B. Smith has given up the Maquoketa Davenport passenger run and has taken the Farley run until Nick Harry returns.

Round house foreman W. E. Cooper, Atkins, was off duty for several days account sickness. Geo. Diple was acting Foreman during Mr. Cooper's absence.

Mrs. Ona Grassfield has returned from her trip to Florida and has resumed work at Atkins round house office.

William A. Hamor was brought to his home in Marion from a Cedar Rapids hospital where he submitted to an operation for an infected finger. Mr. Hamor is employed by the Store Department at Marion.

Mrs. John B. McGuire, wife of Operator J. B. McGuire of Browns, passed away at her home at Browns, Sunday, March 1st, after an illness of about two years. The remains were taken to Delhi where the funeral was held Thursday, March 5th from the St. John's Catholic Church, with interment in St. John's cemetery at that place. Besides her husband, Mrs. McGuire leaves two children Ellen Mary and John James to mourn her death. The magazine extends deepest sympathy to Mr. McGuire and family in their great loss.

Asst. chief operator R. L. Taylor of Marion, was called to Morrison, Ill., March 14th, account of the serious illness of his sister at that place.

## Tacoma Shop Notes

"Andy"

F. Marchal, Assistant Blacksmith Foreman, has gone to Arizona for his health. We hope that the conditions there will be beneficial to him.

Mrs. Brady, wife of roundhouse foreman at Tacoma, who recently underwent a very serious operation, is reported as getting along fine.

Elmer Heath has quit chewing tobacco—don't know if this is just a Lenten sacrifice, or a permanent feature.

As the balmy spring atmosphere lightly turns the youthful fancies to thoughts of love, etc., etc., in the words of the poet Whatsisname, so also does the above mentioned atmosphere affect the thoughts of our sturdy athletes at Tacoma shops, especially along the line of baseball. Our hopes for a first class team this year are very bright, as we have some of the best baseball players on the coast in our midst. At a meeting held recently, our well known athlete Jack Dorsey, was chosen as manager, and Morris Finegold as mascot and general flunkie. At this writing we are unable to give the line up, however, work outs are now being held and expect to report the permanent lineup in the next issue.

From the sounds emanating from J. E. Brady's car the other day, we gained the impression that he had installed a drum corps in the differential, but upon further investigation the noise was found to be caused by a broken gear.

Wm. Strinsky, our Boiler Foreman, comes forth with the information that he has sold his old home, and is now located in an apartment in the fashionable district of Tacoma, don't cherknow.

Wm. McLaughlin, better known as "Gig Harbor Bill" Supervisor of shop derrick No. 1, is very much pleased with the performance of the derrick since it was overhauled. We understand that said derrick has been put in high gear, and Bill has a heck of a time to keep up with it. Bill will have to increase his own gear ratio.

J. D. Maloney, Assistant Boilermaker Foreman, took a trip to Spokane over the holidays to visit his son, who is studying dentistry at that point.

We have been informed of the hair raising fact that Ed. Tucker, of the boiler shop, has the only Ford in captivity around this neck of the woods, that will take Pacific Avenue hill on high with a capacity load, in fact he does not have to apply brakes until he is almost at the top—some car, pardon me, I mean Ford.

Chas. Vernier, Machinist at Tacoma shops, recently went to Milwaukee on business in connection with an air gun which he has equipped with several safety appliances, that he has perfected.

G. W. Taylor, our Material Router, has changed his place of residence from Tacoma to Seattle. We wonder if he has as yet cultivated the habit of calling Mt. Tacoma, as Ranger. At that, we believe it is rainier in Seattle than it is in Tacoma anyway.

Dennis Yant, of the Boilershop, has returned to his old stamping ground, having recently traded his property in Tacoma for a berry ranch in Puyallup.

Jacob Falk, who is employed in the boiler shop on the night shift, is rendering the company a very valuable service, along the line of fire protection. Mr. Falk, was at one time Asst. Fire Chief of the Anaconda Fire Department, and his experience along this line of endeavor now comes in very handy, and his efforts are well worthy of commendation.

A. W. Rickert, Boilermaker, has traded in his ancient Maxwell and is now the proud possessor of a classy Star roadster.

Wallace Durham, Boiler Inspector, has purchased a Hupmobile, balloon tires 'n everything.

Mrs. P. R. Horr, wife of Erecting Foreman, took a trip to Pocatello recently to visit her parents.

We have advice from very good authority that J. A. Wright is some golfer, but the game has proven to be rather an expensive one, due to the fact that he averages one broken driver per game. Would a person be justified in saying that his failure to connect with pellet results in a terrific force concentrating at point of contact with earth, thereby causing broken club, harsh words, possibly of profane nature, amusement of spectators, etc., etc.

The stork recently paid a visit to the home of F. Webber with a bouncing 9 pound boy—Congratulations.

If appearances are not too deceiving, Sverre Haugen, of the Store Department, looks like anything but a sick man, that is physically speaking, yet he frequents the St. Joseph's Hospital regularly. He has also been seen strolling on what is known as the hill road, yet he does not live in that neighborhood, and furthermore he has a car of Chevrolet origin. His case looks serious, it may be heart trouble. What is there to these vague and mysterious rumors Sverre, is it possible that the female of the species has entered your life? Look out—watch your step, lest thee be ensnared into the net of matrimony like many a good man before thee has been.

## Dubuque Shops Jingles

"Oosie"

On Feb. 22nd, a meeting of the "Veterans of the Southern District Accounting Bureau" was held at Cedar Rapids, Iowa, which was attended by all the "Vets" from Dubuque (except Georgiana—Clinton's—the answer). Messrs O. P. Barry and J. W. Severs attended this meeting and gave very interesting talks. It was decided to make it an annual affair and the gang around Dubuque are already anticipating the next one which is only 11 months away. The object of these meetings is to create a more friendly feeling between the divisions in the southern district.

We have a benedict in our midst, Lyle Kemper, so I'm told, is going to take to himself a wife—my ain't some people bold?

Spring is coming Frankie boy—would you like some more tulip bulbs to buy?

When it comes to playing deuces wild, I hear our friend Miss Quade is quite an expert player and she calls a heart a spade.

Have you seen the latest picture of Mr. Luke's "sun" child? It's the cutest little baby, so meek and sweet and mild. (Aain't it Glen?)

Did you hear about our fire? It nearly burnt our office down. Came up all of a sudden and stunts were pulled of great renown. Mary got the fan out and dragged it across the street; the

cord came tumbling after and wrapped around her feet.

The fire men put the fire out—but we had an awful scare, and we hope that in the future such happenings will be rare.

(A singular incident: Storekeeper Thomas was with us that day; we know now he's a hoodoo and hope that he'll stay away.)

"Hazel" in the S.M.P. office, will you please write up the wedding—I can't seem to get hitched up with the date—Thanks.

The event of this month, you must hear about. The Woman's Club meeting—for such a shout, from all of the ladies at the clerks' program. It was the bees' knees, of the ham what am. 'Twas quite old fashioned, and yet up-to-date. The costumes real funny and the songs just first rate. Chairman Ostendorf says 'twas 100 per cent, and thanks all the girls for the time that they lent. (That will never be returned.)

On March 15th storekeeper G. T. Richards was transferred from district storekeeper at Dubuque Shops to the same position at Minneapolis. The Store Dept. employes presented him with an elegant smoking set. Mr. Richards' speech was a dandy, but very brief!

Mr. Richards, we will miss you—

We all hate to see you go,

But your friends 'round here are legion  
Who good wishes on you bestow.

### Drippings From the Ice Bunkers

By Spud Bar

Inspector Webb at Bensenville took his Spark Plug out for some exercise not long ago. Webb stuck the hooks into him and Sparky threw him. We suggest you stop feeding him wild oats and sawdust.

Inspector Fairhurst wants a new car. He is willing to trade his "Lizzie" in for a Cadillac. Here's your opportunity, automobile owners!

Mr. Bert Brandt, Inspector at Deer Lodge, has turned hunter. He recently came home with a bag of "yella 'yackets". This must be some new kind of animal. Leave it to Bert to discover them.

Inspector Kamm at Spokane wishes the world to know that he purchased a Maxwell automobile recently. Mr. Kamm proudly boasts that "12 more payments and she's mine."

Inspector Carver is quite a radio fan. He has a powerful set and is able to tune in on all stations within a radius of 10 miles from his home town. He certainly can get the outside stations, alright.

Our stenographer Miss Caro, also has a good set. Yes, indeed. She says she can get out of town with it, provided she takes it with her on the train. Oh, yes, her's is a mighty fine crystal set.

Mr. Holcomb has just received a shipment of corks. Of course this is to be kept secret, but we just had to tell our friends. Let's all prepare to visit Mr. Holcomb after the corks have aged a bit.

Did you all know about the active part our department took in the recent dance given by the Milwaukee Women's Association? Why, yes, Mr. Weber tuned up his orchestra and Inspector Webb practiced drumming on a heater, while Inspector R. Eastman beat time with a measuring pole. Inspector Fairhurst who supervised the music with a thermometer, claimed that it was a "hot band" and they were all prepared to play when someone tipped them off that the dance had already been held a week before. 'Stoo bad, boys. Better luck next time.

Bill Hagedorn received a valentine from Miss Hoffman. Bill was so elated about it and felt so obliged, that he even permitted Tony Gaertner to take Miss Hoffman to the dance. Wonder what Bill would do if someone presented him with an automobile?

### Illinois Division

M.J.S.

Word has been received from conductor Huston that he and Mrs. Huston are enjoying their trip very much, having been in California and are now at Hot Springs, Ark.

The clerks of the Accounting Forces, Southern District, enjoyed a "Get-Together" at Cedar Rapids. Those attending from the Savanna union being to renew acquaintances made at the time the various offices were consolidated at Cedar Rapids. Those attending from the Savanna offices were as follows:—C.M.&G. Division Acct. Joe Cassell, Payroll Clerk Clara Cush, and Delia Cush, Clerk. They report a splendid meeting and an enjoyable time.

Steno. Jack Buckley, Savanna Yard Office, has taken a leave of absence, and his place is being filled by Chris Jensen.

Carman Jacob Vick of Sabula, was killed March 6th, while repairing a car in Savanna yard. Mr. Vick served the company for 16 years, and was a faithful employe. He is survived by his wife, son and daughter. Sympathy is extended to the bereaved family.

The S.O.S. Club of the Supt's. office, were delightfully entertained at a St. Patrick's Party, March 12th at the home of Misses Clara and Delia Cush. Appropriate games were played, and a delicious luncheon served.

Sincere sympathy is extended to the immediate relatives of engineer Jas. Scanlon account his death which occurred Feb. 19th at Orlando, Florida. Mr. Scanlon was enjoying a vacation at Orlando and was suddenly stricken with heart failure. His body was brought back to Chicago and taken to Oregon, Wis. for burial. Several Ill. Divn. employes attended the funeral. Engr. Scanlon was held in high esteem by all who knew him and will be greatly missed by his co-workers. A memorial to him written by Mr. J. W. Wallace appears in another column in this magazine.

Conductor Floyd Smith returned from Chicago, where he accompanied his wife to the Wash. Blvd. Hospital for an operation. Mrs. Smith came out of the ordeal nicely, and is getting along as well as can be expected.

Mrs. S. McGinnis, wife of conductor S. McGinnis entered the Globe Hospital at Freeport for an operation. All wish her a speedy recovery.

Sympathy is extended to the bereaved family of section foreman Chas. Samuelson, who was killed at Hampshire, March 11th when he was struck by an eastbound Extra while repairing the track.

Mrs. H. Gregg, wife of engineer Harry Gregg is improving at her home in Savanna, after a siege of illness due to nervous breakdown.

Car repairer Joe Frazier and wife have returned from a several weeks visit to Long Beach, Calif., and report a delightful time.

Mrs. G. W. Watson, wife of engineer G. Watson is now recuperating at her home in Savanna after her recent operation at the Wash. Blvd. Hospital, and is getting along nicely.

Congratulations are extended to switchman Jas. Colyar on his recent marriage to a Savanna young lady—Miss Alma Heckman, the latter part of February. The young couple are making their home at Savanna.

H. W. Stevenson called on Savanna railroad friends recently. Mr. Stevenson was at one time manager of the Van Noy Interstate at the Savanna Depot and is now located in Chicago. He was recently promoted to the charge of all the Interstates between Chicago and the West Coast.

Traveling engineer Skulic Einarson called at Savanna, March 9th, and we welcomed his short visit. His many friends are pleased to know that he is again able to be about.

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Better Illumination With Fewer Units With  
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226 South 15th St., Philadelphia, Pa.  
Chemical Bldg., St. Louis, Mo.

Traveling time inspector E. Cavanaugh has been spending the past few days at the Savanna Supt's office.

Rules examiner P. L. Rupp was in Savanna, March 10th, conducting promotion class for brakemen and firemen.

Mrs. Wm. Brose, wife of engine foreman Wm. Brose, Savanna, recently entered the Washington Blvd. Hospital for an operation. It is reported that she is getting along nicely.

Machinist Alec C. Lawrence is moving his household goods from Dubuque to Savanna. Welcome to our city.

Machinist Harry C. Hoffman and wife have returned home after a two months visit with relatives and friends in Florida. While there, they sent the office force a box of lovely oranges and grape fruit which were greatly appreciated.

Machinist Wm. Rice has returned to work after being off duty on account of sickness. During his absence his place was taken by machinist Marion Lund.

In the March Magazine in the R.&S.W. Division items we notice a request for a girl—must be red haired. Tell 'em not to look any farther because we have just what they are inquiring for, in the master mechanic's office and she would like details as to just what is wanted of her.

Bill Sheetz, Gang Foreman, won a box of cigars from Ilene—but she says it was worth it to have a date inside of two weeks.

WANTED:—A road map showing best route from Savanna to Wausau.

The Shiek from the Store Dept. has kindly explained the mystery of Walter's hard luck of always getting off the concrete between Savanna and Chadwick—for full particulars, ask either Walter or Harold; both of them have cars and seem to know all about it.

"Out in the wilderness of Aberdeen, S. D." is not the only place that early marriages take place—we can tell of a case right here in our own little old Savanna where a couple got married at 3:00 A.M. Of course, that wasn't recently or anything like that, but—well, for further particulars maybe you had better ask night foreman Otto Enz, who is now located at Wausau. (This has Paul Reveré's story backed off the map.)

Basket ball is certainly an exciting past-time for Bill Sheetz; not playing it, but watching it. Recently when returning home from a game he was still so fussed over Savanna winning that he fell and strained the muscles of one side so badly that he still limps considerably.

### On Time Line—Kansas City Division M.F.K.

Mr. John Henberger, Roadmaster, having jurisdiction over the East Division, has been transferred to Chicago Terminals. Mr. E. Schoech, former section foreman at Blakesburg, succeeds Mr. Henberger as Roadmaster, with headquarters at Washington, Iowa.

We are glad to learn that conductor A. A. Floyd has returned to service after an extended leave on account of sickness. Also brakeman John Warman who has been off for two months has reported for work. Everyone is glad to see these two veterans again on duty.

The regular meeting of the Ottumwa Chapter of the Milwaukee Women's Club was held in the Courier Auditorium on Saturday afternoon, February 14th. In the absence of Mrs. Hoehn, the Club's president, who was in Chicago at the time attending a board meeting, the meeting was conducted by the vice president Mrs. W. H. Vosburg. The Ottumwa chapter can now boast of 170 members.

We can find nothing amiss with the name Katherine Colleen which is the name given to the very small daughter who came to take up her

permanent residence at the Curtis Adcock home on March 2nd.

We recommend that H. L. Webber, Payroll Clerk in the Master Mechanic's office, be placed in line for a Carnegie medal. It happened like this:—While sauntering to work at an early hour one breezy morning in March, his glance traveled skyward and what should he behold but a burning roof on a large duplex house and no signs of life in said home. He gallantly tripped up the steps and after some furious pounding aroused the sleepers, saving them from disaster. Now what Mr. Webber would like to know is this, would he be entitled to one or two medals, owing to the fact that this was a duplex house?

We won't tell who told us, but we heard in a very roundabout way that the Federated Shop Crafts of Ottumwa were making arrangements to have another "Get Together" banquet, the other one having been such a complete success. We feel this one will be even more successful, as we understand they are intending to invite the ladies.

H. C. Beeler, General Chairman of the O. R. C., made a business trip over the Kansas City Division the first part of March.

Mr. and Mrs. Robert Schorr of Des Moines have a brand new daughter. Bob formerly worked at the local freight office while "Mrs. Bob" was employed in the Division Storekeeper's office, Ottumwa, being none other than little Marena Engstrom.

The card party which was given February 23rd by the Milwaukee Women's Club was in every way a success. Almost one hundred people attended this party, which was given in the Moose Hall. Nineteen tables were placed for "500" four prizes being awarded for high scores. Refreshments were served by the committee in charge.

Dispatcher J. V. Tuomey has been off duty for several days on account of sickness. His place has been filled by W. Morrison.

Superintendent B. F. Hoehn, together with roadmasters spent several days on the division instructing section foremen in regard to tie renewals for this spring.

Chief timekeeper C. H. Baker has been elected Exalted Ruler of the B. P. O. Elks of Ottumwa. This was a most interesting campaign as his opponent was no other than the Chief Timekeeper of the C. B. & Q. line. And so, in civic as well as business matters, we again triumph over our friendly enemies, the Burlington railroad.

P. H. Fluck, one of our veteran agents, expects to report to work on March 16th after a three months vacation. We're quite safe in calling him a veteran for lo! his name leads all the rest of Kansas City Division agents and telegraphers on the seniority list, having worked for this company since May 2nd, 1887.

Our train timekeeper G. E. Stickler, took advantage of the holiday on February 23rd to see a wee bit of the world. He, with the able assistance of Harold Hensen of the Master Mechanic's office, looked over Chicago. They haven't put out many details but admit it was a glorious time. On this same week-end Miss Catherine Gohmann of the Dispatcher's office once more spent the week-end in Cedar Rapids. We all know Catherine has a brother located at that place, but we are inclined to believe it must be someone else's brother who is the attraction.

Conductor John James, who has been ill for the past several months, has recovered sufficiently to go to Seattle, where he will visit his daughter.

The Superintendent's office had the pleasure of a visit from former assistant timekeeper Oscar Root, more commonly known as "Scoop". He has just been graduated from Harvard and is at the present time visiting his father and

sister in Ottumwa. He will return to the east shortly to accept a position with the Walworth Manufacturing Company of Boston.

C. E. McClanathan, formerly of Western Avenue, is the new lead machinist on the second shift at the roundhouse, Ottumwa. Three guesses as to what nationality he might belong.

H. J. Bowen, Assistant Accountant, was the only Ottumwa representative at the meeting held by the Southern District Accounting Department at Cedar Rapids on February 22nd and 23rd. Division Accountant A. C. Daacke was unable to attend, due to illness but received a wire expressing regret of those assembled at Cedar Rapids. Mr. Bowen was elected President of the organization for the ensuing year. We understand Miss Martha Winters of Marion, Iowa, was very much disappointed that our Bill and Voucher Clerk, A. P. Lutz could not attend this reunion, also Miss Ilee McLean inquired about him. This organization promises to be an interesting and lasting one, with much enthusiasm and friendliness apparent. Plans were made to hold another reunion next year.

### S. M. East R.G.E.

Washington's Birthday was an occasion for a few of the railway employes to get out of town for a day or so. B. & B. foreman Chas. Wollweber and two daughters were in Milwaukee, Frank Bradt and Ellerton Gaskill were in Chicago, Marcella McShane was in Des Moines and Eleanor Moran went to Madison, Wis.

Mr. and Mrs. G. B. Williams were in Blooming Prairie for a few days during the latter part of February, where they visited at the home of Mrs. Williams' parents.

Brakeman R. G. McCoy, took unto himself a wife on Friday, March 6th, the victim being Miss Martha Mork, daughter of Thos. Mork, Car Man at Austin. After a short honeymoon at Minneapolis, Chicago and Milwaukee the newly married couple will be at home to their friends in the Matt Bear Apartments, Austin.

H. B. Williams of the O. S. & D. Department of the Austin Freight Office, participated in a Bowling Tournament at Minneapolis on Sunday, February 15th.

Mr. O. N. Harstad made a stop at Austin, while on an inspection trip during the latter part of February.

Agent H. S. Hoff and wife of Granada were in Lanesboro about a week ago, where they attended a home talent play given by the Ladies Auxiliary of the American Legion. Heine returned home the following day, but Mrs. Hoff remained in Lanesboro for a few days to visit with friends.

Evelyn Wigness of the Mechanical Department Office, was at home a couple of days last week due to illness. On Monday, March 9th she went to Rochester to consult physicians.

The stork has been busy during the early part of March. On the 3rd he stopped at the home of brakeman George Johnson and left in their charge a charming young flapper, Miss Lois Arlene. Mother and daughter are both doing fine. On March 9th, he dropped a parcel down the chimney at the home of brakeman A. M. Evenson, which contained a bouncing baby boy. Adolph says the young son came into the world a howling success.

### Musselshell Minutes Helen Kirwan

Now listen men and you shall know  
Of the midnight ride of Art Mayo  
One real cold night in the winter time  
Art pulled a pin and gave a sign.

He got right on and away he went  
He rode a 'gon to his hearts content.

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MILLS—Milwaukee

And when he returned so I am told  
his temper was bad and his feet were cold.  
(With apologies to Paul by  
the Yard Office Dorg.)

We're glad to announce that W. J. Dougherty is back in the good old U.S.A. and will soon be back on the job. The boys are cleaning house in great style over in his stall—they have a new floor in with all the trimmings. We're hoping he'll give us an interview and tell all about his trip abroad so we can get a little first hand information.

Mr. E. Murray has been on the sick list the past week.

R. J. Middleton of Seattle was on the division recently.

J. Wandell is spending a vacation with home folks in Wisconsin. We had a tip from 'down yander' that he was to be married—but we're not going to say a word about it to the girls here until we're absolutely sure about it.

Clifford Alderman spent a few days in Clonbridge on company business recently.

The last party given by the clerks was pronounced a huge success. Big crowd and lots of good eats and heaps of fun.

Mrs. Boltz and Mr. Olson of the Supt.'s office have been on the sick list. The touch of spring we had seemed to have a bad effect on most of us.

And we didn't get any February magazines and I'll never hear the last of it. I tuned in on more howls of protest than anybody could possibly imagine. I tried to get in touch with our Dear Editor in vain—I bet the press broke down and she flew to China. Maybe Bill Dougherty wandered in there with that famous vest, thinking it a tailoring shop and got tangled up in some cog in the "press" bureau.

We are pleased to hear of the promotion of Mr. Clarence Hanover to the position of Store-Keeper at Austin, Minnesota. Clarence has a host of friends here who are indeed sorry to lose one of the best fellows that ever landed among them, yet they realize what the promotions means for him and wish him all sorts of good luck in the new job. Mr. and Mrs. Hanover will leave soon for Austin taking with them our kindest regards and best wishes for prosperity and happiness. Hope they'll come back occasionally and visit us.

Mr. Howell of Spokane, made a business trip to the Muss. Division recently.

Hope the readers won't sign a petition to remove "us" before they get that cold off their chests. It's asking a lot, but have patience—it could be worse? It cramps our style to have to tell "the truth and nothing but the truth."

One of the members of the Car Department office thought he was going to slip something over on everyone and asked for a pass to Chicago on business. Come to find out the business was a school teacher some place in Illinois and he brought her back to Green Bay as wife. Overheard that he was given quite a rousing congratulation on his return. Understand his desk was nicely trimmed up with a lot of necessities of married life such as a scrub pail, soap, lye, mop, broom, dust pan, wash board, etc.

Due to the case of Wm. Kaufman, which by the way is one of Mac's victims, we had as a visitor Miss Fanny Michelson, from Mr. W. H. Block's office. Those meeting Miss Michelson were glad of the opportunity and hope to see her up here again some time.

Our E. and F. timekeeper George Berg-hauser, had the mishap of slipping off his bicycle on the slippery street the other day, which caused him quite an inconvenience. After setting down all afternoon he used the mirror but stated as far as he could ascertain there was no damage done. Better luck on slippery pavement hereafter, George.

## Wisconsin Valley Division Notes

Lillian

Miss Helen Hudson of Chicago, is visiting with her parents Mr. and Mrs. F. L. Hudson.

Mrs. Frank McCann and daughter Mrs. John Sullivan are spending about two months in San Antonio, Texas, for the benefit of Mrs. McCann's health. "Grandpa" McCann says he is having a wonderful time batching it.

Yard switchman Frank Matthies was operated upon at St. Mary's Hospital recently. He is getting along very nicely and hopes to be removed to his home before long.

Roadmaster Ed. Callahan and John Loftus were in Milwaukee the latter part of the week attending a special meeting.

Mr. H. O. Wheelock and children Dorothy and Ted who have been spending the winter in San Diego expect to leave there about the middle of the month. They will stop at Naperville, Ill. before returning to Wausau.

Miss Katherine McCarthy is at St. Mary's Hospital where she has undergone an operation for appendicitis. Her condition is very favorable and we hope she will soon be able to return home.

Frank Bottoni of Milwaukee and Miss E. Seims, of Iola, were married at the home of the bride's parents, at Iola, Wis. Miss Seims taught in the public schools at Schofield last year and Mr. Bottoni worked on the Valley as fireman during the busy season last spring.

Mr. Fred A. Wright has been spending the past two months in Florida, Cuba and Hot Springs, Arkansas. Mr. Wright has not been in the best of health and we hope the trip will be very beneficial.

Supt. P. H. Nee has been ill for a few days with LaGrippe but is very much improved at this writing.

Mr. Wm. Plunkett has returned from Rochester where he had a goiter removed. He has again entered upon his regular duties.

The office force in the Superintendent's office has not been 100% for sometime.—The following have been on the sick list during the past three weeks:—Eric Gherke, Jule Manhart, Byron Thiele and Mildred Conklin.

Mrs. M. M. Harrington is at present at St. Mary's Hospital where she has undergone an operation for appendicitis. She is getting along splendidly and hopes to be able to return home before very long.

Miss Norma Nelson has just returned from St. Mary's Hospital after being operated upon for appendicitis. She is recuperating very rapidly and expects to be around and about soon.

Well, Edna Larson's wonderful trip came to a close when she rolled into Wausau on the morning of the 26th of February and only 18 below, coming right from the sunny south she could doubly appreciate the wonderful change. She was away about a month and still has lots of things to tell us.

The regular meeting of the Milwaukee Ry. Women's Club was held at the Business Women's Club on March 10th. There was a good attendance and after the business meeting a social time was had. Cards were played while some of the ladies brought their sewing. Refreshments were served and everyone there expressed a desire to make our Club both interesting and beneficial.

Mr. Ralph Minton of Minocqua is receiving medical attention at St. Mary's Hospital. He was successfully operated upon and is doing as nicely as can be expected.

I. & D. Div. Conductor E. A. Winter, Extra West, Feb. 16th at Calmar, discovered a broken arch bar on car in train. The car was set out and no further damage resulted.

*Electric*



*Castings*

*Steel*

**WEHR STEEL COMPANY**

MILWAUKEE

WISCONSIN

**News From the Connecting Link**

*Betty*

A Safety First Meeting was held in the Association of Commerce Building at 7:30 P.M., March 10th, 1925. Mr. O. M. Stevens, Supt., Mr. P. L. Mullen, Master Mechanic, and Mr. C. C. Smola, Division Storekeeper were present at this meeting. Mr. Croker was also present at this meeting, he drove over from Elgin due to the fact that Tuesday was a regular spring day. Company doctor L. Brannon, although a very busy man, found time to attend this Safety First Meeting also.

We have been very doubtful in regard to believing that spring was here, we were all positive that we were due for another snow storm, but at last our evidence is complete and we are free to say that spring is here, and here are our reasons for making such a positive statement:

Mr. W. D. Mohr, Agent at Joliet, may be seen driving a spotless Ford, he has had the winter mud washed off and we will have to admit that for a short time we thought it was a new Ford.

The next evidence in this case is the fact that Billie Kramer strolls around very carelessly in a sweater, he has discarded the heavy overcoat.

Next we have an absolute fact to offer, which is as follows:—The yard at Joliet is absolutely spotless, the spring cleaning being carried on very rapidly and thoroughly.

And this sounds pretty convincing to us, Harry Miller has made plans for at least 116 fishing trips and has caught about ten times as many fish.

What do you say to this, Harry E. Clark is driving a very new and very well polished Dodge Sedan.

And this last statement completes the evidence we have to offer. Fireman F. Cracraft has returned to the farm, the plow, and the spring farm work.

Now who dares to say other than "Spring is here."

**"Where the West Begins"**

*By Maggie*

Have been very busy attending basket ball games the past month and basket ball is about the only thing I know to write about. Although the local team had lost some of the seasons' games, we were very confident that Moberidge team would take the tournament game which was held at McLaughlin this year. However, the Moberidge team was eliminated the first day and the interest of Moberidge fans waned a little until the final game of Saturday night. Selby team was a contestant in the finals and a special four coach passenger train was run

from Selby, Saturday evening, picking up about 125 rooters from Moberidge. Although it was some crowd for McLaughlin, we were taken care of in good shape and very effectively assisted Selby to win the game making it possible for them to enter the state tournament.

Mr. and Mrs. Ole Schleen left March 10th for their Seattle home. If Ole's fruit ripens as it should, we are all going out and help him eat it.

Leo Swanton and Jackie Rhinehart were about a few days last month. They wouldn't say where they were going or why but they came home sober so there must be a woman in the case.

Frank Williams, local manager for home sports (as well as insurance and real estate dealer), informs us that in a short time he will dish out some definite dope about baseball for this season. We'll sure help you all we can, Frank, let's go.

Mrs. N. Holmes at Pontis, slipped and broke hip recently. Mrs. Holmes was brought into the Moberidge Hospital and is getting along nicely.

F. Bednar, Agent, Dupree, returned from a nice visit with his father in Southern Minnesota.

S. L. Richey and son took in auto show at Minneapolis.

L. Middleton from Miles City has taken the passenger run out of Moberidge. Mrs. Middleton has taken over the Van Noy News Stand and is doing a rushing business.

Joe Peschel slipped to Miles City, Feb. 21st without telling any of his friends. Says he took in a fine dance and etc., but if that's all don't know why he had to run away from the rest of us.

Harry Miller of the Moberidge Store Department, attended the I.B.A. at Minneapolis last month, also spending a few days with his parents.

Mr. Doyle was in Moberidge, Feb. 26th, looking after proper icing and special refrigerator lines.

Kirk Wagner, who has been working in Moberidge roundhouse for the past two years has been transferred to Tacoma.

Conductor Sheehan has left the division for a time. Someone rumored he has discovered another gold mine, more power to you, Dave.

Bill Moon slipped away to Minneapolis again. What's the attraction? He seems never to forget Gene's love of finery when he returns.

Ole Swanson has a new green hat to wear to the Elk's Convention at Aberdeen.

Brakeman McChesney is back in the woods firing again until things open up here.

Chas. Long was visiting old acquaintances in Moberidge and on this division March 3rd and 4th.

We hear from G. H. Hill and believe he misses us all as much as we do him.

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JOHN C. SALZER

**MILWAUKEE, WISCONSIN**

▲▲

## Northern Montana Division

A.B.T.

William Harnach, one of our old time conductors, who met with quite a serious accident in December, by having his car turn turtle while on his return to Great Falls from Belt, is able to be up and around once more, and will only be a short time when he will be able to resume his duties on the Agawam run. Bill says his next car is a Dodge, as the Willys Knight is too speedy.

Wm. Twohey has been on the Agawam run for some time, being relieved on Nos. 116 and 117 by conductor C. G. Bacon.

We have been having some wonderful weather during the latter part of February and the first few days in March, but it was too good to last long, and now we are getting regular winter weather, not very cold, snowing most every day, but the snow does not last any length of time, as it is very light. The old timers are predicting an early spring. Here's hoping, anyhow, as it would be a boon for those who have to buy coal.

Business has held up pretty good this winter—brakemen who heretofore could not hold the extra board during the winter months, have not been cut off so far this winter.

Considerable crude oil has been shipped recently to a refinery at Calgary, Canada from the Cat Creek field, this division getting the haul from Winnett to Great Falls.

Lafc Galbraith (Windy) is contemplating entering the butcher business, so if any of the employees of the Northern Montana Division wish any hogs butchered, call on him. It may take a few days, but when he kills them, they are a long time dead. He talks them to their doom.

We regret to announce the death of the mother and brother of fireman L. L. Schruager, at Jefferson Island, Feb. 18th, when their car went over a bridge, drowning them.



There's no use talking, our Superintendent's chief clerk Max Obst, is the most accommodating cuss in the country, and this trait almost got him into difficulties lately when his wife heard that he had been entertaining a party by the name of Ruby who had to lay over here for a full day while waiting for the train to Roy. However, it's all straightened out now, as Ruby happened to be a pedigreed bird dog owned by Mr. Bullwinkel. We are enclosing our artist's conception of how Maxie did it.

This spring weather is not what it's cracked up to be, judging from the number of handkerchief's being used around the offices. Mabel Newbury says, "I don't thig much of this kid of weather, as I cad't drive by dew Baxwell."

### S. M. West Notes

Ray H. Hoffmann

Gus. Erickson, of Sioux City, is our new Boiler maker Foreman at Madison, taking Harry Fuller's place who has been transferred to Austin.

John Moore, Train Dispatcher and wife of Madison, were called to Minneapolis on Feb. 19th, on account of his sister-in-law being badly injured in a fall.

Conductor Dan Lawler and wife of Madison spent a week recently at Woonsocket at the home of their son Joe Lawler.

Roadmaster J. S. Healy of Madison, has purchased himself a new Oakland Sedan. We wonder how many miles he will be able to make on a gallon of gas now.

Section foreman Merle Fredericks of Erwin and Eimer Hanna of Forestburg have exchanged sections. The change was made on March 1st.

Section foreman Carl Gulbrandson of Lake Preston and Roy Caldwell of Garden City, spent the holiday, February 23rd, at Madison.

Engineer Ben Long and family of Madison have moved to Jackson, where he has taken a position as engine hostler.

We notice by the Sioux Falls papers that 108 employes of the different railroads running into Sioux Falls, turned out for the Joint Safety First Meeting held on Feb. 16th, and also to welcome E. H. Bannon, recently appointed Superintendent on the S. C. & D. Division.

Leo Flynn of Madison spent a week at Minneapolis, recently, visiting friends.

The March winds got out of control on the evening of the 9th, and blew the smoke stacks down at the Madison roundhouse.

John Lange, Machinist, at Madison, thinks the fate of the Missouri man who dropped dead while washing dishes for his wife should be a warning to other husbands.

C. L. Olson, Agent at Oldham, secured three round trip tickets to Guthenburg, Sweden, via the Milwaukee, to Chicago. The tickets came to over \$300 each.

The incoming freight at the Madison station during the year of 1924 amounted to 685 carloads, of which 352 were coal, 65 lumber, 53 automobiles, 51 cement, 38 flour and 28 fruit. The revenue from all freight amounted to \$196,388.00. The outgoing freight consisted of 1148 carloads, among them being, 272 grain, 112 corn, 99 cattle, 251 hogs, 260 ice, 25 chickens and 99 eggs. We consider this a pretty good showing.

Roadmaster Healy and McGee were at Minneapolis, March 5th, to attend a meeting of all Roadmasters and Superintendents in the Northern District. The meeting was held for the purpose of outlining a program for cross tie renewals during the coming season.

Ast. engr. A. W. Herwin of Spokane and C. R. Alderman of Miles City, chief clerk to district engineer have spent several days in Mobridge lately on special work.

A Safety First meeting was held at Mobridge on Feb. 16th, being attended by 25 officers and employes. District safety inspector Esch delivered a very interesting address on Safety matters.

In these days of trial and trouble,  
When our worries seem to double  
And our friends and neighbors loan us part  
of theirs.  
Let us bury them in laughter,  
With some sunshine sprinkled after,  
And cement them down with patience in thick  
layers.

Blues will age us if we get them,  
Gray our hair if we will let them,  
Worrying over troubles does no good.  
Let us meet our problem gaily,  
And pass out some flowers daily.  
For we can't kill folks with kindness if we  
would.

## "M. C. B. Gossip"

"Lee"

The biggest item of interest around the M.C.B. office is Eugene Kleiner's new knife and Ford. No one has been able to determine whether they gave him the Ford when he bought the knife but just the same he has them both. Of course, he doesn't drive in any but the best of weather yet. We were told it is upholstered in Oriental tapestry, and has a marble radiator, and we await its appearance with interest.

The horse shoe contests and baseball games, and a few other minor items, tell us that spring has come, but when the majority of the office people say this it sounds like "Sprig Hag Gob". Loretta, Bernice, Hildegard, Harriet, Dorothy, Julia, and Fern have all made raids on brother's and Dad's hankies.

Steve Filut recently performed that great duty of every citizen of acting on the jury. There is a vague story of being on one jury with eleven of the fair sex, but as Steve is now acting as an interpreter at court, we can get no definite facts from him.

When you hear those wild yells of "Who's holding those clubs?" don't be alarmed, it isn't a riot call even though it sounds like one, it's just the would-be card sharks playing Fan Tan.

Once more inroads have been made on the file room and another cracker box size office has been erected. This time Gilbert Allcott and his staff joined the M.C.B. office. You may get your balcony yet, Mr. Barndt, the file room looks like a series of paths now.

Emil Polazek and Howard Kuhl both had a short sojourn at the hospital and got rid of some bothersome tonsils.

A street car tried to do the loop-the-loop one morning and Ruth Marten found herself at the bottom of the heap, pretty badly bruised.

While lunching in Chicago on Washington's Birthday, I thought a certain party on the dance floor looked familiar, and upon a second look recognized Unser Herr Weber. Oh yes, he came along with a tale about it's being his cousin, but that doesn't carry much weight. We have cousins too, Erwin, but cousins aren't in the habit of taking us to lunch at the Morrison.

Extra! Extra! Big Reward Offered! Gene's new Four Dollar Pearl Handled Knife has disappeared. Now who could have been so villainous as to "Borrow" that nice new knife?

Friday the 13th certainly proved a jinx for Mac Berry Moore, the switchboard operator. She thought her clock was 7:30 and so madly rushed around, eating breakfast at an appalling rate, and hurried at top speed to avoid being too late. She thought the building sounded exceptionally quiet as she approached it, and to her surprise found no one at work on the lower floor. Upon reaching the upper floor she met John and breathlessly gasped "What time is it", and when he said "Ten minutes after seven", she collapsed. Never mind Mae, your shock wasn't much greater than ours at seeing you have at quarter of eight.

Ethel Mallon is back at work after a long siege of illness. Her first morning back was on a rainy, dreary day, but her determination to try to get back in trim, won out and she appeared right on time. She certainly was a welcome sight and we all hope she will soon feel like her old self again.

### Des Moines Division Items

Frenchy

Through some over-sight we did not hear of the marriage on or about January 2nd of brakeman J. W. Thacker. Although a little late in the day we now extend congratulations to the happy couple. Unable to find out the name of the lucky lady.

Conductor J. L. Tidball who was seriously injured, by being struck by an automobile, has recovered and is back again on his old job. His many friends are surely glad to see him back.

Conductor "Bill" Caskey has gotten away from his bunch of outlaws with whom he formerly associated and is now in freight service. Incidentally he has purchased a new uniform.

Conductor Cramer was off duty several days in March due to illness and was relieved by conductor Kelsey.

Conductor R. H. Gilbert was off recently on account of illness and was relieved by the "ever reliable" "Bones" Owens.

H. H. Jacobs visited Des Moines recently.

D. Rundberg, Agent, Yale, was a Des Moines visitor during March.

A. C. Jacobs is relieving V. C. McGee, Second Trick Leverman at Fonda.

R. G. McGee was off sick a few days recently account vaccination. He says, "Never again."

Agent T. D. Hakes of Lavinia, is keeping the Des Moines Division well supplied with White Rock eggs.

Conductor Tidball says it does not make him angry when they holler "Ding, ding" at him. (He is running on the motor car at the present time).

Dispatcher Olson's youngest daughter was quite ill with diphtheria some time since and "Ole" was quarantined out for a while. During this time he attended a bowling tournament at Minneapolis and expects to attend another one at Buffalo some time before long.

H. Berman is sometimes known as "Sheepy". To find out why ask some of his co-workers up the line.

When a beautiful, big bunch of pink sweet peas is delivered to one of the "fair" ones at the office on the "Fair" One's birthday, isn't it asking a bit too much of us to believe that it is a gift from "The Girl Friend?" What d'ya say, Jean?

H. W. Warren, District Passenger Agent, has been called to Wayland, Iowa, account of the illness of his mother.

Our brother and sister workers on the Des Moines Division do not know that we have a great tenor singer at Storm Lake. F. B. Dunn, better known as "Shorty" Dunn, Roundhouse Foreman. Fireman Lakin heard him sing the other day and it was so wonderful and sad that Lakin wept copious tears. Lakin says that Dunn should go into Grand Opera instead of railroading. Dunn, Lakin and Berman sing wonderfully together and are known as the "Clown Trio."

V. C. White, Brakeman on the Storm Lake limited, went to a slumber party the other night and has decided not to go again as he is now better known as "Inky."

Morey Berman, better known under his stage name of "Morey Barton" with Barton and Young, will be at the Orpheum, Des Moines, April 5, 6, 7 and 8th. He is a brother of our Harry Berman.

Mr. Britt Stuber left Saturday, February 21st for California. He expects to remain about three months. During his absence his position is being competently filled by Miss Bernice Russell. "Britt" is very popular as the Superintendent's office has had numerous inquiries as to his whereabouts, not all of these being from the male persuasion either.

Miss Jean McGinnis is doing Miss Bernice Russell's work during the absence of Britt Stuber.

#### Seattle Local Freight

The monthly Claim Prevention Meeting of the Coast Division was held in Agent Wilson's office, February 27th. These meetings seem to

be increasingly successful, and we were glad to note so many new faces.

Miss Martha Prentice entertained friends from Tacoma during her vacation of the 23rd.

"In the spring, a young man's fancy gently turns to thoughts of love", so some poet or other said. Forrest, what is this we hear about your rumored marriage?

Sam Lomax of the warehouse force has returned to work after an enforced vacation and we are mighty glad to see him back.

Bill from Tacoma, who wasn't in the habit of making frequent trips to Seattle, dropped in town unexpectedly the other day and telephoned one of his friends here. He started the conversation with this "Well, John, I am in your City—came clean over from Tacoma this afternoon." The voice on the other end of the wire asked "How?" and Bill replied, "Why I swam over, how do you suppose I could get "clean" from Tacoma if I didn't?"

The street in front of the local freight house will have to be widened to accommodate all of these new cars that are being bought and that we hear folks planning of buying. What are the flivver owners going to do when Mr. Mackles parks his new Maxwell sedan out in front? Please, Mac, don't hire a chauffeur, though. That would be too much.

Laura Babcock spent the holiday, occasioned by Washington's birthday, with her relatives in Cle Elum. Adele Leonard accompanied her and together they "took in" the Ski Tournament held at the Summit on Sunday. Both girls were actually on the wooden gliders and report loads of fun and a thrill that comes once in a lifetime.

For the information of those who think they would be interested in this outdoor sport, a ski tournament is to be held at the Summit, Sunday, April 5th. A special train is to be run from Cle Elum which will meet the Seattle train at Martin at 11:30, enabling those who attend to return to Seattle on the evening train.

Mr. Byram and Mr. Greer paid this station a visit on their recent trip over the Coast Division.

Tacoma seems to be the center of quite a bit of attraction of late. Loyce Hanna attended a formal dance given for the officers of the Blue Funnel Line in that city and, from her conversation, the dances in Tacoma are the "real thing."

Ceal Lydon also makes quite a few trips to the afore-mentioned city. We haven't ascertained just what it is that takes Ceal away from Seattle most every weekend for we thought "HE" lived in Seattle.

Ellen Sjogren spent our recent holiday in Tacoma, visiting friends.

A great deal has been said about the weather, but as yet nothing has been done, and while we are on this subject, we might say that Seattle's recent weather has been all that one could wish for. With the thermometer at eight below at St. Paul and four above at Chicago, Seattle folks sit back and smile while it is 56 above. Why leave the Charmed Land?

Not many items for such a large station—are there? February was such a short month that we hadn't found out whether or not the ground-hog had seen his shadow before we heard the "March Lion" roar. Then, too, "Spring has come" and surely a good case of Spring Fever is enough to give anyone writer's cramp unless the subject be fishing or something like that.

Mrs. Carpenter of the Cashier's Office, made a trip to Vancouver recently.

Mr. Kyes, Chief Claim Clerk, and Mrs. Kyes motored to Shelton last week end.

#### Chicago Terminals Doins

Guy E. Sampson

Two more new daughters to report this month, one to Mr. and Mrs. John Schuler

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We ask the co-operation of every user of Airco Oxygen to keep Airco Service at high efficiency by returning cylinders at once, when empty, to the Airco plant or distributing station from which they were originally shipped.

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Page Forty

Feb. 18th, the other to Mr. and Mrs. Harrold Schuler, Feb. 22nd. Two little cousins and the papas say they are going to dress them just alike and call them the "Schuler Twins." Did we get the cigars? You bet.

Switchman Walter Coble is on a trip to Sunny California. Now the question arises, is there a secret that Walt did not let the boys in on, connected with this trip? Well we will all know when he returns.

Mr. G. Daily, Div. Storekeeper, located at Western Avenue, recently returned from a three weeks trip through Florida. Oh, sure, he slipped over to Cuba for a few days. Who wouldn't.

Miss Jo LaVell, Stenographer in Supt. Whittings office, spent a week end in Kansas City. "Some trip" was all she said.

Mr. J. Henberger has been appointed Road-Master in Chi. Term. in place of Mr. Barbee who has taken up other duties.

Yard clerk Thomas Collins who has been having some trouble with his eyes is slowly recovering in the hospital in Chicago. Hurry back Tom as we all miss you.

Engineer Wm. Brechlin was taken to the West Suburban Hospital, Sat., Mar. 7th, account of a sudden attack of appendicitis. His many friends wish for him a speedy recovery.

Machinist John Riley is the proud "Daddy" of a 12 pound boy. Congratulations, Mr. and Mrs. Riley. This event makes engineer Fitzgerald Grand Uncle.

Mrs. Helen Smethurst of Bensenville, is visiting her parents at Boscobel, Wisc.

Engineer Sam Pulford, Jr., is reported sick at this writing. Hope nothing serious.

Switchman Don Capron also off, account illness.

Nora has taken a violent dislike to eggs. And just when they are coming down! (Not speaking of prices) 'S too bad!

The Safety First Movement is certainly gaining momentum and ever increasing its scope. It has now been extended to our Club dances. For detailed information call or write Mr. J. Bodenberger, A. M. M.

Letha threatens dire things, especially as regards pay checks, if any more worms speak out of turn. It's a long worm that doesn't turn.

Jack Hanscom still maintains that whoop snakes whoop!

We hear a rumor that trainmaster Springer will have to stand up in a corner at future Safety First Meetings.

The young ladies in Mrs. Emerson's office have a brand new cupboard, but as Marie Mueller says, "So did Mother Hubbard!"

Mr. Hale advises that in addition to the car of insect powder for the wormy boilers, he has ordered a tank car of turpentine for other purposes. We tried to get the exact dope but he advises that foreman Turney and apprentice Ewin should know. Come through with the information, boys!

Miss Molly Slater, Phone Operator at Galewood, informs us that suitable words fail her when she attempts to express her appreciation to her friends and fellow workers who so generously assisted in financing her recent operation and their kindness shown during her illness. Never mind Molly, we still have you with us and that repays us for all we did.

Last issue of the magazine gave quite a list of promotions and changes in division officials, but the Chicago Terminals forces remain the same and every body apparently getting better acquainted, as well as determined through co-operation to smash some records for our "Old Milwaukee". The interest taken by the rank and file, in every move that will decrease the cost per car handled in the terminal, is sure to bear fruit that will prove gratifying to our officials.

Marie Miller, our popular operator at West-

ern Ave., brought in 43 new members for the Women's Club, largest number any one person has brought in at one time. But then leave it to our Marie.

Those that did not hear the talk Marie gave at the Club missed something. We surely are proud of you Marie.

Mrs. Whiting was made chairman of the welfare work, and if you should learn of anyone who is in distress or is suffering from a long illness, just call car operator at Western Ave. and she will let Mrs. Whiting know.

If you should notice dancing shoes on the feet of our good-natured Joe Rodenberger, don't be surprised, because he has taken to dancing; ask Marie about it, she knows.

Mrs. Harold Ham, formerly Katherine Beith of Mr. H. J. Cameron's office, is the proud mother of an 8-lb. baby boy, born March 10th.

## R. & S. W. Division

Lillian L.

Miss Claribel Cunningham, Cashier at Freeport, was called to Moline on February 28th by the death of her father. We all join in extending our sympathy to her in her bereavement.

Esther Ellis, little stenographer at Freeport and crossword puzzle expert, still wants to know who one of Shakespeare's villians was, spelled with four letters. Anyone desiring to learn the art of solving crossword puzzles, apply to Esther. Classes now being formed.

Local mystery around Freeport: Who is Betty? Ask Joe, he knows.

Mr. W. H. Roe, brother of engineer H. P. Roe, passed away recently at Sumner, Washington, at the age of 73 years. Mr. Roe was an old time conductor on the R. & S.W. Division. He entered the service on the old Western Union Railroad in 1875, remaining in the service for some years after it was taken over by the C. M. & St. P. He left the service for a couple of years, running out of Denver on the Rock Island, after which time he came back to the R. & S.W., and was later transferred to the C. & C.B., where he remained until about three years ago, when his health failed. He then went to Sumner and was engaged in the fruit and chicken business, where he remained until the time of his death.

Understand Paul Smith has a new radio and that he has been seen sitting up as late as 7:30 P.M., listening in on the bedtime stories. It's funny how these radios will make one lose sleep.

Fireman Ray Fleck scalded his right ankle and foot quite badly, March 2nd.

Engineer C. R. Hammel, was elected Exalted Ruler, Lodge 253, B.P.O.E., at Janesville for 1925 and 1926.

Tom Crago passed around the candy and cigars on February 26th. It was a boy—James Eugene, 7¼ pounds.

A Safety First Meeting was held at Ladd on February 25th.

Walter Meredith, while handling some heavy timbers, lost his balance and fell, injuring his side quite badly, February 18th.

The girls they all just nearly died, when they heard Sam Watts had "took a bride". On him they all did have their eye, and it peev'd them 'cause he passed them by. Sam now smiles and smiles with glee, and he's just as happy as can be. But he says it surely makes him sore, 'cause he didn't do it thirty years before.

Fireman John Schultz scalded his left arm quite badly on March 6th.

The Beloit Women's Club held a meeting on March 7th. All kinds of big doings were talked

about, and a committee has been appointed and preparations are well under way for a card party and dance to be held on April 15th.

Heine Funk made a trip to St. Paul, March 6th to see his mother, who is quite seriously ill. Misses Mary McDonald, Helen Fenlon and Nellie Menhall went to Kansas City, February 21st, remaining over Washington's birthday. They were a pretty tired bunch when they got back and we assume there was something doing every minute in Kansas City.

Dispatcher Geo. H. Lane has left the R. & S.W. Division and has entered the service on "Lines West" at Deer Lodge, Mont. We hope they have had all the chairs in the Dispatcher's office at Deer Lodge reinforced.

### I. & M. Division D.M.W.

We are in receipt of a letter from Geo. Campbell, Los Angeles, stating that he and Mrs. Campbell have been confined to their beds for the past three weeks with the grippe and flu. George says his has turned to a bad case of bronchitis. The letter was written March 5th and advises that the doctor will not let them return at least until after the first of April on account of the change in climate. We all hope by the time our April Magazine is out that Mr. and Mrs. Campbell will be able to return in the best of health.

John Nihil and Lou Johnson write that they are having the time of their life. Lou says it costs a dollar a minute in some of the hotels and so he is sleeping out under the palms, and John stays out on the water waiting for the king fish to come up.

Mr. Geo. W. Bryan of McGregor, Ia., who is visiting in Clearwater, Fla., is being so impressed with the future outlook of Port Richley, has purchased a lot on "Million heir" row, on the river front and expects to return early next season and erect a permanent winter home under the palms where he will entertain his northern friends during the winter months in the future.

Mr. Garrett Bushman was laid up with the grippe the first part of March.

Mr. R. J. Thornton, Conductor on the I. & M. Division, won a dandy Indian blanket the other day, cost him only 22 cents. Rollie figured on having a nice warm cover to use in the caboose when he heard he won it, but 'ma' heard it too and things did not work out just as Rollie had figured.

### Sioux City & Dakota Division H. B. Olsen

On February 16th, one of the best SAFETY FIRST meetings ever held on the division was sponsored at Sioux Falls with an attendance of 103. Judge Gibbs of the Municipal Court turned over the court room for the occasion of which we are very grateful.

The Ry. Employes Progressive Club arranged a fine musical program consisting of a violin solo by master Donald Lovejoy accompanied by Mrs. H. B. Olsen on the piano. Miss Vivian Murphy, Bill Clerk, gave a reading entitled "Whistling Bill" and the Fidelis Ladies quartette rendered excellent songs in which all were heartily applauded.

Mr. E. H. Bannon our new Supt. was introduced and took over the meeting along lines as had previously been followed. Mr. G. L. Wright of the C. St. P. M. & O. Ry., St. Paul, gave an interesting talk. Rev. W. Murray Allen of the East Side M. E. Church also gave a very interesting talk which was heartily applauded.

Our honored guest was Mr. A. W. Smullen whom we all welcomed, responded with an excellent talk and it's needless to say any SAFETY FIRST meeting fortunate enough to have Mr. Smullen with them will profit thereby.

A letter from former Supt. Mr. E. F. Rummel of this division but now of the Idaho Division was read in which he wished the meeting success and tendered his regards to all the boys.

Fireman "Buck" Banning lost his bull dog the other day but luckily one of the boys found him and "Buck" wishes to say he will come up to the Progressive Club and make a talk on "How I Value My Dog".

"Billy" Rands of the Chicago Terminals together with Mrs. Rands arrived in Sioux Falls yesterday where they will visit relatives a few days. Welcome "Billy" sure glad to see you.

Roadmaster Charley Kemp did not really get a chance to see Lake Michigan while he, Jerry Murphy and G. W. Wean were in Chicago—Mr. Wean told Charley "just how the lake appeared" as it was so cold it was decided they would freeze to death before they got to the lake shore.

Coal heaver Geo. Francis, Sioux Falls, who was taken to the hospital a week ago for an operation for rupture, is steadily improving and expects to be released within a few days.

Conductor Frank Feeley is a rather lucky bird, recently he purchased some tickets at a bazaar and drew a Ford Touring Car—Later—conductor Feeley is now sporting a fine Hudson Coach.

Our veteran engineer "Billy" Bowers who was injured at Sioux Falls in a fall from his engine is back on the job which we are very glad to broadcast.

Conductor Earl Murphy and family have returned from a trip down in Oklahoma. Mr. and Mrs. T. J. Murphy, father and mother of conductor Murphy returned with them and will make their future home in Sioux City.

Engineer Bob Manson is anxiously awaiting "spring" that he might try out his new Dodge Coupe.

Mrs. J. R. Bankson, Mrs. F. F. Brown and Mrs. T. P. Cavanaugh went to Sioux City on March 3rd, with fifty names of ladies for the purpose of organizing a new chapter at Sioux Falls. Although considerable effort was necessary, when it became known, the Sioux Falls ladies responded readily and it's safe to say the Sioux Falls chapter will be among the best in a very short time.

Section foreman Clarence Schriener attended the "Get Together" meeting with the new Supt. E. H. Bannon at Sioux City, March 5th.

Agent E. F. Farnsworth at Chatsworth, will leave in a few days for Buffalo, N. Y., where he will look after an estate left by his brother who died there in December.

Mrs. Avery Lowrie, wife of conductor Lowrie returned from Marcelline, Mo., last week being called there by the death of her father Mr. L. S. Ray. We extend sympathy.

Operator Burgess at Hornick, had an operation on his throat a few days ago—he is mending nicely and expects to resume work shortly.

Operator R. L. McNertney went on forced vacation last week and was unable to work due to sickness. He was relieved by Harry A. Stopfer, Buck Grove.

Mrs. A. W. Clarke, wife of agent A. W. Clarke at Hornick, Ia., very pleasantly entertained the Ladies Aid Society of Hornick in the waiting room Monday evening, March 9th. This reminds us of "Ye Olden Days" when the depot waiting rooms served the communities for most of their gatherings.

Telegrapher Edw. Greskowak, Scotland, has received third trick on bulletin at Mapleton—Scotland second is open pending bulletin.

Agent Chas. Simpa and family visited with agent W. H. Deveny at Grant Center, Sunday, March 2nd.

The new-time card No. 10 taking off Nos. 3 and 4 on Sundays does away with Sunday work for agent Chas. Simpa at Mapleton. Chas.

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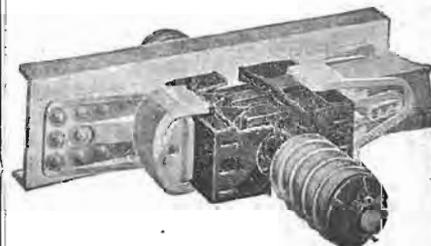
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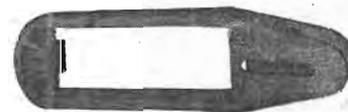


## UNION DRAFT GEAR COMPANY

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## 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

much appreciates this for he says he has had to work Sundays for years.

Operator E. M. Isaacson, Mapleton, enjoyed a very pleasant visit from his mother last week, Mrs. Ingrid Isaacson of Ethan, S. D.

Question:—Is a switchman entitled to a kick for Safety First if he fishes along the river and an engine happens to blow off near him?

Agent Morton is relieving operator Kiddo at East Yard Sioux City, the latter having gone down to Florida on a sojourn for reasons better known to himself. Agent Morton expects to take a trip back to New York state in a short time.

Operator Roy Goodell has supplied himself with a set of golf clubs and expects to chase the "pill" this summer.

Agent B. C. Kershberger and wife are surely having their share of trouble, first they were called to Tippicanoe City, Ohio, account of death of Mr. Kirschberger's brother and immediately after Mrs. Kirschberger was called to Hagerstown, N. D., account the serious illness of her mother.

The town of Chatsworth, Ia., is looking for a man or men to come there and open a sand pit with washing and loading plant to develop the millions of tons of good building sand which underlies the whole river bottom.

We extend our sincere sympathy to conductor Chas. Alexander in the death of his wife who died on February 17th. Mrs. Alexander had been an invalid for twenty-five years and was unable to assist herself, although always cheerful and kind. She was loved by all who knew her.

We also extend sympathy to conductor Operud in the death of his father who died at Canton on February 17th.

### Seattle General Offices

Marie E. Cleary

Have any of the rest of you correspondents the Spring Fever? So've we. And did you have an awful time getting copy as was copy for our editor? So'd we. If the weather man at all other points where correspondents are located is favoring you half so much as he is favoring us here we know how you feel—copy is the last thing to think about.

And it's really not so surprising that rumors of approaching wedding bells are in the air—'cause you know—"In the Spring, a young man's fancy"—and sometimes it's not always the "young man's fancy"—there are others. Will try to send the word along far enough in advance that all interested parties may be on hand.

A. V. Palmer, Contracting Freight Agent, has resigned to enter the insurance game—C. S. Winship taking his place. Bill Nelson—the very popular Rate Clerk from the General Freight Department—has succeeded Mr. Winship, resulting in a general step-up in the General Freight Department. The office of the General Agent, Freight Department, feel that the General Freight Department's loss is their gain in having Bill transferred down there, and they are wondering if the girls in the Stuart Building won't miss him. It's a safe bet they will.

Mr. and Mrs. B. H. McNaney of Milwaukee, are spending some little time here at the Wilsonian Hotel. Mr. McNaney, who is one of our old-time employes, is doing some special work for the Operating Department on Lines West.

Miss Valeria La Fortune of the Passenger Department is on two month's leave of absence—taking a much needed rest. We hope she will come back full of "wim and wigor".

Mrs. F. J. Calkins is convalescing nicely and she says her arm is most as good as new again.

Mr. Edw. M. Marx of the Passenger Depart-

ment has just returned from his vacation. A portion of it was spent in Vancouver (B.C.)—the haven for all vacationists.

If the traffic department decides to make up a questionnaire to be answered by aspiring young rate clerks, it has been suggested that the question, "Has relay rail been used?" be included.

### Notes From Union St. Chicago Terminals

The bowling tournament to be held at Janesville, Wis. during April and May is attracting much attention among the Union Street Employees and four teams are planning on entering. They hope to make a better impression than they did at the Minneapolis contest a year ago.

Several alibis have been offered by the team in defense of last year's showing. Some said the alleys were warped; some that the balls weren't round and others say that a fellow named Zarek couldn't find his berth and kept the entire car awake crying lustily for it and demanding in indignant tones that his money be refunded. We understand that, when the berth was finally located, Mr. Zarek caused quite a commotion and kicked to the conductor because the hammock was not large enough to hold him.

At any rate, during the coming event at Janesville, we assure the Union Street Players of the support of the entire office, and many of us hope to be with them as a means of encouragement.

Something's wrong—Bill Parsons has not tried to sell a 27 jewel watch nor a diamond stick pin for the last two weeks and hasn't even attempted to sell a diamond studded rifle or a genuine leather flask.

Walter Hayes took the afternoon off the other day—one of the stenographers returned a letter of his just as he had dictated it. The shock apparently was too much for him.

"Fat" Burns is wondering what good his knowledge of Greek and Ancient Classics is doing him, as he with John Miller, is down in the basement rearranging the old records.

Edna, our blonde stenographer, has been seen frequently conversing earnestly and at length with Company Sargent Wolfe. Of course, we know they were just chance meetings, but the funny part of it is, Edna says Mr. Wolfe was helping her solve a cross-word puzzle while Wolfe insists he was telling her how to get Oskaloosa on the radio.

"Doc" Van Housen rises to inquire if Edna has a hard time keeping the "Wolfe" from the door.

Our chief accountant J. H. Mudge has been absent from the office account of sickness, but we are all glad that he is now well and able to return to work.

Trainmaster Costello has spent a very pleasant month on his orange and grapefruit farm in Florida. He reports conditions very favorable for a large income in the near future.

Miss Gwendolyn Foster was in the office recently, and we were all glad to see that she was able to leave the hospital where she has been confined for the past sixty days. Miss Foster has been ordered to California in order to bring her strength back. We hope her health returns rapidly.

Someone rang the fire alarm at Glenview, Ill. about 4:00 A.M. the other day and half of our O.S.&D. Department responded very scantily clad. Alderman Sloncon and Farmer Hoffman raced madly down Main Street with the two wheel hose cart to learn it was a false alarm, but everyone knows the boys meant well.

Loretta Oberg proudly announces that she has gained two pounds. If she gains any more, she'll probably start reducing.

It looks like Harry Borgerson is going into the commission business—we have seen some awful looking eggs around his desk recently.

### CAN YOU IMAGINE—

Anna Merz without her giggle?

John Miller not telling all he knows about automobiles?

Elmer Wyse with a luxuriant head of hair?

Edna Reiner not saying "Say listen"?

Mose Keogh going to lunch alone?

Ray Hoffman bald headed?

Bob Evans sitting calmly at his desk?

Ed Brantley insisting that we take an extra pencil from the storeroom?

Joe "Goose" looking for work?

Bessie Isaacs not eating?

Curtis Epen in overalls?

"Red" Kasper in a tuxedo?

Our percentage of uncollected during February went down to about 3½%, and the Uncollected Department say they are going to do even better, if it can be done, in face of the fact that they are collecting about one million dollars per month.

Henry Fate, one of the handsome quartet on the Reconsigning Desk, holds mysterious phone conversations daily with Galewood. We don't want to be personal, Hank, but remember, it's springtime and all that, so watch your step, Henry, watch your step!

Stanley Zarek, the radio bug, has moved again. "Staschu" says he finds it cheaper to move than pay rent.

Mr. Bob Evans, our mischievous Abstract Clerk, says, "It's no use, fellows, if you came in late you simply must show it on the sheet". There's no use trying to fool Bob, either. He's got the clock in the Wrigley Tower right over his left shoulder to back him up.

Rumor has it that Harry Borgerson (better known as "Handsome Harry") is parting his hair on the side instead of in the center as of yore.

### Items From I. & D. Division

J. L. B.

Special commendation is due conductor E. A. Winter who discovered a broken arch bar on a car in his train. Mr. Winter set the car out thus avoiding what might have been a serious accident.

Chief dispatcher L. R. Meuwissen is sporting a fine new Jewett sedan. He has explained all the good points of his new car to us, but now and then, when in a reminiscent mood, we catch a look of wistfulness in his eyes when old "Henry" is mentioned.

Sorrow has entered the life of Mrs. L. A. Westfall, Clerk at the Murdo roundhouse, in the loss of her husband, who died of pneumonia a short time ago. You probably all knew Mrs. Westfall, who writes the items for the west I. & D. Division for this magazine, under the name of "Dot". The sympathy of the employes of the I. & D. Division goes out to this unhappy woman, in this time of her great sorrow.

Mrs. F. A. Potter, wife of pump repairer at Calmar, and Mrs. C. A. Winn, wife of agent, Castalia, Ia., were guests of the C. M. & St. P. Ry. Women's Club, at their last meeting.

Business car Indiana, with Mr. J. L. Brown and party visited this division recently.

The I. & D. Division is coming to the front. No. 6 on the new time card is now a real limited train. Leaving Mason City at 9:45 P.M., they only stop at a very few of the big stations, arriving in Chicago at 8:30 A.M. This train is now faster than any of our competitive lines operating between Mason City and Chicago.

Don Woodhouse, Clerk in Supts. office, Mason City was off a few days, with a light case of tonsillitis.

The male quartet, composed of N. N. Quandahl, Walter Hendrickson, Asker Bergo, and Robert Quandahl, made its initial appearance at the recent meeting of the C. M. & St. P. Ry. Women's Club. They proved themselves a real treat, and were heartily enjoyed by the members. John of grand opera fame, whose home is in Mason City, also favored the audience with three delightful solos.

Traveling auditors Lathrop and McGovern are making a check of the accounts of the Superintendent's office this week.

Agent E. W. Chase, has resumed work at Everly, after having spent about five months in Sunny California. Glad to see you back Gene.

The first social event of the C. M. & St. P. Ry. Women's club was staged in the new club room, which has been fitted up in the general office building. About one hundred sixty members and friends were in attendance. Five hundred was played until about 11:00 P.M., when a delicious lunch was served. Supt. Christoffer had his business car parked near the door of the club room, and Porter, Paul Scott made the coffee and helped prepare the lunch, which was served to the players on the card tables. The prizes were carried away by Mrs. A. B. Bushgens, Mrs. Ray Kerlin, Mr. Wallace, and Miss Margaret Kelley. Thanks to Mrs. Christoffer and her very efficient staff of committee women, the party was one grand success, and we are all looking forward, with great expectancy, to the next social affair, which we hope is not far off.

#### Madison Division

The Madison Chapter of the Milwaukee Railway Women's Club met at Madison, Thursday afternoon, March 6th and officers were elected. It was announced that the local chapter now has 102 members with many prospectives in sight. The next meeting will be held Friday evening, April 3rd, 7:30 P.M. at the Y. W. C. A., and all wives of employes, and women employes are urged to attend this meeting.

We regret to announce the death of Harley Regan, Caller at the Madison roundhouse, and for quite a number of years employed with this company at Madison. Sincere condolences are extended from his many friends on the Madison Division.

Another sudden shock was had by Madison Division employes in the sudden death of Mrs. Hazel Pedder Garner. Mrs. Garner had been employed for a number of years in both the agent's and superintendent's offices at Madison, and was the wife of Irvin C. Garner, a conductor on this division. We extend our deepest sympathy to her husband and family.

Winifred Fox has been ill for a few days with a cold, but, she lives in a good part of town, colds, cannot last long over there.

Louie DuBois takes in all the swimming contests for young ladies, he takes his little canned heat boat and away he goes, his radio has no charms for him when these contests are on.

Conductor Dan Lawrence has been on the sick list for the past week, he is somewhat improved at this writing.

All the gallant youths are not dead yet, ask Ethel Romelfanger, she can tell you how they carry you over the muddy road, screams for help are of no avail, he stuck to her just the same.

W. C. Kinney is back to work after several weeks illness, we advise Mr. Kinney to stay away from Waukesha, also from heated arguments, both are dangerous.

RAE and BVD, counting ties,  
One, two, three,  
One new one here, one new one there,  
Two new ones will be found nowhere,

Watch your step RAE, you are followed by BVD.

The periodical tie-up of the Pontoon bridge at Prairie du Chien, over the Mississippi river, is now on, no trains have been able to cross for the past 24 hours, trains crossed today at noon, March 17th. This trouble was caused by running ice. No more trouble apprehended at this time.

The Kickapoo river is still hibernating.

R. L. Whitney, Special Accountant, paid the Superintendent's office an official visit, recently, remaining with us several days. An inventory taken after his departure, showed that we were "Over" several new stories and "Short" two mice from file of chief clerks' stenographer, six pounds of sausage from Mazomanie and one setting of eggs from "Lines West". "Damaged", one reputation belonging to division accounting department.

Mabel McNurlin, Agent at Gotham, has returned to her duties after an extended visit to points East, South and West; possibly she can tell us something of interest in next month's issue of the magazine.

We have heard several definitions of an optimist but any of them would fit the robins and meadow larks which returned to Wisconsin just before our storm of March 13th. Golf "bugs" should be included with the birds.

"Fashion Notes"—"Tarp" has discarded his galoshes and is now wearing his new Easter rubbers.

#### Milwaukee Shops

H.W.G.

A six weeks lay up with the pleurisy has been the experience of "H.W.G." in Feb. and part of March, the second in 21 years. Cheering words from the officials certainly goes a long way in comfort. The good wife is recuperating from a nervous breakdown.

Neighbor Nourse the veteran conductor whose notice is out in Idaho for the winter.

The regular March blizzard set in the 13th and with a high wind and a foot of snow, but the street car lines kept open in good shape.

The Milwaukee Soldier's Home shows up fine on the Feb. cover page and Mr. Calks "Terminal" article is well gotten up and pictured.

The C. M. & St. P. Women's Clubs are reaching out over the entire system with chapters here and there.

Mr. Bilty was in Madison the 11th.

Joe Haas of the S. M. P. office at the shops twice in Feb. and March.

Getting pretty near time to think of the staff meetings and movie work, lantern slides, etc.

The enlarging camera will soon bring out some fine burnished prints, the heavy metal gloss.

#### Idaho Division

R.C.P.

Engineer Ed Nolan has given up the Main Line Passenger to take Spokane-Marengo local run.

Jimmie Kearns of the Superintendent's office was seen buying the "Makins" the other day.

Agent Pat Murnane of Blueslide is taking his annual vacation. Hope he doesn't come bothering around here.

Conductor A. W. Tate has leased the Jas. Reigart Orchard tract at Moran Prairie. Mr. Tate will work on line while his folks work the farm.

Jack Desmond of the Tacoma office, visited us recently. We were glad to see you.

Agent J. Veitz of Metalline Falls was in the other day.

Agent C. J. Loomis of Fernwood has bid in

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"Mary Jane" has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.

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the agency at Coeur d'Alene. Mr. Helmar present agent, will return to Spirit Lake.

Engineer Jas. Reigart has taken the Warden Linc.

### OTHELLO

Great has been the excitement this past month for fear that we were to lose our roundhouse foreman, but it has been all settled and he will stay with us a little longer. Several persons said they had inside dope on the question but no two stories agreed as to where all the changes were to be made.

Special apprentice Sperry and night foreman Baker of Malden, called on us during March on one of our dust storm days. They did not seem enthusiastic about the town they saw, but then it was impossible to see much of anything that day. Perhaps they will come again sometime.

Clerk Blom's father and mother are leaving him to be a bachelor again the first of April and will go to their home at Worley, Idaho. Ed has had a varied experience since coming here and has tried living in nearly every house in town at some time or other, and now he has to move again, although he doesn't know where. Mr. Blom has had foreman Waterstrat's house this winter but Mrs. Waterstrat will make her home here again this summer so they will live at home after April 1st.

"Smithie", our midget callboy, has gone and married and deserted our ranks for single blessedness. We all wish him the best of luck and hope he remembers to introduce us for she is an out of town girl.

Clement Morrissette engineer Morrissette's son, has moved over and is working at the roundhouse much to the joy of the young men around town who were all glad of some experienced help on the basket-ball and baseball teams.

Spring has had a queer effect on some of our unmarried roadmen. Engineer Giles has been tearing down and rebuilding the hen house on his new place and our office force has been hanging over the fence watching some of the others plant their garden properly. Engineer Quade has even planned a summer house with a hammock and all the other fixings.

"Slats" Whalen is on the lookout for the man who is wearing his hat. Didn't you hear about that? Well, he went to the Safety First Meeting, in Spokane and wanted to make a big showing, so bought himself a new tan dollar Easter hat, and then wore it to a White Bluffs-Othello rally dance and has not seen it since. Sliant Tetzloff not only lost his hat but the owner of the one he did get saw him with it and made him give it back.

Speaking of spring—I don't know whether that is what is affecting the roundhouse clerk or whether she is getting ready for next Christmas, but I notice she is carrying her fancy work again.

Car inspector O'Leary has purchased a new two-door Sedan and is showing it off to all us unlucky ones who do not possess a car.

### ST. MARIES

C. E. Hallead, Car Inspector of St. Maries, had what might have been a disastrous fire at his residence recently. Fortunately it was quenched before gaining much headway. Mr. Hallead explains that some oil caught fire from overheating. This is the correct version of the happening. We never did believe, and indignantly deny in his behalf that he was operating a still at the time. Claud is our old partner in crime and we know his capabilities in that line but we just simply refuse to believe such a story. Besides we might get caught sometime ourselves and he would not believe it of us either.

Operator "Barney" Colligan is back on the job, second St. Maries, after being in the land of sunshine, California, for the past two months. Barney says it's great to get back and get some of the mountain air.

Our long time friend "Bess" has left us. The office of the B. & B. Department has been moved to the third floor Union Station, Spokane. We do not know just how we are going to get along without her. Guess we will have to let R.C.P., see to it that she is treated right, and see that no street cars or autos run over her while in the city.

Mrs. Burt returned from California last week. We note quite a change in our Hon. Agent, seems to be all smiles, while only a few days ago there seemed to be nothing that pleased him. Understand that he claims he told friend wife that he would be unable to get any more foreign line transportation this year. Well, we don't blame him a bit.

### News of Dubuque Freight House

"By X.Y.Z."

Frank Duffy, honorable Bill Clerk, in the local freight office, would like to know how it feels to sleep after 2:00 A.M. as since the arrival of Mademoiselle Mary Jane Duffy he does his "Daily Dozen" between the hours of 2:00 and 5:00 A.M.

Have you noticed the look of self-satisfied, supposed-to-be-superior-intelligent-look, on the faces of some of the fellows in the freight office? Well take a good look at 'em—they're all married.

The drawn tired look on Pudgy Pregler's face is due to housework and not to radio as he insists. Don't let him kid you.

Our bowling king Roland Ralston, says that when he bowls, he sure knocks 'em dead but that when he plays pool they all live and laugh. Better pick out a different pooling partner, as confidentially, from what Bowly has told us, he is nothing less than ex-champ. (Heavy on the ex.)

Since our carefree car clerk "Put" Newman, has been keeping company with a certain young lady the only night he has free to "go out with the boys" is Monday night and that night he sleeps. Poor "Put"!

Have you noticed that dreamy look in Lewis Jaeger's eyes? Signs of frenzy, dreams of, etc.

We have quite a few fans in the office, viz: (two wonderful radios belonging to Radio Fans—Pudgy Pregler and Long Jay Brady

Family Fans—Pop McNeil, two wonderful daughters Nibs Whelan, two wonderful sons, Papa Duffy, one wonderful daughter.

Athletic Fans—Lewis Jaeger, Roland Ralston, Ed Doran. Wait 'till summertime, they'll all be "Baseball Fans" or Palm leaf fans or somethin'.

### C. & M. Division Notes

Eleanor

Business must have been very good the past winter as three more of our worthy brothers have joined the gasoline consumer's club, as down the line with a whoop comes Johnny Riley astride a Buick Coupe, then along comes Jack Lorimer who says: "If it's up to me, I surely can, with my brand new Dodge Sedan." Then we hear a small voice that sounds like Roger Coleman say: "Where do I stan' with my Dodge Sedan?" All right, boys, let us see you do your stuff.

It is very evident that society out in the suburbs was a little slow for engineer Swails as he has moved down where the bright lights twinkle and life is fast and furious. Be careful, Warren, that you don't get overcome by the glare of those bright lights.

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Two of our brakemen went and did it, despite the good advice they received from the "poor married men". Harry Hill and Ralph Himmelhoch deserted the ranks of the Bachelor Club and have taken the fatal step. Congratulations, boys, and loads of good luck. Better bring your new brides up to get acquainted with us.

We were very sorry to hear of the death of baggageman Babcock's wife who succumbed after a long illness. The sympathy of the entire division is extended to him.

Brakeman John Glover is the proud daddy of a little daughter. Congratulations, John. Bet she'll keep you stepping every minute.

The Superintendent's office force has been thinning out lately. Lillian Brandner, Jack Valiquet and Mary Hickey were on the sick list for several days. We are pleased to report Lillian and Mary back on the job and OK for usual speed but Jack is still in bad shape. Best wishes, Jack, for a speedy recovery.

Mrs. Bush is spending a month's vacation down in Florida and Cuba and reports having a very fine time. Mail is scarce so she must be kept busy.

Dispatcher Hal Cone is back on the job after his long illness and says he is in the pink of condition. Hope you keep it up, Hal.

Our former trainmaster E.H.B. and his chief dispatcher Mr. Gibbons, gave us the pleasure of a little visit last week. It sure seemed natural.

I hear from good authority that the Indian ladies are dying fast, but to be sure ask Art Ivens. How about it, Art, any hopes?

I'm afraid Irve Kennedy's goose is all cooked. He sure has that far away look in his eyes. Let us in on it, Irve and say just when it's going to take place.

We were very sorry to hear of the death of conductor Wybourne's mother who passed away last week and extend our sincere sympathy.

### Kansas City Terminals S.M.C.

Some don't get nothin' in the notes,  
But when their whines begin,  
We often can remind them that  
They don't put nothin' in.

Hal Reed drops in to Liberty Street every now and then, according to reports, and always takes the same girl up the hill with him. How come Hal?

John Scannell, Operator at Liberty Street, is doing fine on the job, everybody likes him so that makes it nice all the way 'round.

Al Lindner dropped in to see us the other day. He was on his way back to California after a trip to Prairie du Chien where he was called by the death of his father.

It's not bowling this time, but golf. Nell McGraw can hardly wait 'till spring comes so she can try out her new golf sticks. Jim Talbott might be able to give you some inside dope on where to play right now, Nellie.

The convention of Brotherhood of Railway Clerks which is to meet in Kansas City in May is keeping Paul Draver and Harry Studt pretty busy these days.

### Twin City Terminals Happenings "N.A.H."

SAFETY FIRST TOAST—"Here's to your car and my car—May they never meet."

While business in the Twin City Terminals has dropped off to some extent during the month of February, yet we can go on record and say that during the months of December and January, we handled more business in the Twin City Terminals than ever known in the history of railroading.

Engineer George Reese has taken a leave of absence and with his wife has gone to sunny

California to visit his wife's folks. Mr. Reese is one of our Twin City Terminal Engineers.

The Twin City Chapter Club gave their first ball February 19th in the Curtiss Court ball room and from all appearances a very enjoyable evening was spent and the attendance good, there being over 400 joining in the good time.

A test is being made with hand-fired L-2 power on the River Division on time freight and they are handling heavier tonnage than regularly assigned power.

One of our young men from the roundhouse is leaving us to take up other business and I believe he is taking with him a secret that all would enjoy to hear. I would expose him but I am under oath, bound with a box of candy.

To the comic valentine—"When an automobile engine knocks, it means a lack of power. It's just the same with a man."

Mr. Jas. Dawson, Machinist in the Back Shops, is enjoying himself with family on an extensive trip through the sunny lands of California.

I did not get around to read the February magazine until after sending in my notes for the March issue and this is the reason for my delay in confirming what the correspondent on the "Up and Down Hill on the Rocky Mountains" says in regard to our engineer, Mr. Chas. Jones. No need of interviewing Mr. Jones to verify this statement as we all know Mr. Jones—he being the oldest engineer on the system with a service date of April 1869. He is still active in the service and has seen better than 50 years of active service and we all wish him many more. Mr. Jones has pulled some of our very important passenger trains for many years but at present, he has chosen yard work and all will be glad to see Mr. Jones back at the throttle.

Mr. J. McCormick was a visitor at Minneapolis, March 5th.

The train control on the River Division is a very live issue and we now have completed ten engines for this service and are making various tests but as yet are in no position to say just how this equipment is going to work out.

"Pigs may be pigs" but pigs must have room to move around in and they got it. Nothing like getting what you go after.

The Store Department forces say they surely feel like orphans since they lost "OUR BOSS". They report they always knew what a good man they had but they certainly didn't know they would miss him quite as much as they do. However, they are glad for his promotion. It is also very noticeable that they are keeping their faces clean and hair combed every day waiting to meet the new storekeeper if some one would only give them a hunch who he might be, it would put their minds at rest a little—but everything good comes to him who waits, so there they are patiently waiting.

The Store Department has added two regular Jane Williams with them again after a two months leave of absence on account of the illness and death of her mother. Our deepest sympathy is extended to Jane and family.

Every time we hear money drop, we know Tony is hitting the water tank again—be careful Tony—we want you to pay only your share.

The Store Department have added two regular fellows; Robert Harris and John Hughes, to their forces.

From all reports, Art Holmgreen's party was a huge success but it is pretty hard to get the inside dope from Tony, Esther or Joe. Why can't we all get in on these parties—not too wild are they?

## From the Banks of the Wabash

Roberta Bair

Next month, we will be able to announce that Miss Catherine Pfeiffer, Payroll Maker, in the Division Master Mechanic's office, won the Chevrolet Coupe as first prize in the popularity contest, which the Kewanis Club is sponsoring account benefit to Under-privileged Child Fund. Miss Pfeiffer was chosen to represent the C. M. & St. P. Ry. and is known as "Miss Milwaukee".

Much excitement prevails just after Mr. J. J. Crowley pays the Terre Haute Division a visit. Come again Mr. Crowley, you are certainly an artist.

Ask Mr. R. W. Anderson who is the youngest grandpa on the railroad.

E. H. Pfafflin, Division Engineer, A. L. Burt, Assistant Division Engineer and V. E. Engman, Chief Carpenter, attended the railway show in Chicago, March 9th and 10th.

The social club of Div. 29 of the Ladies' Auxiliary to the Brotherhood of Locomotive Engineers will hold a noonday luncheon, Wednesday, March 18th, at the home of Mrs. Geo. Schumaker's, 1631 South Eleventh Street, Terre Haute. Assisting hostesses are Mesdames Viquesney and Fritz. Each lady is requested to bring a prepared dish, scissors and thimble. Division No. 441 is invited.

Monthly meeting of the Milwaukee social club was held at B. F. Beeson's hall, Fruitridge and Wabash Ave., Terre Haute, Monday evening, March 9th. After a short business session, the members, their families and friends, spent an enjoyable evening at games, cards and dancing. Refreshments of sandwiches and coffee were served.

The Social Club is planning a dance to be given at Beeson's hall, April 13th, Monday evening following Easter. We are all looking forward to a large crowd and a great time.

G. M. Robson, General Yardmaster at Faithhorn, is on the sick list. L. B. Beckwith, Yardmaster at West Clinton, is working in his place and brakeman Sam Freeman is filling Mr. Beckwith's place at West Clinton.

Honorable mention should be made of conductor M. F. Ernhart, who on January 11th, discovered a broken angle bar and switch point at Delmar, while in charge of Train 61. His vigilance in discovering this condition and his prompt action in calling section men and having it repaired, no doubt averted a serious accident. Such service is highly appreciated.

Bridge 237.6 located 1.6 miles south of Burns City, Indiana, was totally destroyed by fire afternoon of March 9th. Fire started underneath from brush fire. Owing to the efficient services of bridge foreman H. E. Walker and J. Johnson, bridge was replaced and ready for service by 2.00 A.M.

### WEST CLINTON NOTES

William Maloney, Star Brakeman on the 7 o'clock lead job, had the misfortune to have one of the fingers of his right hand injured, while at work March 5th. He will be off duty for several weeks.

Clarence McPheeters has been stepping out with some "cute" doctor's daughter quite a bit lately.

"Dinger" Thomas, son of Jay Thomas, Car Air-Brake Man, created a sensation at Bud Taylor's Gym. last month. He had a swing like a binder sweep and "Tiny" Fitch, his opponent, never had a chance. Homer promises to be one of the coming heavy weights. Perhaps his manager, Fred Stephenson, can schedule a bout with Firpo sometime in the near future. Mr. Thomas is preparing to place an order for a Packard eight in view of his coming prosperity.

The assistant foreman, Oscar Kreig and ass't. checker Mr. Wehr can be "coaxed" to buy almost anything.

Glen Johnson, who has furnished quite a few girls with wrist watches, has bought a "cook stove", etc. Looks as if another good man had gone wrong. P.S.—Slivers just informed us that Mr. Johnson had been accepted and that they are now married.

We wonder how long it will take Al. Kreager to realize that he can't play pinochle—in the tournament Al and "Gertie" are 55 games behind.

We hear that Corine McWilliams, Car Dept. Clerk, is going to accept a position as manager of the Herman Harlan Finance Company, in Terre Haute.

"Whiz Bang has been in extreme good spirits of late—his little "Snowball" from Chicago answered his letter. He was beginning to give up all hope for he had sent her a box of candy and stationery for Xmas and received no reply.

Miss Mary Griffith of Terre Haute has accepted a position as clerk in the store room here. Now we know why the boys at the store room have been dressing up lately.

G. G. Hale, Carman, has purchased a new Overland. Elza bought one some time ago. Verne Rambole, our efficient inspector says he will still stick to the old "Chevy".

It has just been reported that engineer Earl Cook is the father of a baby daughter, born March 10th.

Below you will find listed some of the things for which the fellows at West Clinton are noted:—

### READ ON

M. H. McCandless, hunting delayed loads,  
Guy Kelley, chewing paper,  
George Lundwall, giving out information,  
Frank Correll, authority on anything,  
Joe Wright, scandal,  
Homer McCann, radio and cross word puzzles,  
Claude Silkwood, arguments,  
Herbert Dietz, no bill hound,  
Roy Ridinger, "The Joker",  
Uhler Seelren, sleeping,  
Burns Tindall, girls,  
Pat O'Page, "Watching the Watch",  
Leland Lewis, alibis,  
Earl Lehman, politics,  
"Doc" Johnson, water carrier,  
Frank Tully, non committal,  
Fred Stephenson, managing a heavy weight pugilist,  
Ed. Braden, railroading on the "I.C."

### Deer Lodge Notes

Walter B. Strawn

Old man Myers wondered what made his old white milk wagon horse so tired of mornings until some one told him that Jim Pedersen was slipping out with him on his midnight frolics.

News items in the Butte Post—"Gordon Craig has gone to Miles City where he will "attend to business." He won't be there long, if he doesn't.

Bill Hobart is still looking for that smoke stack reamer.

Ed Smith—"What time is it Mac?"

McDowell—"You have just 40 minutes to do a day's work in."

Rosmary Sullivan and Edith Jeffers gave up shows during Lent for 24 hours.

Wm. X. Denty has gone to Avery to accept a position as boiler foreman. Every one likes Bill in Deer Lodge and we hope he does well, but we hate to see him leave.

Russell Nash and Clarence Kerr have been elected to onery membership in the Business Girls' Club.

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and Know It

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Signals and  
Accessories**

**THE RAILROAD SUPPLY COMPANY**  
BEDFORD BUILDING CHICAGO, ILLINOIS

Harry Dell wanted to order some bulk tallow for lubricating purposes. He didn't know what to call it, so he ordered suet.

Several of the store room clerk have been going through some funny motions lately. Don't know whether it's the old woolens getting warm, or migratory dandruff.

Helen Ray has been troubled with her heart a lot lately. About the only thing we can suggest is for her to be ex-rayed.

Van Ness, the boy with the audible smile, is doing his spring moving. Wish I could find a place where you didn't have to pay the rent in advance.

Sweet Margy has two little dogs,  
They itch because they're hairy.  
Where'er you see our Margie Doon,  
There's Jeff and Tiperary.

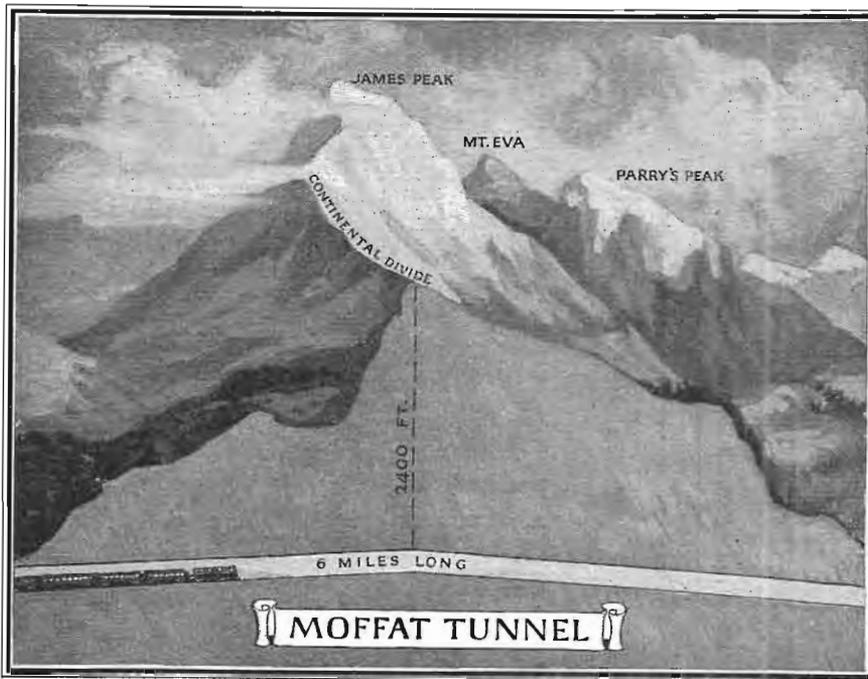
C. T.

Florence is still "buzzin" around the first "ward."

We wish to announce our forth coming "Beauty Contest" for the prettiest girl in the employ of the C. M. & St. P. at Deer Lodge. Each smokable cigar received by me will count one thousand votes for the donar's choice in the contest. Do your cigar shopping early and avoid the rush.

# Directory of Equipment, Supplies and Service

- Acetylene, Compressed**  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.  
Gas Tank Recharging Co., Milwaukee.
- Alcohol**  
Barber Co., W. H., Chicago.
- Anti-Rail Creepers**  
P. & M. Co., Chicago.
- Axles, Car and Locomotive**  
Baldwin Locomotive Works, Philadelphia.
- Banks**  
Central Trust Co. of Ill., Chicago  
First National Bank in Miles City, Miles City, Mont.  
First Wisconsin National Bank, Milwaukee.  
Larabie Bros., Bankers, Deer Lodge, Mont.  
Nat. Bank of Com. of Seattle, Seattle.  
Spokane & Eastern Trust Co., Spokane.
- Bearing Metals**  
Magnus Co., N.Y.; Chicago.
- Belting**  
Deckert, W. L., Milwaukee.
- Binding**  
McBee Binder Co., Athens, Ohio; Chicago.  
Sentinel Bindery, Milwaukee.  
Hillison & Etten Co., Chicago.
- Bolsters**  
Bettendorf Co., Bettendorf, Iowa.  
Pressed Steel Car Co., Pittsburgh.
- Bolts**  
Am. Bolt Corp., Boss Nut Division, Chicago.  
Continental Bolt & Iron Works, Chicago.
- Brake Beams**  
Pressed Steel Car Co., Pittsburgh.
- Brass and Copper**  
Interstate Brass & Copper Co., Chicago.
- Brass Castings**  
T. & B. Brass Co., Tacoma, Wash.
- Canvas and Duck Products**  
Carpenter & Co., Geo. B., Chicago.
- Carbide**  
Gas Tank Recharging Co., Milwaukee.  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Castings, Malleable Iron**  
P. & M. Co., Chicago.  
Pressed Steel Car Co., Pittsburgh.
- Castings, Steel**  
Buckeye Steel Castings Co., Columbus, O.  
Falk Corp., Milwaukee.  
Hubbard Steel Foundry Co., East Chicago, Ind.  
Pressed Steel Car Co., Pittsburgh.  
Tennent Steel Casting Co., Tacoma, Wash.  
Union Spring & Mfg. Co., Pittsburgh.  
Wehr Steel Co., Milwaukee.
- Chemicals, Boiler**  
Bird-Archer Co., Chicago.  
Dearborn Chemical Co., Chicago.
- Coal**  
Binkley Coal Co., Chicago.  
Rosengrant Coal Co., Chicago.  
Shoemaker Coal Co., D. C., Chicago.
- Coffee and Tea**  
Chase & Sanborn, Chicago.
- Couplers**  
Railroad Supply Co., Chicago.
- Cylinder Cocks**  
Prime Mfg. Co., Milwaukee.
- Derailers**  
Railroad Supply Co., Chicago.
- Draft Rigging**  
Union Draft Gear Co., Chicago.
- Engravers and Printers**  
Columbian Bank Note Co., Chicago (Print C. M. & St. P. paychecks).
- Feed Water Heating Devices**  
Superheater Company, Chicago.
- Floodlights**  
Pyle-National Co., Chicago.
- Flooring, Composition (Flexolith)**  
Tuco Products Corp., Chicago.
- Flooring, Built-up Wood Block**  
Carter Bloxonend Fig. Co., Kansas City, Mo.
- Furnaces (Oil Burning)**  
DeRemer-Blatchford Co., Chicago.
- Gauge Cocks**  
Prime Mfg. Co., Milwaukee.
- Grease Cups**  
Flannery Bolt Co., Pittsburgh.
- Grease Plugs**  
Prime Mfg. Co., Milwaukee.
- Greases**  
Galena-Signal Oil Co., Franklin, Pa.
- Guard Rail Clamps**  
P. & M. Co., Chicago.
- Hose Couplings**  
Prime Mfg. Co., Milwaukee.
- Hydrogen**  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Iron (Staybolt)**  
DeRemer-Blatchford Co., Chicago.
- Lag Screws & Bolts**  
Am. Bolt Corp., Boss Nut Division, Chicago.  
Continental Bolt & Iron Works, Chicago.
- Leather (Imitation)**  
The Pantasote Co., N.Y.; Chicago.
- Lighting Accessories**  
Pyle-National Co., Chicago.
- Linseed Oil**  
Barber Co., W. H., Chicago.
- Lock Nuts and Washers**  
Am. Bolt Corp., Boss Nut Division, Chicago.
- Locomotives**  
Baldwin Locomotive Works, Philadelphia.
- Loose Leaf Specialties**  
Miller Co., H. C., Milwaukee.
- Lubricants**  
Galena-Signal Oil Co., Franklin, Pa.
- Lumber**  
McKenna Lumber Co., McKenna, Wash.  
Nashville Tie Co., Nashville, Tenn.  
National Lumber & Creosoting Co., Texarkana, Texas.  
Pacific Creosoting Co., Seattle.
- Nuts, Square and Hexagon**  
Am. Bolt Corp., Boss Nut Div., Chicago.  
Continental Bolt & Iron Works, Chicago.
- Oils**  
Galena-Signal Oil Co., Franklin, Pa.
- Oil Cups**  
Prime Mfg. Co., Milwaukee.
- Oxygen**  
Air Reduction Sales Co., N.Y.; Chicago, Seattle.  
Burdett Oxygen & Hydrogen Co., Chicago.
- Paints**  
O'Neill Oil and Paint Co., Milwaukee.
- Paper**  
Import Paper Co., Chicago.
- Printing**  
Bulfin & Son, Ed., Milwaukee.  
Collins Sons, J. J., Chicago.  
Goodman Printing Co., (Manrice Goodman), Portage, Wis.  
Hillison & Etten Co., Chicago.  
Kough Printing Co., Edw., Chicago.
- Pressed Steel Car Co., Pitts-**  
burgh.
- Northwestern Printing Co.,**  
Milwaukee.
- Provisions**  
Aaron & Sons, E. A., Chicago.
- Rail Anchors**  
P. & M. Co., Chicago.
- Railroad Car Trimmings**  
Loeffelholz Co., Milwaukee.
- Rust Preventatives**  
Dearborn Chemical Co., Chicago.
- Searchlights**  
Pyle-National Co., Chicago.
- Signal Oil**  
Galena-Signal Oil Co., Franklin, Pa.
- Springs, Coil**  
Union Spring & Mfg. Co., Chicago, Pittsburgh.
- Stationery**  
Miller Co., H. C., Milwaukee.
- Stay-Bolts**  
Flannery Bolt Co., Pittsburgh.
- Steam Superheaters**  
Superheater Company, Chicago.
- Stone and Stone Products**  
T. R. Coughlan Co., Mankato, Minn.
- Tie Plates**  
P. & M., Chicago.  
Railroad Supply Co., Chicago.
- Ties**  
Moss Tie Co., T. J., St. Louis.  
Nashville Tie Co., Nashville, Tenn.  
National Lbr. & Creosoting Co., Texarkana, Texas.
- Trap Doors (Vestibule)**  
Tuco Products Corp., Chicago.
- Trucks for Cars**  
Baldwin Locomotive Works, Philadelphia.  
Bettendorf Co., Bettendorf, Ia.  
Pressed Steel Car Co., Pittsburgh.
- Tubes, Arch and Stay**  
Globe Steel Tubes Co., Milwaukee.
- Turpentine**  
Barber Co., W. H., Chicago.
- Varnish**  
Thresher Varnish Co., Dayton, Ohio.
- Washout Plugs**  
Prime Mfg. Co., Milwaukee.
- Water Softening Compounds**  
Bird-Archer Co., Chicago.
- Wheels, Car and Locomotive**  
Baldwin Locomotive Works, Philadelphia.  
Pressed Steel Car Co., Pittsburgh.
- Wire and Cable**  
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.  
Burdett Oxygen & Hydrogen Co., Chicago.



## Piercing the Great Divide

West of Denver is the Continental Divide; hemmed in behind it is an undeveloped district twice as large as Maryland. That fertile area the new Moffat Tunnel will open up.

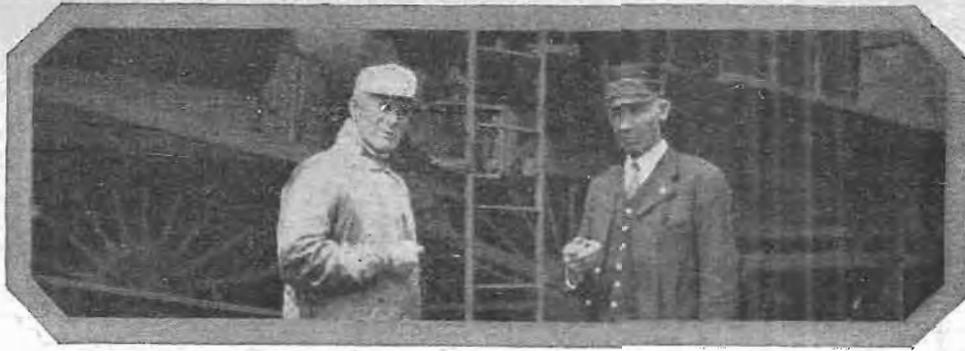


The General Electric Company includes many specialists—engineers who know about tunnels; engineers who know about street lighting; engineers who know about the electrification of factories. These men are at your service, whatever your electrical project may be.

General Electric mine locomotives will carry out the rock, and G-E motors will drive air compressors and pump water from underground rivers.

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Many years ago word of the Hamilton's remarkable accuracy and dependability spread from terminal to roundhouse and to signal tower. Today the most famous trains in America are timed by the Hamilton and it is the favorite watch of most railroad men. They know, just as Conductor Moore and Engineer Homard know, that the Hamilton can be depended upon for service where service counts most.

When you choose a Hamilton for your watch you have chosen a timepiece that has proved itself worthy. The Hamilton is really the most economical watch you can buy.

Ask your jeweler to show you the Hamilton 992 railroad model illustrated here. This new model combines the time tested accuracy and dependability of the Hamilton 992 in sturdily wrought 14K Gold Filled case. The pendant of this case has a crossbar screw that is adjustable and prevents pulling out. Special stem construction and packing make it as dust-proof as a watch case can be made.

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